

Bonhams



GOODWOOD MEMBERS' MEETING SALE

Important Sports, Competition and Collectors' Motor Cars

Chichester, Sussex | 16 April 2023



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NICE 67



GOODWOOD MEMBERS' MEETING SALE

Important Sports, Competition and Collectors' Motor Cars

Chichester, Sussex | Sunday 16 April at 13:00

SALE NUMBER

27996

ILLUSTRATIONS

Front Cover: Lot 87
Inside Front Cover: Lot 71
Inside Back Cover: Lot 30

VIEWING

Saturday 15 April 9:00 - 17:00
Sunday 16 April from 9:00

SALE

Sunday 16 April at 13:00

CATALOGUE PRICE

£25 + p&p

ENQUIRIES

Motor Cars

+44 (0) 20 7468 5801
ukcars@bonhams.com

Customer Services/ Bidder Registration

+44 (0) 20 7447 7447
bids@bonhams.com

YOUR SPECIALIST CONTACTS FOR THIS SALE

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Sale Coordinator

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BIDS

- Bid online/APP

Register to bid online by visiting
www.bonhams.com/27996



**Bid through the
app. Download now
for android and iOS**

- Bid by telephone/absentee

We require a completed Bidder
Registration Form returned by email
to bids@bonhams.com.

The form can be found at the back of
every catalogue and on our website
at www.bonhams.com

Please note we cannot guarantee
bids within 24 hours of the sale.

Bidding by telephone will only
be accepted on a lot with a low
estimate in excess of £1,000.

- Bid in person

You can pre-register online at
Bonhams.com or obtain a paddle
at our Registration Desk.

- New Bidders

You must provide proof of identity
when submitting bids. A copy of
a government- issued photo
identification (driving licence or
passport) showing your full name and
date of birth, and, if not shown on the
ID document, proof of your current
address (utility bill or bank statement).

For company account or other
entities, please contact us in
relation to the documents you will
need to provide.

Failure to do this may result in your
bids not being processed.

For all other enquiries, contact our
Client Services department on:
+44 (0) 207 447 7447 or
bids@bonhams.com

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

To submit a claim for refund of VAT,
HMRC require lots to be exported
from the UK within strict deadlines.
For lots on which Import VAT has
been charged (marked in the
catalogue with a * or Ω) lots must
be exported within 30 days of
Bonhams' receipt of payment and
within 3 months of the sale date.
For all other lots export must take
place within 3 months of the sale date.

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 a Buyer's Premium on the Hammer Price of each Lot purchased and this 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.

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

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

Damage

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

Methods of Payment

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

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

Bonhams preferred payment method is by bank transfer.

- **Bank Transfer:** You may electronically transfer funds to our account. Please quote your paddle number and Invoice number as the reference. Our account details are as follows.
Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
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:

- **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. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

- **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 purchase 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.

NOVA (Notification of Vehicle Arrivals) Title & Registration Documents

Certain vehicle Lots, marked 'N' in the catalogue, are subject to a NOVA Declaration prior to the Buyer making an application to register the vehicle in the UK with the DVLA for a V5C.

Whilst the responsibility of submitting the NOVA rests with the Buyer to do so, Bonhams will facilitate the process by engaging an agent (CARS) to undertake the NOVA on the Buyer's behalf. A fee of £350 + VAT to do so will be added to the Buyer's invoice.

CARS may also assist buyers with a full registration service directly. Please contact +44 (0) 1284 850 950 / info@cars europe.net

For general registration documents enquiries

Please contact valerie.rozbitska@bonhams.com

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.

VAT at the prevailing rate (currently 20%) will be added to the Buyer's Premium which will be invoiced on a VAT inclusive basis.

Important Notice: Exporting from the UK

Please note that our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import and export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. Please ensure to advise the Sale Co Ordinator of your preferred instructions immediately after the sale and once the final invoice is settled, our customs agents, CARS UK, will action these on the buyer's behalf.

Sale Co Ordinator
Valerie Rozbitska
+44 (0) 20 7393 3837
valerie.rozbitska@bonhams.com

Further costs, duties and VAT may be applicable. The responsibility to meet these charges rest with the Buyer.

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 themselves as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such said items.

≠ Restricted Bidding

Please note that special formalities are required should you wish to bid on Lots marked with this symbol ≠ Contact Client Services on +44 (0) 20 7447 7447 or bids@bonhams.com in advance of the sale. Please also note Online Bidding is not available for these Lots, although we are pleased to offer a bidding by telephone service should you wish to bid remotely.

Guide for Buyers

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 photographic identification (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.

You can bid in person, online, on the telephone and via absentee. Bidder registration forms can 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 post it back to our offices. Should you email/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 email/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, all available files can be inspected 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. The fully illustrated catalogue will describe the vehicles to the best of our ability on the information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix a saleroom 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 to notify the sale administrator 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, that once the V5C has been updated by the DVLA it cannot be reversed.

All registration document enquiries should be directed to Valerie Rozbitska. valerie.rozbitska@bonhams.com

When can I clear my purchases?

Once full payment has been received, purchases may be cleared (where possible) immediately after the auction then between 9am and midday on Monday 17 April 2023.

Can someone deliver the vehicle for me?

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

Where can I read your Conditions of Sale?

Our conditions of Sale are printed towards the back of the auction catalogue. It is important you read and understand these conditions, and by registering to bid, you acknowledge to be bound these conditions.

Bonhams International Motoring Team

UNITED KINGDOM



Tim Schofield



Guy Newton



James Knight



Malcolm Barber



Maarten ten Holder
International
Managing Director



Louis Frankel



Richard Stafford



Mark Gold



Ryan Cigana



Katie Barnet



Valerie Rozbitska



Lauren Wear



Catherine Avrili



Lynnne Farrant



Roger Bell-Ogilby
Global Business Director

EUROPE



Paul Darvill



Gregory Tuytens



Paul Gaucher



Gregor Wenner



Loïc Maschi



Valerie Simonet



Suzanne Kress



Philip Kantor
International
Chairman Motoring

WEST COAST



Mark Osborne



Gordan Mandich



Adrien Durban



Miles Escajeda



Aleksandra Krypciak



Catherine Tejada

EAST COAST



Rupert Banner



Eric Minoff



Evan Ide



Roger Noble



Tim Parker



Jennifer Burns



Whitney Maxwell
Deputy Director

THE MARKET UK



David Hayhow



Paul Hegarty



Ainsley Pierce



John Hunt



Mark Livesey



Freddie Woodd



Oliver Hughes



Jo Tomlin

THE MARKET EUROPE



Kayleigh Ramsay



Sam Shupac



David Toledano



Pierre Tirone



Carlotta Manchini



Federica Olivotto

THE MARKET USA



Steve Gregg
Global Head of The Market



Brett Halverson



Matthew Groner



Ivette Hilario

MOTORCYCLES



James Stensel



Bill To



Andrew Barrett



Annika Morrill



Ben Walker

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www.themarket.bonhams.com

Collections

Removal and Storage of Vehicles

Vehicles must be collected from the sale venue by midday on 17 April 2023, at which point all remaining unpaid lots will be uplifted by Straight Eight Logistics to their store at the client / buyers expense.

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

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.

Vehicle Removal charges

£375 + VAT per vehicle

Vehicle Storage charges

First 14 days

£15 + VAT per motor car per day

Thereafter

£42 + VAT per motor car per week

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

+44 (0) 20 3540 4929

transport@straighteightlogistics.com

www.straighteightlogistics.com

Motor Car Presentation

Chris Bailey, Showcase SVS

+44 (0) 7889 722 333

www.showcasesvs.co.uk

Photography

Shane O Dognahue

Jonathan Jacobs

Reggie Simkevicius

Jack Howells

Tom Gidden

James Man

Tom Wood

Carl Wilson

Simon Clay

Jack Passey

Pete Seabrook

From London, take the A3 to Milford and then A283 to Petworth.

From M25, leave at Junction 10. Take A3 to Milford and then A283 to Petworth.

From Petworth take the A285 towards Chichester. Approximately 1 mile south of Halnaker Village, at the T junction with New Road, follow the AA road signs that turn right towards the Motor Circuit. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

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

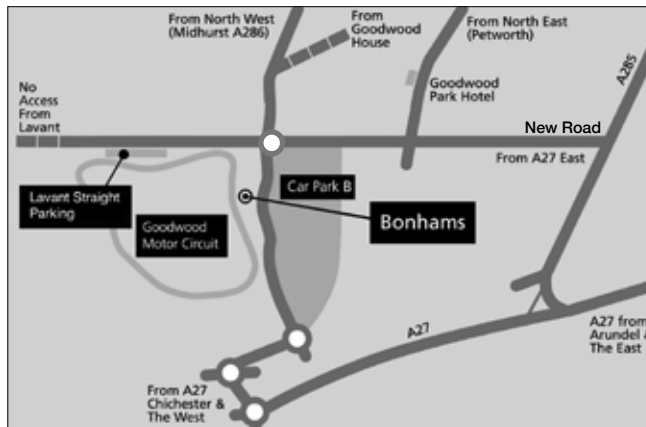
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth until turning left on to New Road. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

From Petersfield, Haslemere follow the A272 to Midhurst. From Midhurst follow the A286 towards Chichester. Just south of the village of Singleton take the left hand fork towards Goodwood Racecourse. At the T junction by Goodwood Racecourse turn left as directed by the AA road signs towards the A285.

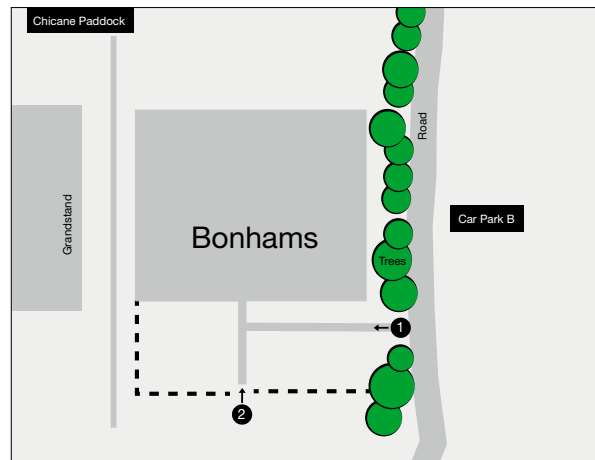
At the junction with the A285 approximately 1 mile south of Halnaker Village, at the T junction with New Road, follow the AA road signs that turn right towards the Motor Circuit. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

Those wishing to arrive by air (helicopter only):

Landing times will be severely restricted and must be booked with Goodwood Air Traffic Control in advance on +44 (0) 1243 755087



Please note: The nearest car park to Bonhams is Car Park B



1
Please use this entrance if you don't have a ticket to the Members' Meeting

2
Access from/to the Members' Meeting (ticket required)

Please note:
Food and Drink will be available at the Bonhams Marquee

Motor Cars

13:00

Lots 1 - 100

Further images of each lot can be found at:
bonhams.com/27996



C. 1961 ALBATROSS A-SERIES SPORTS RUNABOUT

Boat no. A54

- Restored between 2016 and 2020
- Rebuilt Ford 1600 Cross-flow engine
- Not run recently
- Very good restored condition



Albatross Marine Ltd was founded in 1949 by Archie Peace, an aircraft engineer formerly with the Bristol Aeroplane Company, at Great Yarmouth, Norfolk where he was soon joined by business partners Peter Hives and Bruce Campbell. All three men shared a common background in aircraft engineering and set about applying their skills to the manufacture of marine craft, making use of the plentiful supplies of aluminium alloy left over from the war effort. To get the ball rolling, three racing hydroplanes were constructed to publicise the fledgling firm and help generate the investment required.

By the start of 1951 the company was ready to introduce the prototype of its first product, the Albatross Sports Runabout, which was unveiled to the boating press at Ruislip Lido in Middlesex, home of the Ruislip Water Ski Club, in March of that year. A three-seater craft of 12' 9" in length, the first Albatross was powered by a marinised version of Ford's 100E 1,172cc four-cylinder sidevalve engine and had a maximum speed of 34mph, making it ideal for water skiing.

The 'A' Series was conceived in 1959 and used a different method of forming the hull, resulting in a better shape. The 'A' was 13' (4 metres) long with a beam of 4' 10" (1.5 metres) and 1' 6" (0.5 metres) draught. The first prototype was on the water by January 1960 and was soon being raced locally.

The current vendor purchased this A-Series Albatross in October 2016 as a restoration project (the previous owner had rescued the craft from a ditch). A suitable Ford 1600 Cross-flow engine was obtained and treated to a 'last nut and bolt' rebuild, including fitting an anti-foaming plate. The rotten hull bottom was cut out and a new piece fitted, together with an internal strengthening plate and subframe. New parts fabricated included the rudder, anti-cavitation plate, bonnet, seat base and cockpit floor. The arrival of Covid then put the project on hold, and it was not until September 2020 that the completed Albatross was back in the water. Not run recently, this elegant craft is described by the private vendor as in 'restored, very good' condition in every respect and is offered with numerous photographs documenting the renovation.

£15,000 - 20,000

€17,000 - 23,000

No Reserve

1936 MORGAN SUPER SPORTS THREE-WHEELER

Registration no. EPH 709

Chassis no. D 1145

Engine no. MX2696

- Formerly the property of the late Terry Martin
- Desirable Super Sports model
- High-performance Matchless engine
- Much loved and enthusiastically campaigned



Its superior power-to-weight ratio enabled H F S Morgan's humble, three-wheeled cyclecar to outperform many a larger engined four-wheeler, and its maker was not slow to capitalise on his creation's competition potential. A Gold Medal in the 1911 London-Exeter-London Reliability Trial with Morgan himself driving was followed by victory in the inaugural cyclecar race at Brooklands the following year, Harry Martin taking the chequered flag three minutes ahead of the field. Racetrack successes led directly to road-going spin-off in the form of the Grand Prix model, introduced for 1914. The first Aero sports model, inspired by the Grand Prix, followed immediately after WWI.

Subsequent technological developments included the fitting of front brakes, operated by hand lever, from 1924 and the adoption of a new chassis - the M-type - on the new Super Sports model in 1928. This new chassis was some 2½" lower than its predecessor and undoubtedly helped Morgans trounce the opposition at the New Cyclecar Club's meeting at Brooklands later that year. In 1931 a conventional three-speeds-plus-reverse gearbox was introduced and the model name abbreviated to simply 'Super Sports', the old two-speed transmission disappearing soon after. Morgan used a variety of proprietary engines over the years, though its favoured supplier was usually J A Prestwich (JAP) of Tottenham, North London, although from the mid-1930s onwards Morgan three-wheelers, like George Brough's superlative motorcycles, were fitted with Matchless v-twin engines in preference to those from JAP.

This Matchless-engined Super Sports was formerly owned by the late Terry Martin, a well known collector of motorcycles and trikes. The Morgan was restored in the mid-1980s while in Terry's care, most of the work being undertaken by Bill Healing (see bills of file). Terry toured extensively with the Morgan throughout Europe and even as far as the USSR, amassing an impressive collection of badges from all the countries visited along the way, which are mounted on the dashboard. One of the early badges had to be smuggled out of the DDR as its possession was deemed illegal! Press articles and photographs relating to Terry's travels with the Morgan may be found in the history file, and there is a video online of him crossing the Pyrenees in the Morgan in 2007, in the video he recounts the stories and significance of the various badges on the dashboard. Terry Martin died in 2009.

In 1990 the engine had been treated to a (new pistons, bearings, etc). More recently, in 2013, an Amal Concentric carburettor and a new starter motor were fitted, while in 2015 the wheels were rebuilt by Morgan racer, Greg Bibby, and shod with new tyres. The car has also been sensibly upgraded with hydraulic brakes (from a Morris Eight), while the electrics are now 12-volt. Offered with a UK V5C registration document.

£28,000 - 40,000

£32,000 - 45,000

No Reserve

1947 JBM 3.9-LITRE SPORTS

Registration no. LPF 469

Chassis no. to be advised

Engine no. 8BA K1518

(Image part of lot)

LPF469 competing circa 1947



- Believed to be the sole survivor of an estimated eight built
- Formerly owned by the Rt Hon Alan Clarke, MP
- Restored in the 2000s

The JBM sports car was the creation of Squadron Leader Jim Boothby, DFC and bar, who took the plunge into motor manufacturing in 1946. The marque's initials stand for 'James Boothby Motors' and its first cars were built in Horley, Surrey. JBM began by using government-surplus Ford V8 engines, which were installed in reconditioned second-hand pre-war Ford V8 chassis, an arrangement that avoided the buyer having to pay Purchase Tax. Jim had gained experience of preparing the Ford V8 for competition before the war, and his modifications raised maximum power from around 85bhp to a claimed 120 horsepower. With its lightweight aluminium two-seater coachwork, the JBM possessed an excellent power-to-weight ratio, a maximum speed of 105mph on a 3.8:1 final drive ratio being claimed. *Autocar's* tester was impressed with its performance: "Overtaking is robbed of all its doubts. The JBM leaps ahead and is back on its own side of the road again in a matter of seconds." Jim Boothby publicised his new sports car in the best way possible: by racing it. At the Brighton Speed Trials in 1947 a JBM covered the kilometre in 37 seconds, beating the BMW 328 driven by Stirling Moss, no less. The original's handling shortcomings having been recognised, development of a Mk II JBM commenced in 1948, by which time production had shifted to Lowfield Heath near Crawley, Surrey. Considerably more advanced than the Ford-based original, the Mk II's chassis was of tubular construction and featured independent front suspension and Lockheed hydraulic brakes. Bizarrely, JBM also commenced development of an – ultimately stillborn – Formula 1 car. Production of the JBM sports car seems to have ended around 1950, by which time it is estimated that only eight had been built. He continued to compete, principally behind the wheel of his beloved Jaguar D-Type, 'TNG 959', in which he completed more than 100 races. Jim Boothby died in 1974 at the age of just 57.

The full story of Jim Boothby and JBM was recounted in *The Automobile's* May 2007 edition by the late Mike Worthington-Williams (copy on file). The car offered here, 'LPF 469', is the sole surviving JBM and is believed to have been sold new by the famous Tourist Trophy Garage in Farnham, Surrey, which had been co-founded in 1931 by Leslie Hawthorn, father of future Formula 1 World Champion, Mike Hawthorn. 'LPF 469' appeared at Prescott in its first year (photograph on file) and in a press call for the company. Mike W-W had unearthed the car in a Lincolnshire lock-up in 1981, and in April that year it was sold at the Bristol Classic Car Show auction - under Mike Worthington-Williams' and Malcolm Barber's jurisdiction - to motoring enthusiast and famed bon viveur, the Rt Hon Alan Clarke, MP. The JBM was acquired at a later date by the current vendor who, with Mike W-W's help, was able to retrieve the original registration number in 2008. The nonagenarian vendor has restored the car, retaining the original body and fitting more-comfortable modern seats. The mudguards, although old, may not be original. The engine currently installed is a 1949, Canadian-built 3.9-litre Ford V8 producing 110bhp, while the gearbox is now a four-speeder, replacing the original three-speed unit. Only some 4,000 miles have been covered since the engine was rebuilt.

A wonderful survivor of a scarcely remembered make, so typical of Britain's cottage industry of independent manufacturers in the immediately post-war years, this charming JBM is 'on the button' and ready to enjoy.

£25,000 - 35,000
€28,000 - 40,000
No Reserve

1991 JAGUAR XJR-S 6.0-LITRE COUPÉ

Registration no. K619 KDU
Chassis no. SAJJKES3ER183372
Engine no. 8WO10576SC

- Upgraded 6.0-litre V12 with Zytex engine management
- Automatic transmission
- Showing circa 14,000 kilometres (approximately 8,700 miles) on the odometer
- Formerly part of the Jaguar Daimler Heritage Trust Collection



In 1984 Tom Walkinshaw won the European Touring Car Championship behind the wheel of a Jaguar XJ-S. During this time, Walkinshaw was producing body and suspension kits for the XJ-S at his JaguarSport company as significant improvements over the standard XJ-S, leading to the factory authorising an official model incorporating Walkinshaw's upgrades: the XJR-S.

Owned 50:50 by Jaguar and TWR, JaguarSport released a special version of the XJR-S in 1988, which featured the 5.3-litre V12 engine; a unique body kit; alloy wheels; and suspension and handling improvements. JaguarSport would produce 100 of these new XJR-S cars as the 'Celebration Le Mans' models to commemorate Jaguar's win at the Le Mans 24-Hour race in 1988. The 100 Celebration models would be sold exclusively in the UK, while an extra 226 XJR-S models would be produced up to 1989 with the 5.3-litre engine. From September 1989, the XJR-S would be fitted with the upgraded 6.0-litre V12 and Zytex engine management system. This new engine was an upgrade of the standard V12 found in the late XJ-S. The new XJR-S would be produced until 1993 with a total of 787 coupés and 50 convertibles built.

The 1991 XJR-S on offer is one of the most original and one of the lowest mileage examples on the market today, with only 14,160 kilometres (approximately 8,800 miles) on the odometer. Ordered in Brooklands Green with a Warm Charcoal interior, the car became part of the Jaguar Daimler Heritage Trust Collection in 1997. The list of options includes the following: automatic transmission; Alpine AJ9150W audio equipment; 4-ohm speakers; no rear badges, anti-lock brakes; unique TWR wheels; limited-slip differential; XJ40 gear knob, colour-keyed; air conditioning; headlamp power wash; no front fog lights; no tread-plate inserts; no coach lines; no grille; cruise control; high-mounted stop lamp; driver's air bag; sapwood veneer; black steering wheel; Sport trim; Warm Charcoal facia; Saville headlining; Smoke Grey carpet; Warm Charcoal main cabin colour; Warm Charcoal seatbelts; twin needle stitching; and Warm Charcoal welts.

Described by the vendor as in good condition in all respects, this rare and exciting high-performance Jaguar is offered with a Heritage Certificate, old sales descriptions, bills for works carried out, and a V5C Registration Certificate. Spare keys are present.

£30,000 - 40,000

€34,000 - 45,000

No Reserve

1959 ELVA 100 FORMULA JUNIOR RACING SINGLE-SEATER

Chassis no. 100/34

- Mitter-tuned DKW engine
- One of an estimated 75 delivered to the USA
- Formerly on display at the Brooklands Museum
- Raced throughout the USA and Europe in Lurani Trophy races
- Spares package includes three DKW engines



Frank Nichols' Elva 100 was one of the most successful British Formula Junior designs. Elva was one of the first UK manufacturers to embrace the formula, providing Bill de Selincourt with a landmark victory at Cadours, France in September 1959, the first occasion that an international FJ race had been won by a British car/driver combination. When the first race in Britain exclusively for Formula Junior cars was held at Brands Hatch in October that same year, Elva 100s took all three rostrum places.

The Elva 100 FJs were powered by either a Weslake-modified BMC A-Series engine or a 980cc DKW three-cylinder two-stroke tuned by Gerhard Mitter. The gearbox was a BMC four-speed unit. Boasting a multi-tubular space-frame chassis and independent suspension all round, Nichols' creation would prove to be one of the most popular front-engined FJ designs, with approximately 200 sold worldwide. One of an estimated 75 delivered new to the USA, chassis number '100/34' was built in 1959 and fitted with one of Mitter's DKW engines. The car returned to Europe in 1980, passing to the immediately preceding owner in 1999, and for many years was on display at the Brooklands Museum, with occasional outings in Historic races.

On file is a document written by a previous owner (who had bought the car in 1993), outlining its specification and usage in some detail: "in 1993 the car received a lot of attention to bring it up to spec to compete in the Lurani Trophy and was subsequently raced in the 1995 and 1996 seasons finishing in most of the races in which it was entered." In more recent years the Elva has raced throughout the USA and Europe, including at Spa Francorchamps and Monza in the Lurani Trophy races. Owned by our vendor since March 2020, the car has since benefited from new stub axles, tyres, brake pads and master cylinders, etc but has not been set up for track/race use; the next owner will need to complete the recommissioning. The car is offered with comprehensive spares package that includes three spare engines. With Formula Junior races at all major European historic events including Monaco and Goodwood, not to mention the FIA Lurani Trophy, there is no shortage of suitable opportunities to enjoy driving this potentially most competitive car.

£25,000 - 30,000

£28,000 - 34,000

No Reserve

6

Offered from the Estate of the Late John Lunn

1954 BENTLEY R-TYPE SALOON

Registration no. OVU 200

Chassis no. B73WG

- *Single family ownership from new until 2021*
- *Inherited by successive generations of the first owner's family*
- *Requires recommissioning*



An evolution of its MkVI predecessor, the Bentley R-Type was introduced at the 1952 Earls Court Motor Show. Subtly reworked from the previous model by in-house stylist John Blatchley, it boasted a notably larger boot and re-profiled rear wings. Switching from riveted to welded frame construction at chassis 'B349TO', the newcomer featured independent coil-and-wishbone front suspension; a leaf-sprung live rear axle; and servo-assisted four-wheel drum brakes (hydraulic front, rod rear).

Powered by a 4,566cc inlet-over-exhaust straight-six engine allied to either a four-speed manual or automatic transmission, the R-type was a surprisingly strong performer, able to exceed 100mph. Praised by the contemporary motoring press for its high-speed handling and well-appointed interior, the model remained in production until 1955, by which time 2,320 had been made.

First issued with the Manchester registration number 'OVU 200' on 22nd April 1954, chassis number 'B73WG' remained in single-family custodianship for its first 67 years. The first owner was a major manufacturer of clothing fasteners, and the Bentley remained in their family until it was sold in 2021.

The R-Type was purchased by our vendor, the late John Lunn, in May 2022. John, a prominent and well-known dealer in special Bentley and Rolls-Royce motor cars almost all of his life, bought this example to use and enjoy. Sadly his enjoyment of the R-Type would be short lived. The car was the subject of some cosmetic work during his ownership (no bills available) and the front and rear carpets were renewed; the rest of the interior remains largely original.

Recommissioning is advised following a period off the road in storage. Accompanying documentation consists of a V5C Registration Certificate, sundry paperwork and a fresh MoT. A rare opportunity to acquire a fine Bentley R-Type that has enjoyed the benefit of single family ownership for almost its entire life.

£20,000 - 30,000

€23,000 - 34,000

No Reserve

7 * N

1923 BUGATTI TYPE 23 'BRESCIA MODIFIÉE' PROJECT

Registration no. not registered

Chassis no. 1878

Engine no. 1243 (see text)

- *Early 'Brescia Modifiée' type engine*
- *Formerly owned in the USA*
- *Present ownership in Scandinavia since 1974*
- *Offered for restoration*



Introduced in 1913 and listed until 1926, the Type 23 was directly descended from first Bugatti to be built at Molsheim: the short-wheelbase Type 13 of 1910. By the early 1930s, Ettore Bugatti - 'Le Patron' - had established an unrivalled reputation for building cars with outstanding performance on road or track, the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. Bugatti's origins, though, were a far cry from the glamorous world of Grands Prix.

Italian-born engineer Ettore Bugatti had learned his trade with De Dietrich, Mathis and Deutz before setting up his own factory in 1910 at Molsheim in Alsace, which was then part of Germany. While with Deutz he designed the Type 10, its number reflecting his nine previous designs, and this would serve as the prototype for the first Molsheim-built Bugatti: the Type 13. Introduced in 1910 and the first Bugatti production car, the Type 13 was powered by a four-cylinder, single-overhead-camshaft, 8-valve engine of 1,327cc, which drove via a four-speed gearbox and was mounted in a short-wheelbase chassis carrying a simple open two-seater body. Making its debut at the 1910 Paris Salon, the Type 13 was described by *The Autocar* as a "most delightful looking runabout". The design was developed through Types 15, 17, 22 and 23 into the early 1920s, by which time 435 of all types had been made.

The 'Brescia' version of the Type 13 took that name following the factory's first four places at the 1921 Italian Grand Prix for Voiturettes, held at the eponymous racetrack in Lombardy. The Type 22 and Type 23 were longer wheelbase models, both of which used the 1,496cc single-overhead-camshaft 16-valve Brescia engine and were built alongside 8-valve 'Petit Pur Sang' versions. The arrival of the Type 22/23 in 1912 marked the adoption of Bugatti's famous oval radiator, replacing the flat-topped earlier type. Introduced early in 1920, the Type 23 'Brescia Modifiée' featured a lightweight chassis equipped with leaf-sprung suspension all round and two-wheel brakes. It had a longer wheelbase than its similar Type 13 and 22 stablemates while retaining the same 1496c 16-valve engine and four-speed gearbox. Depending on the type of coachwork, the Type 23 'Brescia Modifiée' was claimed capable of speeds up to 80mph.



This Bugatti Type 23 rolling chassis comes with a copy of its Nordic Bugatti Register entry from 2014 detailing its specification and the origin of its major components (inspection recommended). Of particular interest is their observation concerning the engine - an early Brescia Modifiée unit - which is stamped '1243' to the right front engine bearer; however, that number has been changed and the engine is also numbered '103' in several places, indicating that it must have been fitted to a chassis around number '1715' originally. According to the Register: "It may have been fitted to chassis 1243 and then 1878 following the breakdown of their original engines." Indeed, this car used the identity of chassis number '1243' in the USA for many years. The Bugatti Club feel that the gearbox ('133') is the correct type for this chassis.

This Type 23 had been imported into the USA from Germany by Wilbur E Fleck and was next owned by James H Donald, who built a simple body for it. Following James Donald's death, next owner Ray Jones removed the body and sold the car to well known Bugatti collector and connoisseur Uwe Hucke in the South of France. The now deceased Scandinavian owner purchased the car from Uwe Hucke in 1974 through his friend Mr Von Raffay in Germany, who acted as agent (see confirming letters on file). Very little has been done to the car since acquisition and thus it is offered as a project and sold strictly as viewed.

£40,000 - 55,000
€68,000 - 91,000

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

8

1968 LAND ROVER SERIES IIA 109" 4X4 CEREMONIAL VEHICLE

Registration no. to be advised

Chassis no. 25113641D

Engine no. 25301848H

- *Ex-Ministry of Defence*
- *Special coachwork by Central Workshops, REME*
- *Present ownership since 2017*
- *Offered from a private collection*



The Queen on her Jubilee Tour in Northern Ireland, 1977: Credit Getty





Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that would characterise the Land Rover to the end. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'.

By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. For the Series IIA the diesel engine was enlarged to 2,286cc and a new 12-seater model introduced on the longer (109") wheelbase chassis. Progressively developed from its launch in 1948, the ubiquitous Land Rover would be modified over the decades to serve countless specialist requirements, both civilian and military.

A 2¼-litre petrol-engined model, this Series IIA Land Rover commenced its service with the Ministry of Defence in 1968, and nine years later conveyed HM Queen Elizabeth and HRH Prince Philip during their tour of Northern Ireland on the occasion of the Queen's Silver Jubilee (photograph available). Previously registered '00 FG 28' (military), the vehicle was sold at the MoD auction at Ruddington in April 1983 to the immediately preceding owner, joining his private collection.

Since September 2017 the Land Rover has belonged to the Matson Martin family at Baddow Park Estate, Chelmsford. The vehicle has been part of the family collection and carefully stored on the Estate. Servicing has been undertaken annually, with inspections carried out every six months in line with the rest of the collection's vehicles.

The ceremonial Land Rover has had various outings for photoshoots at the Baddow Park House luxury wedding venue, plus a couple of trips to the Goodwood Revival. While the Land Rover was at the racetrack it was kept at the Goodwood Hotel and used by the family to ferry guests to and from the circuit. Offered with a V5C Registration Certificate, this is an evocative yet highly practical piece of Royal memorabilia.

£60,000 - 90,000
€68,000 - 100,000

9

From the collection of the late Peter de Savary

1960 JAGUAR XK150 3.8-LITRE 'S' COUPÉ

Registration no. 660 NPJ

Chassis no. T825157DN

- *One of only 115 right-hand drive XK150 'S' 3.8-litre fixed-head coupés*
- *Overdrive transmission*
- *Only five recorded owners from new*
- *Engine (unleaded compatible) and gearbox rebuilt in 2003*
- *Sensibly upgraded*





Representing the XK150 in its ultimate configuration, with the 3.8-litre engine and overdrive gearbox, this rare 'S' fixed-head coupé was supplied to its first owner, a Mr Douglass Growcott, by Henlys of London on 23rd March 1960. The car is recorded in Anders Ditlev Clausager's definitive book on the Jaguar XK150 as being the 71st of a total production run of only 115 right-hand drive cars. It is also one of only five cars finished in black with a red interior.

This XK150 has had only five recorded owners from new: the third acquiring '660 NPJ' in 1965 and keeping the car some 35 years until 2000, and the fourth keeping it for the next 18 years. The late Peter de Savary purchased the XK at Bonhams' Bond Street sale in December 2018 (Lot 28). There are MoT certificates on file dating back to 1984 showing the then indicated mileage as 71,442, while virtually continuous subsequent MoTs confirm the mileage as 82,028 when purchased in 2018. Mr de Savary used the car fairly regularly.

In 2003 the engine and gearbox were rebuilt, the former incorporating an unleaded cylinder head conversion, and the car has also been the subject of considerable expenditure to maintain it in its present beautiful condition. Improvements to the original specification include the fitting of power steering; upgraded brakes; electric fan; alternator conversion; inertia seat belts; and a 12-volt battery installation.

Prior to its sale in 2018 the car was checked through by the leading XK specialists, Twyford Moors, who during the process completely rebuilt the front suspension incorporating a Polybush upgrade to further improve the handling. Recent works have included fitting a new fuel tank and attention to the brake pipes and ball joints (Twyford Moors receipts on file).

This is a matching-numbers car with a mechanical overdrive, rarely seen on these XKs. Fitted with virtually new chrome wire wheels and Vredestein radial tyres, '660 NPJ', with its subtle upgrades, is said to be a delight to drive; the experience being enhanced by one of the smoothest gearboxes one is likely to find in any XK.

In addition to various invoices for works undertaken, the accompanying file contains Jaguar handbooks; the original buff logbook; a current V5C registration document; and a Heritage Certificate confirming its production numbers and current registration. Very nicely turned out and 'on the button', '660 NPJ' represents a wonderful opportunity for the serious Jaguar collector to acquire a rare example of one of the most powerful limited-production XKs manufactured by Jaguar Cars.

£85,000 - 100,000
£97,000 - 110,000

From the collection of the late Peter de Savary

1953 BENTLEY R-TYPE SALOON.

Registration no. 633 NOT

Chassis no. B131UL

- Automatic transmission
- Rare sunroof example
- A recent acquisition for the collection
- Extensive history file



"In a very short time, however, it was easily seen that the pressed steel Bentley bodies were as elegantly proportioned, as highly finished and as comfortably furnished as anything the traditional coachbuilders of the past had done; with the added virtues of immunity from rot and greater rigidity." - Anthony Bird & Ian Hallows, *The Rolls-Royce Motor Car*, 1964.

The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork - produced by the Pressed Steel Company of Oxford - on the MkVI Bentley. Rolls-Royce's first post-WW2 product, the MkVI was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith. Although mechanically similar to the MkVI, the latter was exclusively a coachbuilt car, the first 'standard steel' Rolls-Royce, the Silver Dawn, not appearing until 1949.

The decision to offer a complete car with 'in house' bodywork had been dictated by harsh economic reality. 'Export or die' was the watchword of the late 1940s and the manufacture of standardised steel-bodied cars was deemed essential to selling in sufficient quantities to overseas markets. Despite the misgivings of traditionalists, exports rose steadily and, when the home market stabilised, the classically styled 'standard steel' bodywork proved equally acceptable, making up 80% of total production of this first post-war Bentley.

A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the MkVI (and Rolls-Royce Silver Dawn) measuring 10' (3 metres) exactly. The Crewe-built range featured a new design of independent front suspension, hydraulic front brakes and a new 4,257cc, six-cylinder, 'F-head' (inlet-over-exhaust) power unit. The latter was enlarged to 4,566cc in 1951 while a much-needed improvement to the standard bodywork arrived mid-way through 1952 in the shape of an enlarged boot together with associated alterations to the rear wings and suspension, subsequent models incorporating these changes being known as the R-Type Bentley and E-Series Silver Dawn.

This automatic transmission R-Type 'sunroof' saloon is finished in two-tone dark grey over light grey with original dark brown leather trim and beige carpets. The Bentley is a recent acquisition for the collection. Unfortunately Peter de Savary passed away before he had time to enjoy the R-Type, and now the collection is being thinned out. The car comes with a large history file containing numerous servicing receipts and other documentation. Offered with a V5C document.

£35,000 - 40,000

€40,000 - 45,000

From the collection of the late Peter de Savary

1963 ROLLS-ROYCE SILVER CLOUD III SALOON

Registration no. 256 GJB

Chassis no. SDW363

- Owned by Peter de Savary for many years
- The height of motoring luxury in its day
- One of his favourites in the collection
- Used regularly for Surrey to London trips



Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine.

Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardised.

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-litre V8 engine introduced on the 'Cloud II/S2 - though with larger carburettors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting; the absence of sidelights from the wing tops; and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

Owned by the late Peter de Savary for many years, this fine example was one of the favourites in his collection and was used regularly for trips to London from Surrey and back. The car is handsomely finished in black with red leather interior, the latter's trim being mainly original apart from a replaced driver's squab. Offered with a V5C Registration Certificate.

£25,000 - 30,000
€28,000 - 34,000

12†

**2007-8 SPYKER-FERRARI F8-V11/ FORCE INDIA-FERRARI
VJM01 FORMULA 1 RACING SINGLE-SEATER**

Chassis no. F8-VII/04 (VJM01-04)

- *European Grand Prix Leading*
- *Used across two consecutive seasons*
- *Multiple Grand Prix entrant*
- *Ferrari powered in period*





This originally Ferrari V8-engined modern-era Formula 1 Grand Prix car offered here is a well-presented and significant display-specification model offered direct from the currently sensationally well-performing Aston Martin Cognizant team's historic collection. It is a visually complete and rolling Formula 1 Grand Prix car offered less engine and gearbox, which has been preserved and maintained by its original constructor since its current use during both the 2007 and 2008 Formula 1 World Championship racing series. It is here offered – in show car configuration- for public sale for the first time since the ex-Jordan, ex-Midland, ex-Spyker Force India team was acquired and renamed Racing Point for 2019, and which today has become the current Aston Martin Cognizant Formula 1 operation

This particular car began life as the 2007 Spyker-Ferrari chassis 'F8-VII/04' – itself derived from an initial 2006 Midland M16 design - and it was reworked for the 2008 season to re-emerge as the Vijay Mallya-owned renamed Force India team's prototype 'VJM01'.

Most significantly during 2007 this car was powered by nothing less than the Ferrari F1-056H 90-degree V8 engine, driving via a Spyker 7-speed plus reverse longitudinally-disposed gearbox with electro-hydraulic sequential gear selection. This Spyker of course was built by what had been the prominent former Jordan team, based adjacent to the Silverstone race circuit in England, owned by entrepreneur Alex Shnaider, and racing under the Midland title. The Dutch sports car manufacturer, Spyker, arrived on the scene with good intentions, its principals intent upon returning the team to at least midfield competitiveness from a period of down-grid stagnation.

Former Toyota Formula 1 designer Mike Gascoyne – who had worked for Jordan earlier in his career - was hired, and under his technical direction – as 'Autocourse' annual recorded "When circumstances allowed, the orange-and-grey cars managed to embarrass outfits working on five times Spyker's budget...".



A new aerodynamic concept was created with former Tyrrell and Ferrari specialist Jean-Claude Migeot's Aerolab concern. Initial problems with too little downforce and excess drag were addressed by a B-spec update in time for the 2007 Italian Grand Prix. In the Belgian round at Spa-Francorchamps one week later Spyker started driver Adrian Sutil on soft tyres and enabled him to run prominently in mid-field. When the European Grand Prix at the Nürburgring was then started in rain, Spyker brought in their other driver – Markus Winkelhock – at the completion of the parade lap, fitted his car (the chassis now offered here) with wet weather tyres – and he went on to lead overall for six intoxicating laps while the rival teams stopped to make the same switch.

Adrian Sutil proved to be one of the team's best assets, even setting fastest time in wet practice on the Sunday morning of the Monaco Grand Prix. Sutil's performance in fact led to the early exit from the team of original Dutch driver Christijan Albers whose failure to match his team-mate's pace led to his replacement by the German, Winkelhock, for that immensely cheering outing at the Nürburgring, then by the Japanese Sakon Yamamoto for the remainder of the season. Overall the Spyker team in performance terms ended that 2007 season with great expectations approaching 2008.

In its original Spyker-Ferrari F8 form this chassis 'V11/04' made its public debut driven by Adrian Sutil in the 2007 French Grand Prix. Its appearance list as reported contemporarily was as follows:

- French GP – Adrian Sutil – q,21 – 17th
- British GP – Christijan Albers – q,22 – 15th
- European GP, Nürburgring – Markus Winkelhock – q,22 – Rtd electronics
- Hungarian GP, Hungaroring – Sakon Yamamoto – q,22 – Rtd spin
- Italian GP, Monza – Sakon Yamamoto – q,22 – 20th
- Belgian GP, Spa-Francorchamps - Sakon Yamamoto – q,21 – 17th
- Japanese GP, Suzuka - Sakon Yamamoto – q,22 – 12th
- Chinese GP, Shanghai - Sakon Yamamoto – q,22 – 17th
- Brazilian GP, Interlagos - Sakon Yamamoto – q,22 – Rtd accident

For 2008 the Spyker team was acquired by Indian brewery and airline magnate – and lifelong car enthusiast – Vijay Mallya. It re-emerged as the new Force India Formula One team, but its improved budget became available too late to develop a new car so the existing Spyker F8-V11 became the basis of the Force India-Ferrari VJM01 design.



Giancarlo Fisichella at speed during Friday Practice for the 2008 Spanish Grand Prix. Credit Motorsport Images

Chief Technology Officer Mike Gascoyne explained: "Basically we re-bodied the B-version of the '07 car. Once the money came in we updated the wind tunnel, but that didn't come on stream until September, and in the meantime we used the Lola and Aerolab tunnels. Our quick-shift gearbox, which was introduced at Valencia, brought us around 0.3 seconds of lap time. Prior to that, since the start of the season, we'd found almost 1 second, so it was a very good performance-improvement curve, all things considered..."

In initial Force India VJM01 form this car featured a new underfloor, diffuser, bargeboards and sidepod design. A thick fin concealed much of the lower front wishbone to prevent airflow between the front wing and the flow conditioner topping the nose being interrupted as the wishbone moved under dynamic pitch and roll. The new airflow around the car required modified bargeboard and sidepod shapes. In VJM01 form this car developed higher downforce and lower drag than it had in 2007 configuration. A major update for the British GP at Silverstone brought the cars around 0.4 second per lap improvement, while an airbox redesign introduced at Singapore squeezed enhanced performance from the Ferrari 056-series V8 engine.

Surviving factory records indicate that this chassis saw service both in testing and competition during 2008 as Force India-Ferrari VJM01-04. It was driven by Giancarlo Fisichella for 385kms in Test 7 at the Jerez circuit in Spain – then for a further 322kms there in Test 30, again with 'Fisi' in command. The Force India team's contracted test driver Vitantonio Liuzzi also drove in that Test 30 period, completing 378kms in this chassis '04. The factory records also confirm that the car then competed in qualifying rounds 6 and 7 of the 2008 Formula 1 World Championship, as follows:
Monaco GP – Giancarlo Fisichella – q.20 – Rtd gearbox
Canadian GP – Giancarlo Fisichella – q.17 – Rtd spin

At Monaco Fisichella had gained five places from his troubled qualifying position before he was sidelined by gearbox failure, while in Montreal, Canada, he had soared ten places before spinning off at Turn 4. We understand that this originally 2007 Spyker-Ferrari chassis subsequently performed service as a promotional showpiece. But at heart here is a race-used Formula 1 car which once at least led a World Championship-qualifying Grand Prix and which was – in period – powered by Ferrari, no less.

Please note that this lot is subject to VAT (at the standard rate) on the Hammer Price.
£80,000 - 100,000
€68,000 - 100,000
No Reserve

Lot 13
No Lot

THE MALCOLM BISHOP COLLECTION

Malcolm Bishop was brought up in Sheffield. He had numerous jobs, including working in his grandmother's shop; delivering milk; as a driving instructor for his father's business (the Sheffield School of Motoring) and as a ticket tout. At the age of 17, Malcolm acquired his first car (a Ralton), which was followed shortly thereafter by a Borgward and Ford V8 Pilot (his younger sister remembers them all being on the drive at home). Malcolm was delighted to buy a Ford V8 Pilot in 2018 and the car was one of the last cars his business worked on.



Later, in the early 1960s, when his father purchased a petrol/service station, Malcolm started to buy MkII Ford Zodiacs and Consuls with his friend, selling them from the forecourt, and also began selling used parts for cars. In the late 1960s he opened a car salvage yard before branching out into fleet cars and finance repossessions. Around this time he purchased a damaged Jaguar E-Type, which he had repaired and ran until around 1973. This was replaced by his first Chevrolet Corvette Stingray, and from then on he was smitten with American cars. During this period he also diversified into selling Bentleys and Rolls-Royces.

Around 1979/1980 Malcolm left the salvage yard and opened up a Car and Caravan Centre, only for the business to fold because of the ongoing recession. With the help of Paul, his long-serving mechanic, Malcolm started to sell motorcycles from a disused 1940s swimming pool at the back of his house. Milk bottles, tied with string, were the alarm system of the day!

In 1981 the family moved house and to make ends meet he started selling cars that were financial repossessions, working from the drive. When the drive became full he moved to the old Orgreave Colliery site and this business became known as Malcolm Bishop Salvage. In 1995 the Coal Board decided to develop an open-cast mine on the Orgreave site and so Malcolm moved to new premises, dropping the salvage and concentrating instead on renovating classic British and American cars.

In recent years an MGA convertible came along, followed by an E-Type, a MkI Zodiac and then his all time favourite MkII Zodiac. (The Ford Zodiac was Malcolm's favourite classic car.) These were followed by a Lotus Cortina, an MGA coupé, a red 4.2-litre E-Type and finally the Chevrolet El Camino pickup. By September 2021 his dream collection was complete. It is believed that between 15-20,000 cars passed through Malcolm's businesses during the course of his lengthy career in the motor trade.

Malcolm was described by his friends as one of life's true gentlemen, someone you could rely on, and he was always genuinely interested in everything you had to say. He was kind, caring and a true friend to many, saying before he passed away that he wanted people to smile and remember the good times when they think of him.





1949 FORD V8 PILOT SALOON

Registration no. KLH 265

Chassis no. Y205487

Engine no. Y205487

- *Model unique to the UK*
- *One of the more capable family saloons of its day*
- *Acquired for the Bishop Collection in 2018*
- *Requires re-commissioning*



Produced from 1947 to 1951, Ford's rugged Pilot saloon was created by pepping-up the pre-war 2.2-litre Model 62 with the larger 3.6-litre V8. The V8 engine was no novelty when Henry Ford introduced the Ford V8 in 1932, but never before had such an engine been produced successfully in large numbers and at so low a price. V8 styling followed the lines of the superseded Model A, but with an extra 25bhp on tap the newcomer boasted a level of performance in an entirely different league. Engine development proceeded at a brisk pace and by the mid-1930s the V8's initial problems had been overcome and maximum power raised to 85bhp.

By this time Ford's UK operation had moved from Trafford Park in Manchester to Dagenham in Essex where production of the V8 commenced in 1932, coincidentally with that of the 8hp Model Y. Dagenham's V8 was produced in several variations as the 1930s decade progressed, the Pilot's direct ancestor first appearing in 1937 in the form of the unique-to-the-UK Model 62, which deployed the 22hp (2,227cc) 'flat head' motor in a short-wheelbase chassis.

When civilian production recommenced after WW2, the Model 62 was revived as the Pilot. Originally intended to use the under-powered 2½-litre V8 of pre-war days, the Pilot reached production with the tried and tested 3.6-litre V8 under the bonnet, Ford's change of mind thereby creating one of the more capable family saloons of the era. One of the Pilot's more unusual features was its braking system, which combined hydraulic operation at the front with mechanical at the rear, while its built-in hydraulic jacks were unique among Fords.

Previously owned by a Mr Martyn Callaghan (from 2002), this V8 Pilot was acquired for the Bishop Collection in August 2018. Bills on file include one for an electronic ignition kit (2016) but it failed to work correctly and the car was returned to running on points and condenser. There are other bills on file for regrounding the crankshaft (2020) and rebuilding the cylinder block (2021), while the car also comes with an instruction book and a copy of *The Story of the V8 Pilot* by Mick Gamble. Re-commissioning will be required before the Pilot returns to the road and thus it is sold strictly as viewed.

£6,000 - 9,000
€6,800 - 10,000
No Reserve

15

1989 FORD ESCORT XR3I CABRIOLET

Registration no. F715 PJM

Chassis no. WFOLXXGKALKM26502

Engine no. KM26502

- Rare Cabriolet variant
- Part of the Bishop Collection since October 2020
- Requires re-commissioning



"When engineers at Ford added fuel injection to the XR3's 1.6-litre engine in 1983, they created a performance legend. While the Peugeot 205 GTi was faster and sharper to drive, it was the Escort's mix of sporty looks, bargain price and eager performance that made it a hot hatch hit with British motorists during the Eighties." - *Auto Express*.

One of Ford's longest-running model designations, the Escort remained in production for over 30 years, evolving through Mk I to VI between 1968 and 2001. Following Ford's established policy of offering high-performance versions of its more humdrum models, the XR3 'hot hatch' first appeared in 1981 on the Mk III Escort, becoming the XR3i with the addition of fuel injection to its 1.6-litre overhead-cam CVH engine in 1983.

One of the rarest and most desirable of the other Escort variants is the Cabriolet, the construction of which was entrusted to the soft-top specialist coachbuilders Karmann of Osnabruck. The Escort Cabriolet was initially available in both XR3i and Ghia specification, although the Ghia variant was later dropped. The car offered here is an example of the 'Mk IV' Escort, effectively a refreshed Mk III, which was a new introduction in March 1986 and front-wheel drive like its immediate predecessor.

This XR3i Cabriolet comes with an HPI report stating that it is a 'Category C insurance loss. Vehicle extensively damaged but repairable – insurer decided not to repair'. The date of the loss is given as 27th November 2000. Additional paperwork includes sundry bills for parts; a DVLA MoT record (last expired 2008); and copy old and current V5C registration documents. The Escort was acquired for the Bishop Collection in October 2020 and since then has been maintained by the in-house mechanic. The car will require re-commissioning before returning to the road and thus is sold strictly as viewed.

£7,000 - 10,000

£8,000 - 11,000

No Reserve

1962 MGA 1600 MARK II ROADSTER

Registration no. 676 AVE
 Chassis no. GHN2/103516
 Engine no. 16GCUH4585

- *Ultimate version of the MGA*
- *Purchased from long-term ownership*
- *Part of the Bishop Collection since 2014*
- *Requires re-commissioning*



Although the EX182 prototype debuted at Le Mans in 1955, by the time the actual race came around the design of what would be known as the MGA had effectively been finalised, the event itself being little more than a useful opportunity to check that everything was as it should be. Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine. Initially the latter produced 68bhp at 5,500rpm, although this was later raised to 72bhp at the same revs to further improve performance. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league.

Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production. After the disappointments of the Twin Cam model, engine enlargement was seen as the way forward for the MGA. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 79.5bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car.

To cope with the extra performance, front disc brakes were adopted and the suspension up-rated. The more-refined coupé version, with wind-up windows and lockable doors, continued as before while the roadster now came with sliding side windows. Introduced in 1961 and built for little more than a year, the face-lifted 1600 Mark II came with a revised and enlarged (to 1,622cc) B-Series engine, and performance further improved courtesy of an extra 13bhp and raised overall gearing.

This MGA's V5C registration document records the previous owner as William John Bateman, who was the keeper when the accompanying old-style V5 registration document was issued, suggesting that he owned the car for some considerable time. (The V5C states one former keeper, although without any corroborating evidence this claim should be treated with caution.) The car also comes with sundry bills and some expired MoTs (most recent expired 2017). Acquired for the Bishop Collection in 2014, this rare and desirable example of the MGA in its ultimate form will require recommissioning before returning to the road and thus is sold strictly as viewed.

£25,000 - 30,000
€28,000 - 34,000
No Reserve

1954 FORD ZEPHYR ZODIAC SALOON

Registration no. CCW 808

Chassis no. EOTTA84192

- Ford of Britain's top-of-the range model in its day
- Present ownership since 1991
- Maintained by the family's in-house mechanic
- Requires re-commissioning



"... the Consul/Zephyr range launched at the 1950 Olympia Motor Show by Ford of Britain was one of the most advanced designs of popular car then produced anywhere in the world, for it combined monocoque construction and an over-square overhead-valve engine (the first use of upstairs valves by Ford) with the first appearance of an ingenious independent front suspension system designed by Ford's vice president of engineering, Earle MacPherson." - David Burgess-Wise, *Complete Catalogue of Ford Cars in Britain*.

Other advances shared by these new Fords were 12-volt electrics and 13" wheels, while different front-end styling and the six-cylinder Zephyr's 4" longer wheelbase distinguished it from the four-cylinder Consul. Only four-door models were available at first before the range was expanded for 1953 by the Zephyr Six two-door convertible (built by Carbodies of Coventry) while at the 1954 Motor Show coachbuilder E D Abbott of Farham launched its estate car version. Although it had not been designed with competition in mind, a mildly modified Zephyr driven by the experienced Dutchman Maurice Gatsonides won the 1953 Monte Carlo Rally outright.

For 1954 both the Consul and Zephyr were face-lifted and the range expanded to include the Zephyr Zodiac (the Zodiac, of course, would later become a model in its own right). Ford of Britain's top-of-the-range model, the Zephyr Zodiac featured two-tone paintwork, leather upholstery, a heater/demister, screen washer, whitewall tyres, and a slightly more powerful (71bhp) engine. Strangely, the radio remained an extra-cost option. In this form the Zephyr Zodiac remained in production until replaced by the Mark II version in 1956.

First registered on 10th April 1954, this Zephyr Zodiac comes with its original old-style buff logbook listing the first owner as a Mr Passingham of Kirkham and subsequently stamped up to 1967. The car has been maintained by the family's in-house mechanic since acquisition in 2007 (there are no bills on file). Finished in two-tone grey/green, the car is offered with an original Zephyr Six instruction book; a number of old MoTs (last dated July 2012); various old photographs of the car; and a UK V5C Registration Certificate. Unused for a number of years, this rare survivor of a 1950s Ford will require re-commissioning before returning to the road and thus is sold strictly as viewed.

£14,000-18,000
€16,000 - 20,000
No Reserve

1969 JAGUAR E-TYPE SERIES II 4.2-LITRE ROADSTER

Registration no. 312 BAO

Chassis no. 1R 1077

Engine no. 7R 3399-9

- *Delivered new to the Isle of Man*
- *Substantial history file*
- *Part of the Bishop Collection since November 2020*
- *Requires re-commissioning*



The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted, while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

This Series 2 E-Type roadster was manufactured on 2nd January 1969 and delivered to Mylchreest Motors in Douglas, Isle of Man where it was registered as 'BMN 975'. The original colour combination was cream paintwork with dark blue trim and a black hood.

The earliest documents in this E-Type's history file are invoices for the period 1993-1994 when the car belonged to a Mr Buglass in Cumbria. There is an advert within the file (Classic Car Weekly, 3rd November 2010) when the car was registered 'STF 600H' and finished in blue. The E-Type then changed hands, passing to a Mr Oliver of Carlisle, who is named on some of the paperwork from 2011. The file also contains a number of old MoTs up to 2018 and handwritten correspondence from 2010, 2014 and 2017 regarding maintenance and upkeep. It appears that a new hood was fitted at around this time. Also on file are various invoices for parts from 2013, 2014, 2015, 2016 and 2017 from Jaguar specialists S N G Barratt. According to documentation, the E-Type was sold to Malcolm Bishop in November 2020, since when it has remained part of the collection. Offered with a Jaguar Heritage Trust Certificate and UK V5C document, this most attractive E-Type Roadster will require recommissioning before returning to the road and thus is sold strictly as viewed.

£70,000 - 90,000

€80,000 - 100,000

No Reserve

1962 MGA 1600 MARK II COUPÉ

Registration no. ACK 588A

Chassis no. GDH2/106040

- *Ultimate version of the MGA*
- *Restored by marque specialists Naylor Brothers 1977-1985*
- *Part of the Bishop Collection since October 2019*
- *Requires re-commissioning*



After the disappointments of the Twin Cam model, engine enlargement was seen as the way forward for the MGA. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 79.5bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car. To cope with the extra performance, front disc brakes were adopted and the suspension up-rated. The more-refined coupé version, with wind-up windows and lockable doors, continued as before while the roadster now came with sliding side windows. Introduced in 1961 and built for little more than a year, the face-lifted 1600 Mark II came with a revised and enlarged (to 1,622cc) B-Series engine, and performance further improved courtesy of an extra 13bhp and raised overall gearing.

This MGA coupé's Heritage Certificate confirms the car was originally finished in Old English White with red interior, and that it was dispatched from the factory on 17th January 1962. The original registration mark is noted as '15 TJ', while the original old-style buff logbook and original BMC Passport to Service confirm the car was registered to a Mr John Ingham in June 1963. Copy correspondence in the file states that the car was sold in May 1964 for £695 to a Mr Bell of Lancashire, who part-exchanged his Ford Consul Saloon (£295 allowance).

While in Mr Bell's ownership the MGA was restored by MG specialists Naylor Brothers of West Yorkshire, as evidenced by bills on file for the period 1977-1985. There are also bills present from 1999-2019 issued by various specialists and parts suppliers together with some old MoTs and several photographs of the car.

In 2008 the MGA was shipped to the USA, and there is a copy title on file issued in 2009 in Arizona, which records the owner as a Mrs A Bell. Sold and shipped back to the UK in 2015, the car appears to have belonged to a Mr Blyth of Driffield, East Yorkshire. Acquired for the Bishop Collection in 2020, this rare and desirable example of the MGA in its ultimate form will require re-commissioning before returning to the road and thus is sold strictly as viewed.

£22,000 - 28,000**£25,000 - 32,000****No Reserve**

1974 STUTZ BLACKHAWK COUPÉ

Registration no. CTC 855M
 Chassis no. 2K57Y4P161787
 Engine no. 1207942

- *Rare and exclusive American luxury coupé*
- *7.5-litre V8 engine, automatic transmission*
- *Resident in the UK since 1995*
- *Restored prior to acquisition in 2007*



After a hiatus of more than 30 years, the once-famous Stutz name reappeared on an automobile in 1967 following the marque's revival by New York banker James O'Donnell. That first Bearcat model was followed in 1970 by the Pontiac Grand Prix-based Blackhawk, designed by retired Chrysler and Studebaker stylist Virgil Exner, with bodies built in Italy by Carrozzeria Padane and from 1972 by Carrozzeria Saturn (Carrozzeria Ghia had built the prototype). A modified Pontiac 6.5-litre V8 provided the power initially, while transmission options were a GM Turbo-Hydramatic auto or a three-speed manual gearbox. Only Blackhawk coupés were produced at first, followed by convertibles and sedans. T In 1972 the already stupendous power output was raised to 431bhp when Pontiac's 455ci (7.5-litre V8) was adopted. List price then was \$24,500, more than three times that of a Cadillac Eldorado. Ford and other GM engines were used during production, which progressed through seven generations before ending in 1987, by which time an estimated 500-600 Blackhawks had been made. At the finish the D'Italia convertible version cost \$129,500 and was advertised as 'the most expensive car sold today'.

With its breathtaking styling and extraordinarily lush interior, the Blackhawk attracted celebrity customers in droves. Famous owners included Dean Martin, Sammy Davis Jr, Evel Knievel, Robert Goulet, Wilson Pickett, Johnny Cash, Curt Jurgens, Larry Holmes, Jerry Lewis, Liberace, Willie Nelson, Issac Hayes, Muhammad Ali, George Foreman, Tom Jones, Billy Joel, Elton John, Paul McCartney, Al Pacino, Barry White and Elvis Presley, who reputedly owned four. The Shah of Iran is believed to have owned 12!

This left-hand drive example was imported into the UK on 19th June 1995 by a C Roberts of London, as evidenced by the C&E Form 386 on file. Previously resident in Lebanon (from 1983), the Stutz appears to have been a part-finished restoration project at the time of its acquisition by the Bishop Collection from Castleford American Autos in 2007 (see letter on file). The car had previously belonged to Kevin and Dawn Harty. It is not known when or by whom the restoration was completed. Additional documentation includes assorted correspondence; sundry bills; an expired MoT (2020); a V5C Registration Certificate; and a copy of the car's Blackhawk Registry entry. Re-commissioning will be required before the car returns to the road. Sold strictly as viewed.

£40,000 - 50,000
€45,000 - 57,000
No Reserve

1959 CHEVROLET EL CAMINO CUSTOM PICKUP

Registration no. 543 YUH

Chassis no. H59L217066

- *Unique specification*
- *Chevrolet Corvette 5.7-litre V8 engine and 4L60E four-speed automatic transmission*
- *Requires re-commissioning*



Nowadays an integral part of American popular culture, the pickup truck has come to be thought of as the modern-day equivalent of the cowboy's horse. Once viewed as strictly utilitarian commercial vehicles, they were seized on as ideal candidates for customising and hot-rodding in the post-war era, and today, like so many fashions that start in the USA, enjoy a cult following worldwide.

General Motors rationalised its truck production in 1911, introducing the 'GMC' brand name, to which Chevrolet was added during WWI. Chevrolet's El Camino pickup (or coupé utility vehicle) was first introduced in 1959 in response to the success of the Ford Ranchero, which, unusually for a pickup, featured an integral body/chassis rather than the traditional separate frame. In the El Camino's case it was adapted from the Biscayne two-door station wagon platform. Offered with a UK V5C Registration Certificate, this uniquely customised El Camino was first registered in the UK in 2011. A printed document in the car's file (date unknown) states the following:

LT1 350ci 5.7 Litre V8 fuel injected engine with 4L60E 4 speed automatic transmission with column change, Impala differential for motorway cruising and heavy duty half shafts, power steering and power brakes with 6 pot Wilwood discs up front and standard drum brakes to the rear, Dakota digital dashboard in original housing, lowered suspension with heavy duty front and rear sway bars, cruise control on tilt steering column with Impala steering wheel and '60 Impala aluminium lower dash trim, heater and a/c (not working noted in the file), 10 disc multi CD changer, original split bench seat re-trimmed in two-tone vinyl to match interior, polished American Racing wheels, one piece California bumpers, Rear bumpers with bumperettes removed for smooth look, custom made rear tonneau cover

All other history remains unknown, likewise who carried out the custom works (there are no invoices on file). The car has formed part of the Bishop Collection since 2021 and will require recommissioning before returning to the road. Sold strictly as viewed.

£35,000 - 45,000

€40,000 - 51,000

No Reserve

1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. EAW 662L
Chassis no. UD 1S 22496 BW
Engine no. 7S 11455 LA

- Delivered new to the USA
- Converted from left- to right-hand drive
- Converted from automatic to manual transmission
- Requires re-commissioning



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 what would be the final version - 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 comfortably 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. 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.

According to the accompanying Heritage Certificate, this Series 3 E-Type roadster was originally finished in Fern Grey with Moss Green interior and despatched to British Leyland, New York on 26th April 1973. Manufactured with left-hand drive and automatic transmission, it has since been converted to right-hand drive and fitted with a V12-model manual gearbox, though it is not known who carried out this work and when (see below). Also on file is a copy old-style Californian registration document showing that the car belonged to a Mr Otis Sangster in 1978. Other accompanying paperwork confirms the E-Type returned to the UK in 1989 having been purchased from Auto Toy Store of Fort Lauderdale, Florida by a Mr Wyatt of Wiltshire.

In 1991 the car belonged to a Mr Hutchinson of Dorset and then in 1993 to a Mr Kaye of South Yorkshire. The history file contains correspondence relating to the above together with a number of old MoT certificates. The current vendor purchased the E-Type in 2011. Invoices on file include one from AJS Engineering for overhauling a differential (serial number 3085) in 2012 and another for re-coring a Jaguar E-type radiator in 2013. Also on file are various other minor invoices for parts; a UK V5C document; and assorted E-type-related articles including a Jaguar E-type V12 road test reprinted from Motor magazine's November 1972 edition.

Now finished in red with black interior, the car has clearly been subject to a repaint and restoration works since its last noted sighting at Techno-Classica Essen in 2009 when the car was still left-hand drive and automatic finished in Fern Grey. There are no invoices for these works on file. The E-Type will require recommissioning before returning to the road having been stored for a number of years, and thus is sold strictly as viewed.

£65,000 - 75,000
€74,000 - 85,000
No Reserve

1961 FORD CONSUL MKII 375 DE LUXE SALOON

Registration no. 6206 ND

Chassis no. 204E338527

- *The Ford Consul in its ultimate form*
- *Front disc brakes*
- *Three-speed column-change manual gearbox*
- *Requires re-commissioning*



Launched at the 1950 Motor Show, Ford's Consul and Zephyr Six broke new ground for the Dagenham firm. Both models were of unitary construction and featured overhead-valve engines, three-speed synchromesh gearboxes and MacPherson strut independent front suspension. In the Ford tradition they were keenly priced: at £470 the Consul was roughly 8% cheaper than the rival Morris Oxford. The Autocar remarked that the newcomers combined "typically Ford low-cost motoring with new luxury and performance". Together with the range-topping Zodiac, the Consul and Zephyr were totally redesigned for 1956, emerging in Series II guise larger than before and benefiting from engines of increased displacement, in the case of the Consul's four-cylinder unit, to 1.7 litres. Needless to say, these new engines were also more powerful, enabling overall gearing to be raised for more relaxed cruising, while the brakes were up-rated accordingly. The key-operated combined ignition/starter switch was a 'first' for a British car. As well as the four-door saloons, the range included a two-door convertible, while coachbuilder E D Abbott of Farnham offered a shooting break conversion as it has with the MkI. Two-tone paintwork and an equipment level approaching that of the Zodiac distinguished the Consul De Luxe on its arrival in October 1957.

Introduced in February 1959, a major facelift saw the MkII range emerge in 'Low Line' form, with a roof 1½" lower than before. There were also numerous detail styling changes both inside and out, prompting Ford's publicity department to declare 'Everything's New!'. Front disc brakes became an option in September 1960 and proved so popular that they were standardised in May 1961. Consul production ceased in 1962 on the introduction of the Cortina.

Finished in green with a white roof, this Consul MkII 'Low Line' comes with sundry bills; a quantity of expired MoTs and tax discs; a workshop manual; a current V5C Registration Certificate; and copies of old registration documents recording the names of previous owners. The Consul was originally acquired for the Bishop Collection in 2014 before being sold approximately 2 years later. However in 2021 the car was repurchased for the collection, where it has been maintained by the in-house mechanic. Re-commissioning will be required before the car returns to the road. Sold strictly as viewed.

£15,000 - 20,000**€17,000 - 23,000****No Reserve**

1970 JAGUAR E-TYPE SERIES II 4.2-LITRE COUPÉ

Registration no. AVK 157H

Chassis no. 1R20727

Engine no. 7R116789

- Long-term previous ownership
- An older restoration
- Acquired by the Bishop Collection in 2014
- Requires re-commissioning



The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements.

The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase. Intended to extend the E-Type's appeal beyond the traditional sports car-buying market, the new 'family orientated' 2+2 came with improved visibility thanks to an increased glass area, more headroom, improved heating and ventilation, additional luggage space and optional Borg-Warner automatic transmission.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

Formerly registered as 'TFY 1', this E-Type Coupé comes with numerous parts invoices dating as far back as the late 1970s/early 1980s, when the car belonged to the McGorrigan family, suggesting that it was restored while in their ownership. Also on file are later bills, including one for a new fuel tank, dating from its time in the Bishop Collection, which acquired the car in August 2014 from Mrs Gillian McGorrigan. Offered with a UK V5C document, this most attractive E-Type Coupé will require recommissioning before returning to the road and thus is sold strictly as viewed.

£50,000 - 70,000

£57,000 - 80,000

No Reserve

1966 FORD LOTUS CORTINA MKI SPORTS SALOON

Registration no. RVX 640D

Chassis no. BA85 59910

- *First registered to the Ford Motor Company*
- *Ex-Ford press fleet*
- *Acquired for the Bishop Collection in 2006*
- *Requires re-commissioning*



Ford's 1960s profile-raising competition programme included recruiting Lotus boss Colin Chapman to give the new Cortina a sporting makeover. Chapman's brief was to develop a Group 2 competition version; Lotus would then build the 1,000 cars required for homologation. Launched in 1963, the Lotus Cortina - Cortina Lotus in Ford parlance - featured the Elan's Ford-based, twin-overhead-camshaft, 1.6-litre engine in the two-door bodyshell. McPherson strut independent front suspension was retained, with revised spring and damper rates, while the rear leaf springs were replaced by coil-spring/damper units, axle location being achieved by trailing arms and an 'A' bracket. The adoption of an alloy differential casing proved a mixed blessing, the lightweight component proving far less oil-tight than the original. Reversion to Ford's standard leaf-sprung axle cured the problem. Lotus Cortinas dominated saloon racing's 2-litre class, often challenging for outright honours. Works cars were driven by Jim Clark, Graham Hill, Peter Arundell and Jackie Ickx, while Sir John Whitmore, driving an Alan Mann-entered Lotus Cortina, was European Touring Car Champion in 1965. After the axle change, the hitherto fragile Lotus Cortina proved a highly capable rally car, works driver Bengt Soderstrom winning the Acropolis and RAC rallies in 1966.

The Lotus Cortina offered here was first registered to the Ford Motor Co Ltd, Warley on 5th September 1966 and most likely was retained by the Ford Press fleet for demonstration and photographic purposes (see Ford email and other correspondence on file). Acquired for the Bishop Collection on 1st September 2006, the car also comes with sundry bills; copies of old registration documents; list of previous owners; a few MoTs (most recent expired 2017); and a current V5C Registration Certificate. Since acquisition the car has been maintained by the collection's in-house mechanic. Re-commissioning will be required before it returns to the road. Sold strictly as viewed.

£40,000 - 50,000**€45,000 - 57,000****No Reserve**

26

**1963 CHEVROLET CORVETTE STING RAY
'SPLIT WINDOW' COUPÉ**

Registration no. LCL 877A
Chassis no. 30837S109362
Engine no. 3109362

- Dating from the first year of Sting Ray production
- Rare one-year-only 'Split Window' Coupé
- Desirable 300bhp engine and four-speed manual gearbox
- Acquired for the Bishop Collection in 2018





To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which improved both roadholding and ride. The standard power unit was a 327ci (5.4-litre) overhead-valve V8 producing 250bhp.

As had been the case with the previous (1956-1962) generation of Corvettes, development proceeded slowly, being characterised by annual facelifts and few engineering changes of note. Now recognised as representing a 'Golden Age' for the Corvette, the Sting Ray version was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic. The first 'Split Window' model lasted for only one year, a single-piece screen becoming the norm thereafter, and is now considered one of the most desirable of Corvette variants.

A little over 21,000 Sting Rays were made in 1963, the production split being roughly 50/50 coupé/convertible. As is the case with most American cars of this period, the Corvette buyer could choose from a host of factory options with the result that seldom are two cars exactly alike.

First registered in the UK in 1977, this rare and collectible first-year 'Split Window' Sting Ray has the desirable combination of the 300bhp L75 V8 engine and four-speed manual transmission. Finished in Sebring Silver with black interior, the car previously belonged to Mr Daniel Lappin of Lincolnshire and was formerly registered as 'USA 111'. There are numerous bills on file dating from Mr Lappin's ownership for parts supplied by various specialists (inspection recommended), together with some expired MoTs, email correspondence, and a V5C document. Acquired for the Bishop Collection in 2018, the Corvette will require re-commissioning before returning to the road and thus is sold strictly as viewed.

£90,000 - 120,000
€100,000 - 140,000
No Reserve

1961 FORD ZODIAC MKII SALOON

Registration no. 1016 ET

Chassis no. 295938

Engine no. 295938

- Only three private owners from new
- With the second owner from 1966 to 2007
- Part of the Bishop Collection since 2007
- Requires re-commissioning



Launched at the 1950 Motor Show, Ford's Consul and Zephyr Six broke new ground for the Dagenham firm. Both models were of unitary construction and featured overhead-valve engines, three-speed synchromesh gearboxes and MacPherson strut independent front suspension. The Autocar remarked that the newcomers combined 'typically Ford low-cost motoring with new luxury and performance.' Together with the range-topping six-cylinder Zodiac, which had been introduced for 1954, the Consul and Zephyr were totally redesigned for 1956, emerging in MkII guise larger than before and benefiting from bigger engines, in the Zephyr/Zodiac's case a 2,553cc six that delivered 109bhp, making the generously-sized saloon a 100mph performer. A lengthened wheelbase brought with it better weight distribution, while subsequent MkII developments included a lower roof from February 1959 and front disc brakes, the latter optional from September 1960 and standard from May 1961. Production ceased on the introduction of the MkIII Zephyr/Zodiac for 1962.

This Zodiac MkII comes with its original buff logbook showing that it was registered on 14th July 1961 as '1016 ET' to the West Riding Motor Co in Rotherham. The car is finished in its original two-tone colour combination of turquoise over white, with a grey/white interior, and is equipped with the column-change manual transmission. According to the aforementioned logbook, its first private owner was a Joseph Whittaker of Rotherham, followed in May 1966 by John Haywood, also of Rotherham (see purchase receipt on file). A mechanic by profession, Mr Haywood sold the Zodiac to Malcolm Bishop in March 2007 having owned it for some 41 years (see copy registration document on file). Since joining the Bishop Collection the car has been maintained by the in-house mechanic. Additional paperwork includes sundry bills for parts; two MoTs from the 1980s; and an old-style V5C Registration Certificate. Re-commissioning will be required before the car returns to the road. Sold strictly as viewed.

£10,000 - 15,000**€11,000 - 17,000****No Reserve**

1959 AUSTIN-HEALEY SPRITE MK1 'FROG EYE' ROADSTER

Registration no. 395 UYJ
Chassis no. AN5L37448
Engine no. OCC.DA.H46995

- Landmark British sports car
- Left-hand drive
- Extensively restored
- Part of the Bishop Collection since November 2014



Having forged strong links with BMC in the process of developing the successful Austin-Healey 100, Donald Healey turned his attention to designing a smaller version intended to make sports car motoring affordable to a wider sector of the market. Raiding the BMC parts bin for suitable components, Healey used the Austin A35's 948cc A-Series engine, gearbox, front suspension, and rear axle, though he chose to up-rate the rest of the running gear by using Morris Minor rack-and-pinion steering and an MG master cylinder for the hydraulic brakes (the A35's rears were mechanical). Equipped with twin SU carburettors, the engine produced 43bhp, which was good enough for a top speed of around 86mph.

Although its power train and running gear were entirely conventional, as well as thoroughly tried and tested, Healey's new baby was notable for its state-of-the-art unitary construction body/chassis. Christened 'Sprite', the new sports car entered production at MG's Abingdon factory in March 1958 featuring a distinctive forward-hinging bonnet/wings topped by two fixed 'Frog Eye' headlamps, thus ensuring instant recognition and the now-familiar nickname. Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which was not really surprising as there was nothing competing with it either on price or performance.

A very well presented example of the much loved 'Frog Eye' Sprite that brought affordable sports car motoring to so many enthusiasts, this left-hand drive model was first registered in the UK in November 2014 to a Mr David Carpenter of Essex, although there are bills on file in his name dating back to January 2011. Also on file is a (copy) State of Connecticut Assignment of Ownership document dated 2010 indicating that the Sprite had formerly been in the USA. Recent bills (inspection recommended) suggest that the car continued to benefit from refurbishment following its acquisition by the Bishop Collection in November 2014. Offered with a V5C Registration Certificate, the Sprite will require re-commissioning before returning to the road and thus is sold strictly as viewed.

£10,000 - 15,000

€11,000 - 17,000

No Reserve

FURTHER PROPERTIES

29 * N

**1970 ASTON MARTIN DB6 MK2
VANTAGE SPORTS SALOON**

Registration no. not UK registered

Chassis no. DB6MK2/4226/R

Engine no. 400/4557/VC

- One of 71 DB6 Mk2 Vantages
- Manual transmission
- Present ownership since circa 2012
- Dry stored since acquisition
- Requires re-commissioning





The culmination of Aston-Martin's long-running line of 'DB' six-cylinder sports saloons, the DB6 was introduced in 1965. Recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. The wheelbase was now 4" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a re-appearance, but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

Introduced in July 1969, the DB6 Mk2 incorporated many components shared with the new DBS, most obviously the latter's wider wheels, which necessitated flaring the front and rear wheelarches. All Mk2 Vantages came with the highest (325bhp) 'C' state of tune, while all cars benefited from power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. Production lasted until November 1970, during which time 245 DB6 Mk2s were manufactured, 71 of which to Vantage specification.

'4226/R' comes with copy build details revealing that it was originally finished in Celeste with dark blue interior trim and first registered as 'BPG 4H'. The car is recorded in the AMOC Register (2000) as formerly belonging to one M I Greensmith.

It would appear that the current vendor has owned the DB6 since circa 2008, when it was exported from the UK. Offered from long-term dry storage, the car will require re-commissioning before further use.

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£160,000- 220,000

€180,000 - 250,000

No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar 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.

The ex-Aguri Suzuki

1993 FOOTWORK ARROWS-MUGEN HONDA FA14 FORMULA 1 RACING SINGLE-SEATER

Chassis no. FA14-04

- Driven by Aguri Suzuki in Eleven F1 World Championship Grand Prix
- Recently crack tested
- Iconic V10-era Formula 1 racer



1. Aguri Suzuki at the 1993 Italian Grand Prix. Credit: Motorsport Images.



In the early 1990s, Former Le Mans-winning and Formula 1 racing driver Jackie Oliver's well-established Arrows team won sponsorship from Japanese businessman Wataru Ohashi's Footwork logistics and courier business. With Footwork backing came Mugen Honda V10-cylinder Formula 1 engines, and into 1993 the reigning joint Sports Car World Champion Driver Derek Warwick rejoined the Arrows team to partner established Japanese team member Aguri Suzuki.

Footwork Arrows' brand-new FA14 car, designed by the experienced ex-McLaren chief engineer Alan Jenkins, was waiting in the wings when the team ran its updated 1993 cars – the FA13Bs in the first two Grand Prix races of the season. The new FA14 as offered here then made its debut at Donington Park in the European GP. The design was lighter than its predecessor, with improved aerodynamics, new suspension and redesigned gearbox.

The FA14s proved initially to be strong midfield runners but when they acquired new active suspension in mid-season they began to show stronger form, especially in Warwick's hands. Footwork Arrows had originally been developing its own active suspension system but eventually opted instead for the time-saving option of buying the TAG/McLaren system as a high-tech bolt-on extra. Once adequately sorted out the system proved capable of clipping as much as 1.5 seconds off qualifying lap times on all circuits.

The system was first used in France where both drivers, Warwick and Suzuki, qualified inside the top 15 for the first time that year, and it really made its presence felt the following weekend at Silverstone where both drivers qualified in the top ten for the British GP. The team was therefore somewhat disappointed to come away with just a single World Championship point for Warwick's sixth place, while the unfortunate Suzuki had spun off.

Thereafter, both drivers qualified strongly and competitively, usually in the top ten, but mechanical reliability intruded all too frequently. The exception was in the Hungarian GP in which Warwick could well have taken third place before eventually finishing an admirable fourth. In the German GP Warwick and Suzuki collided after going off circuit independently at the same corner, but in Belgium driving car '04 – as offered here – Aguri Suzuki qualified sixth, ahead of his English teammate, his best-ever grid placing. Sadly his car's hydraulics failed while he was running in fifth place during the race.

Again they tangled in a typically Monza opening lap squeeze in the Italian GP. Derek Warwick looked set to take sixth place in the Portuguese GP at Estoril before being kicked into touch by an ambitious Riccardo Patrese moving in his Benetton, while Suzuki was again sidelined by gearbox failure.



2. Aguri Suzuki at the 1993 Japanese Grand Prix. Credit: Motorsport Images.
 3. Aguri Suzuki at the 1993 Italian Grand Prix. Credit: Motorsport Images.



However, this 1993 season ended on a positive note with both of the Footwork Arrows-Mugen Honda FA14s finishing in the top ten in the Australian GP at Adelaide, Suzuki a fine seventh in this car and Warwick tenth.

Overall it had not been an easy year for Footwork and but for the team's relatively comfortable financial situation it could easily have been far worse. But an economic recession was beginning to bite in backer Ohashi's homeland of Japan which would lead to him ending his company's enterprising relationship with Formula 1.

As offered here this car is assembled around one of its original-type Mugen Honda engines but the power unit lacks its internal parts. The current owner had hoped to get it running, investing a significant amount of money in crack testing and preparation, in the hope of acquiring the necessary internal parts. Sadly the project was not completed but offers a fine opportunity for the potential bidders to put their own stamp on the car, either by trying to source or build up internals for the Mugen engine, or adopting a power unit from Judd or perhaps Cosworth.

The original unit was a 1993 72-degree V10-cylinder Mugen Honda MF-351H-B engine developing some 750bhp, and driving through a 6-speed Footwork/Xtrac transverse-mounted semi-automatic gearbox.

The full racing record of Footwork Arrows chassis FA14-04 – Suzuki's good qualifying performances in this car highlighted - was published contemporarily as follows:

1993

- European GP, Donington Park – team spare car, as new.
- Spanish GP, Barcelona – Aguri Suzuki – q. 19 – 10th
- Canadian GP, Montreal – Aguri Suzuki – q. 16 – 13th
- French GP, Magny Cours - Aguri Suzuki – q. 13 – 12th
- British GP, Silverstone - Aguri Suzuki – q. 10 – spun off and retired.
- German GP, Hockenheim - Aguri Suzuki – q. 8 – gearbox failure, retired.
- Hungarian GP, Budapest - Aguri Suzuki – q. 10 – spun off and retired.
- Belgian GP, Spa-Francorchamps – Aguri Suzuki – q. 6 – gearbox failure, retired.
- Italian GP, Monza – Aguri Suzuki – q. 8 – collision with team-mate Warwick on first lap, retired.
- Portuguese GP, Estoril - Aguri Suzuki – q. 16 – gearbox failure, retired.
- Japanese GP, Suzuka - Aguri Suzuki – q. 9 – spun off, retired.
- Australian GP, Adelaide - Aguri Suzuki – q. 10 – finished 7th – just missing a World Championship point

£120,000- 160,000
€140,000 - 180,000

31 * N

The ex-Wing Commander K W Mackenzie DFC AF

1960 TURNER 950 SPORTS

Registration no. Not UK registered

Chassis no. 60/307



- Delivered new to K W Mackenzie by Alexander Engineering and prepared by them
- Considerable period race history
- Known ownership history
- Present ownership since 1985
- Restored to original specification over a 10-year period
- Exceptionally well researched and documented



Light in weight and possessing a good power-to-weight ratio, Turner's cars were renowned for excellent handling, both on the road and the racetrack. Turners excelled in motor sport: in the UK they won the Autosport team prize in 1958 and 1959 and achieved a class win in the Autosport Championship in 1960 as well as many individual successes in club racing between 1956 and 1966. Turner's products were often able to 'surprise' the better known cars from the likes of Lotus, MG and Austin-Healey on the racetrack, and continue to be successful in Historic motor sport around the world today. Originally registered in the UK as '208 JJH', this Turner Sports has been restored by the current vendor, Dutch enthusiast Bob Krijnenburg. Turner Registrar Russell Philby had this to say about Bob's Turner: "208 JJH has a significant racing history and was raced in the 1960 Autosport Championship by Wing Commander K W Mackenzie. The car has been rebuilt by Bob to its original 1960 specification and is regarded as one of the very best Turners still roadworthy today." Kenneth Mackenzie had started racing while in the RAF Volunteer Reserve in 1939. Late in 1959 Turner had announced its redesigned 950 Sports model. Mackenzie decided that Alexander should tune his factory-assembled Turner. Mackenzie did a deal with Michael Christie to race the Alexander-tuned Turner for the 1960 season, the chassis and 948cc BMC engine of which would be prepared by Fred Hillier and his colleagues at Alexander. Mackenzie's Turner 950 Sports, chassis number '60/307', was registered as '208 JJH' on 21st March 1960 in Hertford. Competing in the Autosport Series Production Sports Car Championship, Mackenzie finished 3rd in the up-to-1,000cc class at the season's end. Full race-by-race details of Mackenzie's 1960s seasons may be found in the vendor's copiously illustrated 31-page account of the Turner's history, which is one of the very best single-car histories we have ever seen. The car continued to be raced in the years thereafter with differing success, from 1962 running with a Coventry Climax FWA engine ('FWA 6231'), and in the 1970s was re-registered as 'AWA 8' and then '956 JGU'.

Sold to Keith A Price in 1962, the Turner enjoyed a handful of further owners in the UK (list available) before being sold in 1977 to racer/journalist Peter Ecury in the Netherlands. The Coventry Climax engine was sold on and replaced with a BMC A-Series unit (possibly the original) which had come with the car. Current owner Bob Krijnenburg acquired the Turner in December 1985 and fully restored it over a 10-year period. As the restoration progressed it became clear that the car retained many authentic details which have been kept (as much as possible) rather than being removed or replaced by new parts. The restoration is fully described and illustrated in the aforementioned account of the car's history. Bob describes the car as in very good condition. Regular mechanical and cosmetic updates have been made but always in accordance with the 1960 specification. Included in the sale is a large stock of period-correct spare parts such as Lucas ignition components, oil filters, etc plus many ultra-rare parts unique to an Alexander-prepared Turner (list available). Accompanying paperwork includes thousands of Alexander and Turner related documents, brochures, road tests, books, etc. Eligible for numerous Historic events and race series, including Goodwood's Fordwater Trophy, this quite exceptional Turner 950 Sports is worthy of the closest inspection.

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.
£25,000 - 35,000
€28,000 - 40,000
No Reserve

1971 TRIUMPH STAG FASTBACK PROTOTYPE

Registration no. PAE 755 (original factory Reg. no. WHP 852J)

Chassis no. X 815

- *Unique fastback prototype*
- *One of only three Fastback Stag prototypes built by Triumph (only this one is known to survive)*
- *Single family ownership since 1985*
- *Professionally restored 1985-1987 and 2016*
- *Fewer than 48,000 miles from new*



In 1968 Triumph asked the famous Italian stylist Giovanni Michelotti to make a fastback version of the Stag using his original prototype ('6105 KV'), which had so impressed Director of Engineering Harry Webster back in January 1966. Although the project showed promise, the styling was not what Triumph were looking for and Michelotti was asked to submit a series of designs for future consideration.

In early 1969 a prototype Stag bodyshell was sent to Turin for the chosen design to be made in metal. This was returned to the Canley factory and built up as a running prototype for engineering assessment. Initially, two prototypes were to be built by the Engineering Department, the first being started in April 1970 (X790) with the second, X798 (which was built from the body of X790) following close behind. In September 1970 the fastback project was shelved by parent company British Leyland, Jaguar's proposals for what would turn out to be the XJ-S being preferred by the Board. Nevertheless, the Engineering Department at Canley decided not to scrap the most advanced prototype they were constructing ('X 815') and built it up into a running car as and when time allowed.

The only remaining fastback prototype, 'X 815' was completed in March 1971 and registered for road use soon after. The car was then transferred out of the Engineering Department for use by one of BL's directors, subsequently disappearing from view before being located by Mr Alan Hart in 1985.

The Triumph was then restored to concours condition over the next two years: the body, chassis and interior being entrusted to Alan Wickes of Southam, and the engine rebuild to Geoff Poyner of Evesham. On completion the Stag was displayed at the 1989 NEC classic car show. Alan Wickes' illustrated account of the restoration may be found on the Stag Owners Club's web site. A testimony from Brian Bayliss, Senior Designer & Project Engineer (1960-77) for the Engineering Department of Triumph Motors Division, responsible for the design and development of the Stag is also available together with very many book references and magazine bespoke articles about the car. The car was even displayed on the Cartier Style et Luxe Concours at the Goodwood Festival of Speed in June 2000 (invitation letter on file), as well as in the Earls Court Motor Show Exhibition at the Goodwood Revival in 2014.

Further restoration was carried out by Stag specialists E J Ward of Leicester (all bills available), since when the car has been kept and maintained by the owner, another member of the Hart family. Numerous local and national concours events have been attended and awards won over the years, including the prestigious Bugatti Owners Club Concours at Prescott UK, yet the total mileage from new is only recorded as circa 47,700. Described by the vendor as in excellent condition throughout, this historic Triumph Stag prototype comes complete with tools, jack, owner's manual, workshop manual, tax discs, V5C, past/current MoT and an extensive history file.

£50,000 - 80,000
€57,000 - 91,000

From the estate of the late Graham Pilmore-Bedford

1921 LANCHESTER 40HP TOURER

Registration no. KE 5050

Chassis no. 1762

Engine no. 1768

- Worthy rival to the contemporary Rolls-Royce Silver Ghost
- Rare survivor
- Known ownership history
- Present family ownership since 1970
- Extensively toured and rallied



One of the greatest names in the history of the automobile, Frederick Lanchester began his career as an engineer at the Forward Gas Engine Co of Saltley, near Birmingham, where he rose to become its works manager and chief designer. He patented a pendulum inertia governor while there, and would go on to file a further 425 patents in the course of a remarkably inventive life. With his younger brother George taking his place as works manager, Frederick began experimenting with small gasoline engines. He began work on what would be the UK's first four-wheeled petrol car of entirely native design in 1895, producing a tiny handful of prototypes, and in December 1899 the Lanchester Engine Company Ltd was formed to manufacture motor cars. During 1900 six cars were built, all retained for the company's own use, with deliveries to paying customers commencing in 1901.

The first production Lanchester was powered by a horizontally opposed twin-cylinder engine of 4.0 litres, which drove via three-speed epicyclic gearbox and worm-drive rear axle. Larger twins were introduced, but by 1904 the general expectation was that engines of this size should have four cylinders, and it was while Frederick was designing such a car that his company went bust.

The firm was reorganised as the Lanchester Motor Company Ltd and duly introduced its first four-cylinder model – a 2½-litre rated at 20hp – towards the end of 1904. Despite the engine now being vertical and at the front, Lanchester's established 'bonnet-less' look was maintained by mounting the power unit between the driver and front passenger. All production Lanchesters would follow this layout up to 1914. Unusually, one lever operated the clutch, gears, and main brake. In 1906 a six-cylinder 3.7-litre model based on the existing four was introduced, which was followed by larger models of both engine types.

By this time Frederick Lanchester had become increasingly disillusioned with the company that bore his name, and George began to take on more of the design and engineering responsibilities. With bonneted cars now established as the norm, the bluff-fronted Lanchesters were looking increasingly old-fashioned in appearance, and in 1913, at the directors' instructions, the first conventional design was introduced: the 'Sporting Forty', which was the first Lanchester designed by George. Representing a quantum leap in style, this new type of Lanchester was powered by a 5½-litre sidevalve six that was carried beneath a lengthy bonnet. The result was one of the most stylish sports cars of its era and a worthy rival for Rolls-Royce's Silver Ghost. Only a handful had been completed when the outbreak of WWI saw Lanchester's factory redirected onto munitions and aero engine manufacture.



After the war the Sporting Forty was replaced in 1919 by a similar looking, but completely different, 40hp design, as seen here. Lanchester's new '40' boasted a 6,178cc six-cylinder overhead-camshaft engine driving via a three-speed epicyclic gearbox and worm final drive. Springs were half elliptic at the front and cantilever at the rear, under-slung. Like its pre-war forebear, the new '40' was very fast and, when new, a very expensive car in the Rolls-Royce class.

This rare survivor retains its original Lanchester five-seat open touring body and was first owned by a Mr O'Hanlon of Bromley, Kent. Correspondence with the O'Hanlon family is on file together with an old-style continuation logbook (issued 1934) listing Mallinson's Motor Tours of Windermere as owner and the taxation class as 'Hackney' (taxicab). Mallinson's licensed the Lanchester from June to December each year up to 1940. The car was then stored by the Bradshaw family of Preston until June 1970 when it was purchased by the late Graham Pilmore-Bedford from a Mr Terence Talbot of Lytham St Annes for the sum of £800 (receipt on file). 'KE 5050' is now owned by the Pilmore-Bedford family; they are Lanchester enthusiasts and the car shares a motor house with other examples of the marque.

Graham Pilmore-Bedford was an enthusiastic and active VCC member, and in the 1970s was the Lanchester Owners' Club Registrar and very friendly with Francis Hutton-Stott, the former VCC President and Lanchester authority.

Missing parts were replaced and the car repainted in two-tone green (as it has been originally) while the interior was re-upholstered by Connolly to the original pattern. Mechanically refreshed, 'KE 5050' was back on the road again in 1971 and has been in regular use ever since, taking part in the Golden Jubilee Rally and many tours. The car incorporates the following departures from factory specification: 1924-type brakes (larger drums, footbrake to rear wheels, handbrake to transmission); 1924 inlet manifold and carburettor; modern radiator core; later bonnet catches; and a modern ignition coil and condenser. Presented in running condition, the Lanchester comes with three folders containing the following: hand-written notes detailing its history; assorted correspondence; numerous expired MoTs; a substantial quantity of bills; photocopied technical literature; and a current V5C Registration Certificate.

£65,000 - 75,000
€74,000 - 85,000

1965 MASERATI MISTRAL 3.7-LITRE COUPÉ

Registration no. GGO 495C

Chassis no. 109232

Engine no. 109232

- One of only circa 20 right-hand drive Mistral delivered to the UK
- Present ownership since 2017
- Offered from long-term restoration
- Used sparingly in present ownership



Maserati have confirmed that this car was one of only 20 or so original right-hand drive Mistral imported into the UK and that it maintains its original and matching serial numbers. 'GGO 495C' was first registered in October 1965. Unfortunately, little is known of its history prior to its acquisition in 2008 by its previous owner. The latter then spent nine years restoring the Maserati to the point where he was able to take it on a trip to Angoulême with no problems encountered. His records (invoices on file) show a total expenditure of £45,000, excluding his own labour costs.

The vendor acquired the Mistral in 2017, recognising that the bodywork and ancillary cosmetics required further attention. The last MoT on file (dated 15/03/2017, six months before purchase) records the mileage then as 12,882 (likely to be 112,882). The vendor's intent was to restore the car to its original ex-factory condition. Correspondence with Maserati eventually confirmed that this car left the factory with a unique exterior colour: Azzuro la Plata - a non-metallic Cambridge Blue.

The strip-down revealed a lot of filler and corrosion of the aluminium bodywork. A photographic record of the restoration is on file. The car now presents as it should, with excellent shut lines and the reassurance that all corrosion has been rectified. The original interior was replaced with tan, which suits it (it was Connolly Blue originally). The car also benefits from new correct Borrani 16" wheels and original badging (invoices totalling £75,000 are on file). Our vendor has covered very few miles in the Maserati as it has spent the intervening years being stripped down and rebuilt. He has decided to sell the Mistral now as it is the least used among his collection and has no space for his young grandchildren.

£80,000 - 120,000
€91,000 - 140,000

1976 FORD ESCORT MK2 RS2000 GROUP 1 RALLY CAR

Registration no. OVX 78
Chassis no. GCATSL86849

- Purpose-built rally car from new
- Ex-Ford Finland
- Driven by Timo Mäkinen, Antero Laine, Lasse Lampi and Kyösti Hämäläinen
- Finnish Historic Rally Championship winner in 2011 and 2012



It was the Escort that really put Ford on the rallying map, proving capable of winning World Championship events from 1968 when the Twin Cam model was the works' frontline rally car, right through to 1981 when Ari Vatanen became World Rally Champion driving an Escort RS. Ford customers could choose between GT and 1.6-litre Twin Cam or - later on - RS1600 and Mexico models. Manufactured at Ford's Advanced Vehicles Operations plant, the latter pair were closely related, the Mexico being, in effect, an RS1600 fitted with a 1.6-litre OHV Kent engine in place of the RS1600's 16-valve Cosworth BDA. Both models had shortcomings: the Mexico being not fast enough for many while the 'homologation special' RS1600, although very quick, was expensive to produce and required careful maintenance. The answer lay in a new model: the RS2000. Powered by the 2.0-litre single-overhead camshaft Pinto engine, the RS2000 was a huge success, proving quicker than the Mexico and easier to live with than the RS1600.

This beautiful Ford Escort RS2000 Mk2 has played a prominent role in Ford's impressive rallying history. It has been a purpose-built rally car for its entire life, mainly contesting major rallies in Finland. This impressive history has been documented since 1977, including all rally results and who drove the car. The latter includes true masters of the sport such as Timo Mäkinen, Antero Laine, Lasse Lampi and Kyösti Hämäläinen, who drove this Escort to podium finishes on numerous occasions as a privateer on behalf of Ford Finland (results list on file).

The Escort was completely rebuilt in 2010 in accordance with the Group 1 regulations with all special parts homologated. The result of this painstaking preparation is reflected in its winning the Finnish Historic Rally Championship in 2011 and 2012. Equipped with Weber 44IDF carburetors, a big-bore exhaust manifold, Group 1 camshaft and larger valves, the engine produces 152bhp. The gearbox is a four-speed Rocket unit, while the Atlas rear axle is equipped with a ZF limited-slip differential and a 4.63:1 crown wheel/pinion. The special suspension features Bilstein 300/70 struts.

The current vendor purchased the car at Bonhams' sale at the Goodwood Revival meeting in 2019 (Lot 271). Since acquisition the Escort has been used on the Rally Of The Tests and Le Jog in 2019, and the Rallye Monte Carlo Historique in 2020. Accompanying documentation consists of restoration photographs, a V5C Registration Certificate, and FIA papers valid until 2025.

The Ford Escort is the perfect rally car because it is well balanced and therefore easy to drift. This car is potentially competitive in all types of rallies, whether they be held on snow and ice, tarmac, or the desert sands.
£40,000 - 50,000
€45,000 - 57,000
No Reserve

1934 LAGONDA M45 4½-LITRE PILLARLESS SPORTS SALOON

Registration no. AEL 30

Chassis no. Z10906

Engine no. 2665

- Formerly part of the Herb Schofield Collection
- Known ownership history
- Present ownership since 1992
- Maintained with no expense spared
- Well documented
- Eligible for a wide variety of prestigious motoring events



"Lagonda cars have always upheld a reputation for effortless fast touring and the pride of ownership which fine detail work and distinguished coachbuilding can give. The 4½-Litre model retains these characteristics, but scores considerably over its forebears by its high power-to-weight ratio. The chassis is no bigger than the three litre car, and there is no suggestion of clumsiness, heavy steering or the other drawbacks which often accompany the large engined car." - *Motor Sport*, January 1934.

The Lagonda car company was founded in 1906 in Staines, Middlesex by the American Wilbur Gunn (1859-1920) who named it after a river near his home town of Springfield, Ohio. Gunn had started out building motorcycles in the garden of his house in Staines with some success, including winning the 1905 London to Edinburgh Trial. In 1907 he launched his first car and in 1910 won the Moscow to St Petersburg Trial driving a 16/18hp model. Having established its reputation, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. This four-cylinder, 2.0-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers 'the ton' under favourable conditions.

"A short run on one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits," reported *The Autocar* in 1933.

A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholls performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright. Endowed with such an impeccable pedigree, the Lagonda 4½-Litre quickly established itself as a favourite among the wealthy sporting motorists of its day - World Land Speed Record holder Sir Malcolm Campbell was one many high-profile M45 owners - and 80-plus years on this model remains a much sought after classic.



The M45 offered here carries Lagonda's own pillarless sports saloon coachwork and was delivered new to Westover Garage in Bournemouth, an establishment still in existence. The original colour was black and the first owner one Beechey Newman of Northampton. The second owner is believed to have been a Norman Creyke of Coton Grange near Whitchurch, Shropshire. There is then a 25-year gap in the Lagonda's history, which takes us up to July 1959 when the car belonged to Lagonda Owners' Club member Wing Commander Gilbert Harris of Fitzjohn's Grange, Rugby.

Reputedly, Harris served as a spy during WW2, and in peacetime pioneered the production of yoghurt in the UK. Painted blue at that time, the car passed to Mrs Patricia Harris in January 1964 and then to Mr David Manors of The Manor House, Harborough Magna in December 1969. The next private owners, Mr and Mrs Towers of Barnt Green, Birmingham, acquired 'AEL 30' in November 1976 but never used the car, which in May 1983 passed to well known Lagonda collector, Herb Schofield. While with Herb Schofield the M45 benefited from extensive mechanical works and various repairs to the wood frame (list on file). The current enthusiast vendor acquired 'AEL 30' (via dealer David Royle) in June 1992.

While with its current custodian the Lagonda has been maintained with no expense spared, as evidenced by numerous bills on file for various works including an engine rebuild in 2004 (list on file). Well known in Lagonda circles, 'AEL 30' has been enthusiastically campaigned over the course of the last 30 years, attending countless rallies and receiving numerous concours awards. Events attended include Le Mans for the 60th anniversary of Lagonda's famous 1935 victory, lapping the circuit before the main race, and the Lagonda centenary at Brooklands in 1999.

'AEL 30' comes complete with a tool kit (fitted in the boot lid), jack, fire extinguisher, four handbooks, and a copy of the factory build sheet confirming matching numbers (even the starter motor is original). As one would expect, this well documented car also comes with a massive history file containing rally notes, engine settings, driving hints, holiday records, details of works and costs, a large album of photographs, and notes on every journey undertaken over the last 40 years.

£60,000 - 80,000
€68,000 - 91,000

37

**1961 JAGUAR E-TYPE SERIES I 3.8-LITRE
'FLAT FLOOR' ROADSTER**

Registration no. 688 XVK

Chassis no. 875295

Engine no. R14219-9

- *The 295th left-hand drive 'Flat Floor' roadster*
- *Delivered new to the USA*
- *External bonnet locks*
- *Professionally restored in the USA 2003-2004*
- *Present ownership since 2020*





Introduced in 1961, the E-Type caused a sensation when it first appeared, with instantly classic lines and a top speed of 150mph. An optimistic 265bhp was claimed, but whatever the installed horsepower the E-Type's performance did not disappoint: firstly, because it weighed considerably less than the preceding XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the racing D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers, though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells early in 1962. By this time, other more minor modifications had been made, such as deleting the external bonnet locks (which this car has) and adopting pressed-in bonnet louvres instead of the earlier welded-in type. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'Flat Floor' 3.8-litre cars built prior to January 1962 which, for many enthusiasts, remain the most desirable.

The 295th left-hand drive 'Flat Floor' roadster made, this rare early E-Type was completed on 17th August 1961 and distributed by Jaguars Cars, New York, USA. The original colour scheme was Carmen Red paintwork with a black leather interior. Little else is known of the car's early history in the United States.

On 14th October 2003, the E-Type was purchased from Jaguar specialists Lippincott's Garage of Sinking Spring, Pennsylvania by Mr Jeffrey G Breneiser (purchase receipt on file). Mr Breneiser immediately commissioned Lippincott (still in business as Jaguar specialists) to undertake a restoration, which was completed in April 2004. The works included fitting an uprated radiator and the all-synchromesh gearbox from a 4.2-litre Series 1. Restoration costs totalled \$64,000 and all related invoices are available.

Mr Breneiser owned the car until 30th December 2009, at which point he sold it to Wilfried Neuhaus-Gallade in Germany. In February 2020 Mr Gallade offered the E-Type for sale at a Paris auction where it was purchased by the current owner and brought to the UK. The car comes with a current V5C document; copies of German registration papers and TÜV sheets; a Jaguar Daimler Heritage Trust Certificate; and the aforementioned invoices. A wonderful opportunity to acquire a sought-after external bonnet lock 'Flat Floor' E-Type in beautiful condition.

£160,000 - 200,000
£180,000 - 230,000

38

1957 BENTLEY S1 CONTINENTAL COUPÉ

Coachwork by Park Ward Ltd

Registration no. 696 UYT

Chassis no. BC59BG

Engine no. BC58B

- *Delivered new to the USA*
- *One of 122 original RHD cars by Park Ward*
- *Specified new with manual transmission (later changed to automatic)*
- *Extensive recent expenditure (bills available)*





Described by *The Autocar* as, "A new stage in the evolution of the post-war Bentley," the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Eulogising about Bentley's new 'S' series cars, introduced in April 1955, *The Autocar* wrote, "the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists".

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

All cars were built to the individual customer's personal requirements and finished to the highest standards. There is nothing quite like them in the modern world, and today these supremely stylish motor cars are among the most sought-after classics of their era.

Of the 431 Bentley S1 Continentals produced between 1955 and 1959, 185 were bodied by Rolls-Royce's in-house coachbuilder, Park Ward Ltd, of which 122 were right-hand drive like this example. Despite being right-hand drive, 'BC59BG' was supplied new via the US importer J S Inskip to their customer Mr Francis V Du Pont, having been registered in the UK as 'SYN 67' prior to despatch by sea on 31st May 1957. The Bentley left the factory equipped with a manual gearbox and 'Made in England' nameplates among other features. It is understood that Mr Du Pont preferred an automatic transmission and had it changed. Copy chassis cards on file list three further owners in the USA up to 1977.

The current vendor purchased the Continental during the Covid lockdown and since then has spent a not inconsiderable sum of money on extensive refurbishment with marque specialists Gordon Dale of Sandhurst, Surrey, whose detailed bills are on file (inspection recommended). Works carried out have included installing the following: a new stereo system; a hazard warning light system; new carpets; an electric aerial; and an electronic ignition kit in addition to countless routine maintenance tasks.

£180,000 - 220,000
€200,000 - 250,000

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.

1934 LAGONDA M35R 3½-LITRE T9 STYLE OPEN TOURER

Registration no. WS 5888

Chassis no. Z11270

- One of an estimated 65 3½-Litre cars built
- Originally bodied as a saloon
- Fitted with replica T9 Tourer coachwork



The Lagonda M35R model was built in 1935 to provide a bridge between the departing 3-litre model and the new Meadows 4½-litre engine M45. Its 3½-litre six cylinder seven bearing crankshaft engine was a development of the 3-litre unit using a redesigned block which allowed for the requisite bigger cylinder bores. The car used a Rapide chassis (Z11270) designed by Lagonda for the Meadows engine with the most obvious obvious external difference to be 3-litre being much larger brake drums - a very useful feature on the 3½-litre car, with a higher top speed.

The Lagonda club records indicate that this car, which had Silent Travel Pillarless saloon coachwork, was supplied on 12 December 1934, it is thought through dealers Burton and Tweedy, and was first registered on 14th September 1935. Its original number plate (retained today) was a WS plate, the prefix issued in Edinburgh/Leith.

The clubs next record of the car is in November 1955 when it was in Musselburgh, 6 miles from Edinburgh. In 1975 it is recorded in Beverley Yorkshire, and in Clitheroe in Lancashire. In 1996 it was acquired by a gentlemen in Penzance, Cornwall, Bonhams offered the car for sale in 2006 on his behalf.

The car is now offered for sale with a V5C only. However as stated in the 2006 Bonhams catalogue where we last sold the car, it was re-bodied by Don Hoggard as a T9 Tourer in the early 1980s. After purportedly changing hands through a series of auctions, the Lagonda was acquired by an owner in County Wicklow, Republic of Ireland in 2009.

Since being with the current vendor's family, the car has been used sparingly as part of a significant collection of Bentley motor cars. When the Lagonda was last used the vendor informs us it was 'in top notch condition', though interested parties should note the car has been in secure storage since 2017. The example on offer combines first class replica T9 four seat tourer coachwork with gleaming paintwork and upholstery to match. It also benefits from a recent radiator overhaul.

Combining strong performance and real style, this Lagonda M35R represents a wonderful opportunity to acquire one of these rare and exciting post-Vintage motor cars.

£80,000 - 100,000

€91,000 - 110,000

1957 JENSEN 541 DELUXE SPORTS SALOON

Registration no. YXA 202
Chassis no. 541/1673197
Engine no. LD10677MJEN

- One of only 53 Deluxe models produced between 1957 and 1959
- Overdrive transmission
- Known ownership history
- Present ownership since 2004
- Major service in 2022



Although Jensen of West Bromwich espoused American Ford V8 and Nash engines in pre-war days, during the 1950s the company was closely associated with Austin. An outstanding though much under-rated Grand Tourer, the Jensen 541 embodied the Jensen brothers' traditional virtues of a big engine and high overall gearing in a smaller, sportier package than the Interceptor saloon's. The 541 deployed the latter's 4.0-litre Austin engine in a shorter, ladder-frame chassis, designed by John Riekie, which nevertheless contrived to offer significantly greater rear seat room than most of its rivals, while Eric Neale (previously with Daimler) laid out the new aerodynamic body.

Introduced at the 1953 Motor Show, the 541 pioneered the use of glassfibre bodywork and, like the Interceptor, used Austin A70-based suspension and transmission components but followed Jensen's own steering geometry, rack-and-pinion steering a later introduction. And if the four-speed gearbox was not the 541's strongest point, it mattered little, as the car could be left in top gear virtually all day, such was the torque of the Austin six. Despite being capable of 115 mph, the 541 possessed such a favourable power-to-weight ratio that this performance came with relatively modest fuel consumption.

One of only 53 Deluxe models produced between 1957 and 1959, 'YXA 202' was sold new via John Coombs' Guildford dealership to its first owner, Flowers Brewery Ltd of Trowbridge, on 17th May 1957. The second owner (from 1958 to 1988) was Mr Leonard Jackson, a member of the Jensen management team and founder of the Jensen Owners Club in the 1960s. He re-sprayed 'YXA 202' in British Racing Green and rallied the car in Europe as far away as Turkey. During Mr Jackson's custodianship the Jensen featured in Motor magazine's 8th November 1975 edition as the star of a full-page Castrol advertisement. The car still carries its Jensen Owners Club badge No.1.

Next owner Philip Hobbs (son-in-law of film director Stanley Kubrick) kept the Jensen from 1988 to 1993, during which time he spent some £30,000 on its restoration with Marcus Cars (in 1989). The fourth owner W Court (possibly a dealer) passed the car on within a year. Mr Colin Agombar then owned the '541' from 1993 to 2004 when it was acquired by our vendor. Restoration works have included fitting Coopercraft brakes; a stainless steel exhaust system; a new wiring loom; and four new tyres; together with re-carpeting interior.

In February 2022 the Jensen was with Chris Marsh Classic Cars for a major service at a cost of £2,648. The accompanying history file contains restoration and servicing invoices, and the car also comes with an old-style green continuation logbook; 11 tax discs (2004-2014); inspection reports; and a handbook.

£30,000 - 40,000
€34,000 - 45,000

41

The ex-Kenneth Ball, John Landless

**1913 VAUXHALL 25HP PRINCE HENRY
SPORTS TOURER.**

Registration no. LX 4502

Chassis no. C27

Engine no. D135C

- *Restored and re-bodied by Ken Ball in the early 1960s*
- *Owned by former VCC president John Landless for 35 years*
- *Present enthusiast ownership since 2001*
- *Maintained with no expense spared by N P Veteran Engineering*





"The years from 1908 to 1925 mark Vauxhall's golden age." - Michael Sedgwick, *Vauxhall*, Dalton Watson, London, 1981.

Prior to 1925, when Vauxhall was taken over by General Motors, the firm was renowned for producing handsome, finely engineered cars that put it on a par with Bentley or Sunbeam. Famous by the end of the 19th Century for its marine engines, Scottish engineer Alexander Wilson's Vauxhall Ironworks Ltd built its first automobile in 1903: a single-cylinder, tiller-steered runabout designed by F W Hodges and J H Chambers. Around 70 cars were sold in the first year of production. A range of three-cylinder cars with wheel steering followed, the first of which – the 12/14hp – was seen in 1905; 9hp and 12/14hp versions followed. Vauxhall's first four-cylinder design appeared at the Motor Show in November 1905, by which time the factory had relocated to Luton. The 18hp newcomer was powered by a T-head sidevalve engine of 3,336cc, with separately cast cylinders, which drove the rear wheels by chain. With chief engineer Hodges abroad on holiday, managing director Percy Kidner tasked 24-year-old draughtsman Laurence Pomeroy with preparing three cars for the 1908 RAC 2000 Mile Trial. Rather than merely tweaking the existing design, Pomeroy opted for a radical rethink, adopting a monobloc casting for the cylinders and single-camshaft, L-head valve gear.

In this form Vauxhall's the 3.0-litre four had a power output of 40bhp compared with 23 horsepower from the preceding 3.3-litre version. Pomeroy's approach was vindicated when Kidner's car won the Trial, defeating a Rolls-Royce 40/50hp in the process, and he took Hodges' place as chief engineer and works manager. Known as the A-type, this new 20hp model was made up to 1914, by which time around 950 had been sold.

Laurence Pomeroy's tenure as chief engineer saw Vauxhall produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910. According to *The Beaulieu Encyclopedia of the Automobile*: "Encouraged by the 2000 Mile success, Kidner decided to enter two cars in the 1910 Prince Henry Trials. Pomeroy worked their output up to about 60bhp at 2800rpm and they carried narrow doorless 4-seater bodies fronted by pointed vee-radiators. They were no match for the much bigger Austro-Daimlers, but two of the three cars made non-stop runs. Replicas went on sale towards the end of 1911; officially they were known as the C-type, but they have gone down in history as the Prince Henry model."



Possessing a better than average all-round performance, the Prince Henry was widely used in hill climbs and reliability trials, including demanding winter events on the Continent where it performed with distinction. A 4.0-litre engine was introduced for 1913 and production continued up to early 1915, by which time 140 of the larger cars had been made and 40 of the smaller.

The larger (4.0-litre) version of the Prince Henry's four-cylinder sidevalve engine was further developed for its successor, the D-Type, which, with some 60bhp on tap, was good for 70mph-plus when not overburdened by formal coachwork. Manufacture continued after the cessation of hostilities, though Pomeroy departed and his place was taken by Charles Evelyn King, who designed a new overhead-valve detachable cylinder head for both the D-Type and its legendary sporting stablemate, the 30/98. Updated with King's OHV 'head' in mid-1922, the model was known thereafter as the '23/60' or 'OD' and was built until 1926, by which time the Luton firm had become part of the General Motors conglomerate.

The history of this magnificent Prince Henry can be traced back to an advertisement of 2nd August 1919 when the car was offered for sale by its Army officer owner, who had been posted to North Russia (copy on file). It quotes chassis number 'C127' (see below) and states 'small mileage, very fast excellent order £895 with 2/3 seat body hood and screen and speedometer'.

An old-style continuation buff logbook on file records the vehicle's status as 'light bus' and the owner from March 1926 as a James Ditton. The Vauxhall was registered 'LX 4502', as it is now. Apparently, it was Mr Ditton that converted it into a light bus, in which form it remained until 1930. Later listed as a 2/3 seater, the Vauxhall was in a dilapidated state when it was acquired by Ken Ball (of Profile Publications fame) in Crowborough, East Sussex in 1961. Percy Crittall of Crowborough had discovered the car in 1948 and Ken bought it from him.

On file are copies of 'as found' images of Ken Ball with the car on his trailer, showing the rolling chassis, scuttle, screen surround, bonnet, wheels, engine, transmission, etc. Also on file are images of the new four-seat body being made by Ken in the early 1960s. Ken participated in various events with his restored Prince Henry, including the Brighton & Hove Motor Club Speed Trials where it was a class winner; the VCC and VSCC International Rally; and the anniversary of the founding of the RAC Country Club at Epsom, all in 1963. A photograph of the car on Madeira Drive was published in the Veteran & Vintage magazine, and another of it at Epsom in The Autocar (2nd August edition). The Prince Henry is also known to have taken part in the Firlie hill climb in the 1960s.



Brighton & Hove Speed trials

As found by Ken Ball in 1960s



As found by Ken Ball in 1960s



'LX 4502' on Madeira Drive

Images part of lot

In November 1966 Ken Ball offered the Vauxhall for sale at a UK auction where it was purchased by a Harold Webb. Mr Webb was followed by Mary and Rex Broughton, Humphrey Milling, and then by former VCC president, John Landless. John owned 'LX 4502' for many years, and there is a photograph on file of him with the Prince Henry taken at Shelsley Walsh in 1993. The current enthusiast vendors purchased the car from John Landless in June 2001, since when it has been expertly maintained with no expense spared by Nigel Parrott of N P Veteran Engineering, as evidenced by numerous bills on file totalling in excess of £60,000.

David Marsh's 30/98 Register of 2005/6 refers to 'LX 4502' as the oldest surviving 4-litre car to original specification on the standard narrow tapered chassis 34" wide number 'C27' and with engine 'D135C'. Now in his ninth decade, Ken Ball has let us know that he would be happy to meet the new owner for lunch at The Bull in Ditchling, East Sussex to discuss his memories of the car and share the information in his archive.

£300,000 - 350,000
€340,000 - 400,000

Additional paperwork includes starting instructions; DVLA correspondence; VCC correspondence and a Certificate of Date; a quantity of expired MoTs; a (copy) instruction manual; and a V5C Registration Certificate. It should be noted that the date of first registration is given as 4th August 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). It should also be noted that the V5C incorrectly lists the chassis number as 'C127'. Writing in *The Vauxhall*, marque guru Nic Portway explains that the '1' is a later addition, while the aforementioned VCC Certificate of Date confirms that the chassis number is 'C27'.

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.

1924 VAUXHALL TYPE OD 23/60HP CHAUFFEUR DRIVE LANDAULETTE

Coachwork by W.Vincent of Reading

Registration no. UH 488

Chassis no. OD 66

- One of approximately 100 survivors
- Formerly part of the Sword Collection
- Capacious coachwork
- Highly original
- Engine rebuilt circa 2016



Prior to 1925, when Vauxhall was taken over by General Motors, the firm was renowned for producing handsome, finely engineered cars that put it on a par with Bentley or Sunbeam. Introduced in 1922, the 23/60hp was a development of the 4.0-litre, four-cylinder, sidevalve-engined D-Type Vauxhall of 1913, which had been designed by the firm's famous Chief Engineer, Laurence Pomeroy. Manufacture continued after the cessation of hostilities, though Pomeroy departed and his place was taken by Charles Evelyn King, who designed a new overhead-valve detachable cylinder head for both the D-Type and its legendary sporting stablemate, the 30/98. Updated with King's OHV 'head in mid-1922, the model was known thereafter as the '23/60' or 'OD' and was built until 1926. The OD 23/60hp Vauxhall was a popular overseas model and many were dispatched to British Empire markets. Approximately 1,300 were made, of which some 100 survive.

This Vauxhall 23/60 was delivered new to a Ms Alice Twining in 1924 and first registered as 'OR 3333'. Later on the car made its way to the famous Sword Collection and was sold at its first disposal sale in 1962 (Lot 21). Auctioned again in 1966, the Vauxhall made its way to Switzerland. Upon the Swiss owner's death in 2015, the car moved across the border into Austria, where an engine rebuild was undertaken. Although the rebuild was stated to have cost €65,000, no bills are available. The car remained on static display until 2019 when it was repatriated to the UK and registered as 'UH 488'.

Since then the Bosch ZU4 magneto has been rewound; four of the original five wheels rebuilt and shod with new Blockley tyres (new Excelsior tyre to spare); and new clutch/gearbox couplings installed (correct flexible Hardy Spicer type, same as 30/98). Related bills are on file and the car also comes with a copy of its original Portsmouth registration card; a Vauxhall Heritage dating certificate; a V5C document; and catalogues from the aforementioned auctions. A correct Watford FO4 magneto, Autovac, spare exhaust manifold, and a set of five artillery wheels/tyres are available if required.

The vendor has used the Vauxhall to attend various events including monthly VSCC meetings at Meldreth, Cambridgeshire; VSCC AutoSolo at Silverstone; and VSCC 'New Year Driving Tests' at Brooklands and Prescott in 2020 (as a spectator).

Writing in *Motor Sport* magazine's December 1949 edition, Vauxhall 23/60 owner Captain Donald Gill concluded his article thus: "For someone who yearns after a real Vauxhall, but for one reason or another is denied a 30/98, the 23/60 commends itself as a not at all unworthy substitute for non-competitive motoring, and the preservation of a few more examples of the type would be a definite gain to the vintage world," sentiments with which Bonhams can only concur.

£35,000 - 38,000
€40,000 - 43,000

43 * N

1989 AC COBRA MK IV ROADSTER

Registration no. not UK registered

Chassis no. SA9AK3028AK017268/AK1268

Engine no. 1268

- *Aluminium body*
- *Circa 21,500 miles recorded*
- *Offered without reserve*
- *Offered for recommissioning*



Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Convinced that a market existed for an inexpensive sports car combining European chassis engineering and American V8 power, Le Mans-winning Texan racing driver Carroll Shelby concocted an unlikely alliance between AC Cars of Thames Ditton and the Ford Motor Company. The former's Ace provided the simple twin-tube chassis frame – strengthened and supplied with four-wheel disc brakes for the Cobra – into which was persuaded one of Ford's lightweight small-block V8s. The 4.2-litre prototype first ran in January 1962, with production commencing later that year. Exclusively for the USA initially, Cobras (minus Engines) were sent from England to be finished off by Shelby in California, and it was not until late in 1963 that AC Cars in Thames Ditton got around to building the first fully finished European-specification cars.

After 75 cars had been built, the 289ci (4.7-litre) unit was standardised in 1963. Rack-and-pinion steering was the major Mk II up-date; then in 1965 a new stronger, coil-suspended chassis was introduced to accommodate Ford's 427ci (7-litre) V8 engine. Wider bodywork, extended wheelarches, and an enlarged radiator intake combined to create the definitive – and much copied – Cobra Mk III look. Production ended in 1967 after 1,029 cars had been built.

But for Brian Angliss, the Cobra story would have ended in 1967. The Autokraft boss had built up a business restoring Cobras and supplying parts, and in the early 1980s acquired the rights to the AC name, plus a quantity of jigs and tooling from the old Thames Ditton factory. Keeping the overall style of the Mk III, Autokraft produced the Mk IV, which was appropriately updated to meet then current legislation and powered by a 'federalised' 5.0-litre Ford V8. Around 450 were built before Autokraft folded in 1996, largely due to costs incurred developing its new Ace model.

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.

Unfortunately, little is known of the history and precise specification of this left-hand drive example, which is believed to have belonged to the current vendor since circa July 2012. The Cobra MkIV registry notes the car as being finished in Jaguar British Racing Green, with a 302 HO small block Ford with EFI and Borg Warner T5 transmission. It notes the car was built in April 1989. An old auction description from 2010 was found online, which stated the car had had one owner and 21,000 miles since new (the current odometer reading is circa 21,500). The car has been kept in dry storage since acquisition and will require re-commissioning before further use.

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£50,000 - 80,000

€57,000 - 91,000

No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

44 * N

1970 ASTON MARTIN DB6 MK2 SPORTS SALOON

Registration no. not UK registered

Chassis no. DB6MK2/4261/R

Engine no. 400/4592

- One of only 240 DB6 Mk2s made
- Last-of-the-line model
- Present ownership since 2007
- Dry stored since acquisition
- Requires re-commissioning





In 1958 Aston Martin introduced the DB4, the first of a line that would culminate in the DB6 built between 1965 and 1969. Introduced at the 1965 London Motor Show, the DB6 was recognisably related to the Touring-styled DB4 but abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. At 8' 5¾" the wheelbase was now 3¾" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. The result was significantly increased interior space, making the DB6 a genuine four-seater and greatly extending its appeal. Opening front quarter lights reappeared but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. This device had first been tried on the DP214 and DP215 DB4GT-based Le Mans prototypes, yet another example of racing improving the breed.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5, and remained unchanged. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering. Introduced in July 1969, the DB6 Mk2 incorporated many components shared with the new DBS, most obviously the latter's wider wheels that necessitated flaring the front and rear wheelarches. All Mk2 Vantages came with the highest (325bhp) 'C' state of tune, while all cars benefited from power-assisted steering as standard. Production lasted until November 1970, during which time 240 DB6 Mk2s were manufactured. Last-of-the-line models are always sought after by discerning collectors, and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins.

This Mk2 DB6 was delivered new in the UK finished in Dubonnet Rosso with natural leather interior trim and first owned by one J K Lion. The current vendor purchased the Aston from Ian Bowtie Classic Cars, Guernsey in January 2007. It should be noted that the bill of sale records the mileage total as 43,446 miles, yet the current odometer reading is 497 miles, presumably indicating a change of speedometer at some time. Mostly kept in dry storage since acquisition, this car will require re-commissioning before returning to the road and thus is sold strictly as viewed. Accompanying documentation consists of an old-style continuation logbook (issued in 1974 to one John Henry Ogier); the original warranty document; 2007 condition appraisal report; and a copy of the 2007 bill of sale.

£100,000 - 150,000
€110,000 - 170,000
No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

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1996 PORSCHE 911 TYPE 993 TURBO COUPÉ

Registration no. P220 XFX

Chassis no. WP0ZZZ99ZTS372394

Engine no 61T04236

- *Only five owners in 26 years.*
- *Present ownership since 2014*
- *Offered from a significant private collection*
- *Serviced by Porsche in January 2022*
- *Circa 23,400 miles from new*





First registered in the UK on 5th August 1996, this five-owner example has covered only some 23,400 miles from new and is presented in exceptional condition, benefiting from recent works by Porsche. A C16 model, the car comes with a printout from Porsche confirming that it was manufactured on 24th June 1996 and extensively optioned, the relevant product codes being specified.

The car was delivered new through Porsche Bournemouth, passing to its second owner sometime between delivery in 1996 and its third owner in 1997. In 1999 the Porsche passed to its fourth owner, a resident of Winchester, Hampshire, before being acquired by our vendor from a renowned London dealer in 2014 at a recorded mileage of 21,492. A mileage log has been kept during the present ownership, showing frequent but careful use including trips to Goodwood and the Le Mans Classic.

The 911 was subject to an inspection at Porsche prior to our vendor's purchase in 2014 (invoice on file). Subsequently the car was serviced by the vendor's local mechanics, who care for the bulk of his significant private collection, and Porsche independents until it was sent to Porsche Bournemouth, one of only a handful of approved Porsche Classic dealers, in 2022 (bills on file). In January 2022 the car received detailing by Parc Fermé and presents in excellent general condition. The vendor wanted the 911 to present as it did in 1996, and to meet the standards of a Porsche-approved car. Porsche carried out a service and replaced items that were not to factory specification, renewing four tyres to the correct Michelin Pilot Sports, carrying out a brake fluid change, renewing a few clips and a switch, fitting new wiper blades, and replacing the battery with a Porsche Bosch item. Porsche's bill for £3,941 was paid in January 2022 at an odometer reading of 23,128 miles. The current MoT expires in September 2023.

Offered in the stunning colour combination of L39C Midnight Blue Metallic over GZ Marble Grey, and complete with service book, spare key, and original master key fob, this example must be one of the lowest-mileage C16 models on the market today.

£150,000 - 180,000
€170,000 - 200,000

1979 ASTON MARTIN V8 'OSCAR INDIA' SPORTS SALOON

Registration no. not UK registered

Chassis no. V8/SOR/12208

Engine no. V540/2208/S

- Much improved 'Oscar India' model
- Delivered new in the UK
- Automatic transmission
- Present ownership since circa 2012
- Dry stored since acquisition



Shortly after reorganisation under new ownership as AML (1975) Ltd, Aston Martin resumed development of its highly successful V8. A host of improvements was to be incorporated in the forthcoming Series 4, scheduled for introduction in October 1978. Built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'. The most obvious differences were a restyled bonnet and boot-mounted spoiler, while the cabin received a redesigned dashboard and centre console, and the headlining became leather rather than cloth. There were, of course, countless other improvements, most notably to the air conditioning and to the shock absorber settings.

Autocar magazine found much to commend in the 'Oscar India' tested in October 1978, reckoning that this latest example from the Newport Pagnell factory stood out as the best-built and most competently finished car it have ever known Aston Martin produce. "It sets new standards of excellence for the company," declared the esteemed British motoring magazine. "In the past there has always been a slightly niggly feeling that one was paying an awful lot of money for a car of rather indifferent trim standards, in which the fabulous performance was not matched by the way the car was put together. Not so any more - the car is a delight, whether to drive, to travel in, or simply to look at."

An automatic transmission model, '12208' comes with a copy of its Car Record Card showing that it left the factory finished in Crusader White with Magnolia interior trim. The first owner is recorded as R G Horton and the original registration as 'CYX 17V'. The current vendor purchased the Aston circa 2012, since when it has been dry stored.

Re-commissioning will be required before it returns to the road and thus the car is sold strictly as viewed. With their improved specification and Weber carburettors, these 'Oscar India' cars are among the most sought after of Aston Martin V8s.

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£70,000 - 100,000**€80,000 - 110,000****No Reserve**

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

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1973 AC 428 COUPÉ

Coachwork by Carrozzeria Frua

Registration no. not UK registered

Chassis no. CF66

- One of only 51 AC 428 Coupés made
- Present ownership since 2009
- Stored since acquisition
- Requires re-commissioning



The concept of Italian styling coupled with American V8 horsepower was well established by the late 1960s, and no doubt influenced AC Cars' decision to reconfigure its fire-breathing Cobra sports car as a luxury Grande Routière. A Cobra MkIII coil-suspended chassis was extended by 6" in the wheelbase and despatched to Italy to be clothed in elegant steel coachwork by Pietro Frua, the result looking not unlike the latter's Maserati Mistral.

The first car, a two-seater convertible, was completed in time for the 1965 Earls Court Motor Show, while the following year's Geneva Salon saw the launch of an even more sensational fastback-styled coupe. Although the 428ci (7.0-litre) Ford Galaxie engine that gave the model its name produced less power than the Cobra 427's, the 345bhp on tap was capable of delivering all the performance that customers desired. Shrugging off the car's 1,416kgs weight and seemingly unhampered by the automatic transmission, as fitted to the majority of cars, this stupendous engine enabled road testers to record sub-six-second 0-60mph times and 0-100mph times of around 14.5 seconds, with a maximum speed in excess of 140mph. Hampered by an inflated price - the 428 cost considerably more than the contemporary Aston Martin DB6 - production never attained Cobra levels, a mere 81 being made between 1966 and 1973, the split being 51 coupés and only 30 convertibles. It is estimated that around 40 coupés remain.

This automatic-transmission example was purchased from dealer Malcolm Elder of Middle Aston Warwickshire by former owner Mr John Moir, having previously belonged to David Meynell of Burton-on-Trent, and in 1996 was exported from the UK to the USA. The current vendor purchased the car at a UK auction in October 2009 and exported it. At that time the auction catalogue described the AC as 'a well maintained original car'. The car has been kept in dry storage since acquisition and will require re-commissioning before returning to the road. Accompanying documentation consists of copies of the 2009 auction catalogue description and bill of sale.

Please note that this vehicle is not offered with a registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£60,000 - 90,000
£68,000 - 100,000
No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar 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.

1971 LANCIA FULVIA 1600HF RALLY CAR

Registration no. KMV 47K
 Chassis no. 818741003000
 Engine no. 8185406926

- *Converted to rally specification in the early 1990s*
- *Highly successful competitor in Historic rallying*
- *Engine rebuilt circa 15,600 miles ago*



Though mechanically similar to the Fulvia saloon, the beautiful 2+2 coupé launched in 1965 had all the visual presence its progenitor lacked and came with a 1,216cc engine producing 80bhp. Tuned, lightweight 'HF' versions provided increased performance and formed the basis of the works' highly successful rallying programme that saw the Fulvia HF1600 secure Lancia's first Manufacturers' World Championship in 1972. Ultimate expression of the Fulvia coupé, the 1600HF had been introduced in 1969 and came with a 1,584cc engine producing 115bhp in road tune, an output sufficient for a top speed of 185km/h (115mph), plus revised suspension and a five-speed gearbox. Production ceased in 1973 after a little fewer than 5,000 1600HFs had been built.

This right-hand drive Fulvia 1600HF was first registered on 1st September 1971; originally black, it was repainted red in 2003, having been converted to rally specification circa 1992/1993. The vendor advises us that the engine was rebuilt at 97,000 miles (the current odometer reading 112,600 miles) and that the car has had nine previous owners.

This Fulvia has enjoyed a highly successful career in Historic rallying, competing in the Rallye des Pyrenees (twice); the Tulip Rally; the Monte Carlo Historique (four times, with a best finish of 3rd in class); Rallye Historique de Belgique (1st overall); Woolbridge Championship (1st); LMC Landmarks Rally (1st); and many more besides.

Accompanying documentation includes MoTs, service invoices, and numerous bills for thousands of pounds dating back to 1994; some rally history (UK and Europe) including photographs and press cuttings; a Fulvia buyer's guide; and a V5C Registration Certificate. The car also comes with a wiring diagram (it was rewired in 2001); workshop manuals; a set of five wheels/tyres; a jack; and some service parts. One particularly notable feature is the timing clock, which started life in a MiG-15 jet fighter!

£25,000 - 35,000

€28,000 - 40,000

No Reserve

1931 PACKARD MODEL 833 STANDARD EIGHT COUPÉ

Registration no. not UK registered (taxes paid)

Chassis no. 467499

Engine no. 329943

- Premier American make
- AACA First Place Senior car and a CCCA Full Classic
- Purchased from the Ruoizzi Brothers Collection in 2014
- UK VAT and duty paid



Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. Dissatisfaction with his Winton motor carriage is said to have spurred James Ward Packard to build a superior automobile. Aided by his brother and two defectors from the Winton company, Packard set up shop in his electrical engineering factory in Warren, Ohio from which the first Packard - the single-cylinder Model A runabout - emerged in November 1899. The Packard's innovative engineering and superior build quality were soon attracting the attention of wealthy clients, William D Rockefeller purchasing two at the New York Automobile Show in November 1900. 'Ask The Man Who Owns One,' was adopted as the company's advertising slogan.

Cars powered by two-, four- and six-cylinder engines quickly followed, before Packard became the first manufacturer to introduce a series production V12 with the launch of the Twin Six for 1916. An immense success for the company, the Twin Six lasted until the arrival of the new-for-'24 Packard Single Eight, the company's first car to employ four-wheel brakes. The nine-bearing sidevalve straight-eight engine developed 85bhp from 357.8ci (5.9 litres) and the line-up initially comprised ten models on two wheelbase lengths. With the introduction of custom models in 1926 the Eight range increased dramatically. 'Original Creations by Master Designers' according to Packard, the custom offerings were bodied by Derham, Dietrich, Fleetwood, Holbrook, and Judkins among others.

Bijur chassis lubrication and hypoid final drive gears had arrived on the Eight by 1927, at which time the engine was enlarged to 6.3 litres. By now maximum power had risen to 105bhp, an output sufficient to propel the far from lightweight Eight to a top speed of 80mph. 1929 saw Packard building eight-cylinder cars only, and marked the introduction chrome-plated brightwork, parabolic headlamps, and a dashboard-mounted water temperature gauge in place of the preceding Motometer. Also new was the base-model 319.2ci (5.2-litre) Standard Eight, the larger engine continuing to power the Custom and DeLuxe Eights. Maximum power of the Standard Eight was raised to 100bhp for 1931 and there were various other improvements to the specification.

Purchased in 2014 from the Ruoizzi Brothers Collection of Breinigsville, Pennsylvania, this magnificent Packard Eight had been restored to the highest standards and is a AACA First Place Senior car and CCCA Full Classic. Accompanying documentation includes a Commonwealth of Pennsylvania Certificate of Title; hand-written maintenance log for the period 1999-2012; shipping/importation paperwork; and an HMRC letter confirming UK VAT and duty paid.

£18,000 - 25,000

€20,000 - 28,000

No Reserve

1929 INVICTA 4½-LITRE TOURER

Coachwork by Cadogan

Registration no. XV 8823

Chassis no. LC223

- *Single family ownership from new to December 2017*
- *One of the fastest sports cars of its day*
- *Rare early example*
- *Recent sympathetic professional restoration*
- *Eligible for VSCC and other prestigious events*



"To drive, or be driven, in the new 4½-litre Invicta sports model is to experience something quite new in motoring. The way in which it will swoop up steep hills on top gear, passing on the way vehicles grinding away on their lower ratios is a revelation.

"The Invicta is a perfectly well-bred town car, even in its 100mph trim, and will run quite comfortably at about 7mph on top gear. It is, consequently, well suited to driving on congested roads or in dense city traffic." – *The Motor*.

In its all-too-short lifetime, Invicta carved out an enviable reputation for building fine sporting motor cars, the bigger Meadows-engined models in particular offering class-leading performance and impeccable build quality.

The origins of the company known as Invicta Cars go back to 1925 when Noel Macklin and Oliver Lyle, both of whom already had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and roadholding. Like the contemporary Bentley, the Invicta was designed by people with backgrounds in competition motoring and both were produced to the highest standard.

Price was only a secondary consideration, a factor that contributed to both firms' failure to survive the Depression years of the early 1930s. Like Bentley, Invicta struggled against rising costs and falling sales, the final car leaving the factory, appropriately enough, on Friday 13 October 1933, though a handful of cars were assembled at the company's service depot in Flood Street, Chelsea between 1934 and 1936. It is estimated that approximately 1,000-or-so Invictas of all types were made.

Apart from three Coventry Climax-engined prototypes built at Macklin's home in Cobham, Surrey, all Invictas were powered by the tireless six-cylinder engines made by Henry Meadows. Invicta cars quickly established a reputation for outstanding durability, bolstered by the award of the RAC's coveted Dewar Trophy in 1926 and 1929, largely for the marque's successes in long-distance reliability trials, including a 10,000-mile 'around-the-world' trip by sisters Violette and Evelyn Cordery, who also completed a '30,000 miles in 30,000 minutes' trial at Brooklands.

In 1928, Invicta introduced a new 30hp model powered by the ubiquitous Meadows 4½-litre six, which was first shown to the public at the Olympia Motor Show in October. This was substantially the same as the existing 3-Litre chassis, though the gearbox and rear axle were strengthened and a pressed channel-section cross member fitted behind the gearbox, replacing the previous small-diameter tube. Finished to Rolls-Royce standards, the 4½-Litre chassis cost a staggering £985 at a time when the average UK house price was £590! It would go on to form the basis of the successor NLC and famous S-Type 'low chassis' sports model.



Like most low-speed engines, the Meadows six produced ample torque in the lower and middle speed ranges. Indeed, the Invicta can be throttled down to 6-8mph in top gear and will then accelerate rapidly and without fuss, still in top gear, when the accelerator is depressed. The acceleration figures given by the contemporary motoring press speak for themselves on this subject. Indeed, in 1930 the Cordery sisters drove their '30,000 miles in 30,000 minutes' high chassis tourer from London to Edinburgh in top gear. This same car was then driven by Donald Healey in that year's Alpine Trial, winning its class.

The 4½-litre Invicta had few equals as a very fast but comfortable high-speed touring car, its greatest appeal being an ability to cover big mileages at high average speeds with no strain, either to driver or the machinery.

A long-chassis model, the early Invicta 4½-Litre offered here carries four-seat open tourer coachwork by the London-based coachbuilder Cadogan, which during the mid-to-late 1920s specialised in producing sporting bodies for quality makes including Bentley, Packard and, of course, Invicta. Remarkably, 'XV 8233' was owned from new by the same family for some 88 years and comes with the original sales receipt showing that the car was purchased on 16 January 1929. Almost certainly manufactured towards the end of 1928, it was bought from the Connaught Motor & Carriage Co Ltd of London, the sole concessionaires.

In 1964 the original owner died and the Invicta passed to his son, from whose estate it was offered for sale at Bonhams' Olympia auction in December 2017 (Lot 248). Purchased there by the current vendor, the car has since benefited from a no-expense-spared sympathetic restoration by highly respected specialists Neil Twyman (mechanicals) and James E Pearce (bodywork), in excess of £95,000 being spent (detailed bills on file).

Sympathetically restored, yet still in outstandingly original condition, this magnificent motor car comes with a history file containing fascinating original paperwork; an instruction book; contemporary advertisements; sales brochures, etc, etc. A wonderful opportunity to own a rare early example of this important Vintage-era British sports car.

£90,000 - 120,000
€100,000 - 140,000

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**1934 ROLLS-ROYCE 20/25 OWEN SEDANCA
THREE-POSITION DROPHEAD COUPÉ**

Coachwork by Gurney Nutting

Registration no. ALW 565

Chassis no. GLZ75

- *A superb example of the coachbuilder's art*
- *Known ownership history*
- *Maintained by recognised marque specialists*
- *Recent engine rebuild and other works*





Chassis number 'GLZ 75' was off test on 10th July 1933 for supply to dealers HR Owen as a 'stock' car. The chassis was delivered to Gurney Nutting's premises on London's Kings Road to receive Owen's Sedanca Coupé coachwork, which the car still carries today. This particular body style is widely regarded as one of the finest on a pre-war Rolls-Royce, incorporating Gurney Nutting's signature curvaceous wings, wonderful proportions, and a stylish yet traditional trunk-type boot. The chassis cards also state that the bonnet was to have vertical louvres, with bonnet hinge and mouldings to be painted, and all fittings to be 'untarnishable'. This is exactly as the car stands today.

The Rolls was purchased from HR Owen by its first owner, one K Lucking of Boughton near Chester, who kept the car until 1954 when it was acquired by an S Goddard of St Johns Wood. In 1959, E Doughty of Abbots Leigh near Bristol bought 'GLZ 75' and would retain the Rolls-Royce until 1981 when he sold the car to the celebrated Patrick Collection, which in turn kept it until 1999. The Rolls has since had four further owners, including our vendor.

Some seven years ago 'GLZ75' was sold to a Swiss private collection. Prior to that the car had been maintained by P & A Wood. In the last few years a vast amount of money has been spent on works including an engine rebuild, fitting a new clutch, and dealing with everything else that needed attention.

Accompanying the car is a massive file of bills issued by recognised marque specialists including Harvey Wash, P & A Wood, Fisher Restorations, Ristes of Nottingham, and Jonathan Wood to name but a few. Representing the pinnacle of the coachbuilder's art on the Rolls-Royce 20/25 chassis, 'GLZ75' is said to be in superb order throughout and worthy of display at any prestigious concours. The Masons Black paintwork is in beautiful order having been resprayed a few years ago, while the interior is trimmed in tobacco coloured leather with medium brown carpets, likewise in lovely order. The woodwork is embellished with highly figured burr walnut and presents very well.

Pleasingly, the car comes with a complete original tool kit in the fold-down tray in the boot lid. There is also a plug-in inspection lamp housed in the boot, and a brass Lucas spare bulb holder.

All the lights and indicators work as they should. We are advised that the car starts instantly and runs well, and is an exceptional driver with taut steering and effective brakes. Oil pressure is a healthy 30lb under load when hot, while the water temperature is around 60 degrees. A full-flow oil filter has been fitted, making for easy oil changes. This car needs for nothing and is only being sold due to the advancing age of the owner and his wife.

£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.

1966 ASTON MARTIN DB6 SPORTS SALOON

Registration no. KYW 847D

Chassis no. DB6/2843

Engine no. 400/2855

- *Rare original colour combination of Mink with dark blue interior*
- *Automatic transmission*
- *Present ownership since 2014*
- *UK registered*





Last-of-the-line models are always sought after by discerning collectors, and few are more highly prized than the final flowering of the glorious David Brown-era six-cylinder series. The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 had been introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Carrozzeria Touring-developed Superleggera tubular body-supporting structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Somewhat confusingly, 'Superleggera' badges continued to be applied by the bodyshop until stocks ran out!

Increased rear-seat space was the prime DB6 objective so the wheelbase was now 3¾" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline, and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification, complete with triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

The accompanying copy guarantee form reveals that this DB6 was built with the optional automatic transmission and was originally finished in the rare and highly desirable colour of Mink with a dark blue Connolly leather interior. Chrome wheels, a heated rear screen, 3-ear hubcaps and a power-operated aerial are listed as items of special equipment. The DB6's first owner was one Donald Eric Adams of Kent.

Purchased by our private vendor in 2014, this DB6 has remained in his extensive storage facility in the company of nine other significant Aston Martins. 'KYW 847D' has been used sparingly since its purchase and due to time, was last used by him on the road in 2018. The car was MoT'ed in 2017, and bills for maintenance work during this period are on file. It is now offered for sale following a decision to restructure the collection. Having been stored carefully since 2018, this example would benefit from a service and inspection before use. Offered with UK V5C document.

£150,000 - 200,000
€170,000 - 230,000

1956 JAGUAR XK140 SE ROADSTER

Registration no. 352 UYL

Chassis no. S 812699

Engine no. G 8625-8S

- Sold new in the USA
- All matching engine and chassis numbers
- Professionally restored in the USA in 2015
- UK resident since 2016
- Original tool kit, jack, keys and Jaguar key fob



Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by Road & Track magazine, a USA-specification XK140 MC (as the C-type cylinder head-equipped SE version was known there) recorded a 0-60mph time of 8.4 seconds on its way to a top speed of 121.1mph, highly respectable figures even today.

This XK140's current (third) owner purchased the car from its second owner in Florida where it had been sold new. The accompanying JDHT Certificate confirms that the numbers match, and the car still has its original tool kit, jack, keys and Jaguar key fob with the selling dealer's name and address. The vendor advises us that the XK was somewhat run down when it was purchased for restoration, but the underlying chassis/body structure required almost no repairs.

In 2015 the XK was treated to a 'body off' restoration by Concours Classics of Rochester, New York. The body was repainted and all brightwork, including the wheels, re-chromed. The interior and upholstery were completely re-trimmed with Connolly leather and the hood re-covered with mohair; there is a mohair tonneau in addition. The engine was completely rebuilt with surfaces decked, cylinders honed, and new pistons and slightly 'hotter' camshafts installed. The provision of electronic ignition and an electric cooling fan are worthwhile upgrades.

Imported into the UK in 2016, the car is described by the vendor as in generally excellent condition, although as with all Moss boxes, changing from 1st to 2nd when cold requires some finesse. A complete record of the vendor's email correspondence with the restorers is available together with some photographs of the restoration process and related bills. Towards the end of 2022 the car was refreshed and detailed by Historic Automobiles of Adhurst ready for sale.

£90,000 - 120,000
€100,000 - 140,000

1974 ASTON MARTIN V8 CONVERTIBLE

Coachwork by Banham

Registration no. GKX 947N

Chassis no. V8/11254/RCA

- Expertly converted by Paul Banham
- Present ownership since 2015
- Previously owned by England goalkeeper Dave Beasant
- Offered from a significant British-themed private collection



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

The 'DB' was dropped as David Brown had sold the company and the car became known simply as the 'Aston Martin V8'. With the demise of the DB6 Mk. II Volante in 1970, Aston Martin were not able to offer a convertible motorcar until 1977 with the introduction of the V8 Volante. This presented a niche in the market; there are always wealthy customers with a desire for something unique and unusual. Paul Banham and his company, Banham Conversions (Banmoco) became well known for his cabriolet conversions on Aston Martin. Sadly the company went out of business in 2004. Most importantly these Banham cars are recognised and well regarded by the Aston Martin Owners Club. Typically the conversion included important substantial chassis stiffening using welded box section steel, re-panelling the boot area, and, of course, a bare metal re-spray.

This automatic Banham-converted V8 was formerly owned by Wimbledon, Chelsea, Nottingham Forest and England goalkeeper Dave Beasant. The Aston is finished in a wonderful shade of Balmoral Green with green-piped cream leather upholstery and matching dark green hood and hood bag.

Our vendor purchased 'GKX 947N' in October 2015, adding the Aston Martin to his significant British-themed private collection and using it sparingly. A change in direction for the collection as a whole is the reason for its sale. The car underwent an extensive refurbishment programme in 2016; the history file contains some invoices relating to this work and others dating back to 1984. The odometer reading of 28,100 miles is believed to be genuine, although there is no supporting paperwork. Offered with a V5C, document, this expertly converted V8 offers open-top Aston Martin motoring at the fraction of the cost of an original Volante, and would be welcome at any upcoming summer Aston Martin Event. These Banham cars offer wind in the hair V8 motoring coupled with refined comfort and stylish performance.

£60,000 - 80,000
€68,000 - 91,000

1958 MERCEDES-BENZ 220S PONTON CABRIOLET

Registration no. To be advised
 Chassis no. 180030N8509058
 Engine no. 1809247502926

- *Delivered new in Germany*
- *Left-hand drive*
- *Manual transmission*
- *Present (second) owner since 1968*
- *Well maintained*



Mercedes-Benz reintroduced six-cylinder models to its range in 1951 with the 220 and 300 types, both of which were shown at the Frankfurt Show in the spring of that year. Both featured single overhead camshaft engines with the valves set across the head, rather than in line, and actuated by rockers. The 220 was powered by a 2,195cc engine which in standard form produced 80bhp at 4,600rpm. A separate chassis was retained for these models, which were replaced in 1956 by a new range featuring unitary construction 'ponton' bodysells.

In this new form the 220 S saloon debuted at the 1956 Frankfurt Auto Show together with the 190 and 219. Like the contemporary 180, the new trio featured unitary construction of the chassis/body, independent suspension all round and drum brakes. Powered by an up-rated (100bhp) version of the existing 2,195cc overhead-camshaft six-cylinder engine, the 220 S was good for a top speed of around 100mph (161km/h). A shorter wheelbase was adopted for the Cabriolet model that appeared in May 1956 and also for the Coupé introduced the following year when the Hydraz semi-automatic transmission became available as an option. The Sindelfingen factory coachwork was attractive, particularly in drophead form, as with this example. Apart from a power increase to 106bhp in 1957, the 220 S changed little in the course of its comparatively short life, production ceasing in October 1959. Fewer than 3,500 Coupés and Cabriolets were built in that time and today these elegant and exclusive limited edition models are highly prized.

This left-hand drive 220 S Cabriolet was purchased by our vendor in 1968 from its first owner in Hamburg, Germany and driven to London. Notable features include the additions of power-assisted steering, air conditioning, and a stainless steel exhaust system. From 1975 to 1987 the car resided in Lebanon and was maintained by the Mercedes-Benz main dealership in Beirut. Returning to London in 1987, the Mercedes-Benz underwent a sympathetic restoration of the paintwork and trim in 1992, since when it has been maintained to a high standard. Other works include a rebuild of the rear axle (2003) and overhauls of the dynamo and starter motor. A participant in the Hurlingham Club Concours, this elegant Mercedes-Benz cabriolet is offered with sundry maintenance bills, and comes complete with handbook, jack, and some spares. It should be noted that the registration '151 SMJ' is being retained by the vendor and the car will be offered with an age-related registration plate.

Mercedes-Benz motor cars of this era were beautifully built and of legendary quality, and this example is a very comfortable touring car with plenty of room and a spacious boot.

£90,000 - 95,000
€100,000 - 110,000

2004 FERRARI 575M MARANELLO 'HGTC' COUPÉ

Registration no. R25 FER

Chassis no. ZFFBT55C000138466

Engine no. 85448

- One of only six UK cars with the Handling GTC Package
- 'F1' paddle-shift gearbox
- Service history available including Ferrari Technical Statement
- Circa 24,000 miles from new
- Serviced by Grimaldi Engineering in January 2023



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

Finished in the classic combination of Rosso Corsa with black leather interior, this 575M - unlike the majority of Maranellos - has the Handling GTC package for greatly enhanced on-the-road performance, an option that added considerably to the purchase price. Of the 2,056 575Ms produced, only 98 were specified with the desirable and sought-after HGTC package from the factory and only six were delivered to the UK. This original right-hand drive car was supplied new on 1st September 2004 and comes with a certificate from the Maranello Concessionaires Archive confirming that it is one of the six delivered to the UK factory-fitted with the Handling GTC package. Transforming the car, the HGTC package included stiffer suspension, Brembo carbon-ceramic brakes, a sports exhaust system, exclusive 19" wheels, and a revised ECU enabling faster gear changes. This car's specification also includes electric windows, switchable sport mode, climate control, its original Ferrari tool kit, and a Ferrari-branded Becker stereo with boot-mounted 6CD autochanger.

The current vendor purchased the Ferrari in September 2019. Offered with the car is its full service history including invoices and its original Ferrari wallet containing all manuals. The Maranello was last serviced in January 2023 by Grimaldi Engineering of Halstead when the odometer reading was 24,069 miles.

Well-presented and serviced regularly, this characterful modern classic would make an excellent addition to any collection. Having covered only circa 24,000 miles from new, this beautiful car represents a very rare opportunity to acquire a superb, low mileage example of one of Ferrari's best ever V12 Grand Tourers, equipped with the rare and desirable Handling GTC package. It is surely one of the best examples of its type currently available. A worthy modern-day successor to the Ferrari 'Daytona'.

£100,000-120,000
£110,000 - 140,000

57 * N

1975 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Registration no. not UK registered

Chassis no. V8/11345/RCA

Engine no. V/540/1345

- UK market model
- Manual transmission
- Dry stored since acquisition in 2012
- Requires re-commissioning



Although always intended to house the new Tadek Marek-designed V8, the Bill Towns-styled DBS first appeared with the 4.0-litre six of the concurrently produced DB6. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

The acquisition of Aston Martin by Company Developments in 1972 brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its re-styled front which now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard. Introduced in 1973, the Series 3 employed a quartet of Weber 42 DCNF carburettors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and necessitating a larger bonnet bulge. Despite the switch, fuel economy improved and even in automatic-transmission form the Weber-equipped car proved almost as quick as the preceding manual version.

Built for the UK market, this manual transmission Series 3 V8 was originally finished in Cornish Gold with a natural leather interior. The AMOC Register (2000) lists the car as follows: KKJ 779N, R D Barnes, 1983 Goodwood (Waits) 1st. The Aston spent all its life in the UK before being exported to Greece in 2011 and registered there.

The current vendor purchased the car at Bonhams' sale at the RAF Museum, Hendon in April 2012 (Lot 310) and exported it. At that time we said: "The body and engine were restored by marque experts in the UK in 2006 (see bills on file totalling circa £13,700) since when the Aston has covered only a few thousand miles. New brakes and Dunlop tyres were fitted and various other works carried out to coincide with the Aston's participation in the 2011 Historic Acropolis Regularity Rally." (The aforementioned bills have since been lost). The recorded mileage when sold in 2012 was 37,000 miles and is now circa 40,500. Dry stored since acquisition, the car will require re-commissioning before further use and is sold strictly as viewed.

Please note that this vehicle is not offered with a registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£60,000 - 90,000

£68,000 - 100,000

No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

58

1936 BENTLEY 4¼-LITRE SPORTS SALOON

Coachwork by Park Ward

Registration no. CXE 214

Chassis no. B160GA

Engine no. H6BZ

- *Aluminium body*
- *Overdrive transmission*
- *Professionally restored (2000s onwards)*
- *Restoration invoices and history available*



By the end of the 1930s the 'Derby' Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings. This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio and a more 'sporting' camshaft. Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear change and servo-assisted brakes.

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, almost 50 percent were bodied by Park Ward in a limited number of styles, and this example is typical of the firm's popular four-door, four-light sports saloon. 'B160GA' was delivered new in May 1936 to one John Frederick Gretton and first registered as 'CXE 214', its current mark.

This handsome Bentley sports saloon underwent extensive restoration while belonging to its previous owner, John Zimble, who had acquired the car in April 2000. Works carried out included overhauling the brakes and servo system, the front and rear suspension, and the radiator and cooling system. In addition, the exhaust was refurbished, the windscreen replaced and the car repainted in two-tone blue grey and Oxford blue, all the foregoing being done professionally and documented by invoices on file (issued by Fiennes Restoration and others).

The current owner purchased Bentley on 12th October 2013. Since then Fiennes Restoration and Classics of Broughton Poggs, Oxfordshire have worked on the steering; the front springs and shackles; and the steering side tube, as well as checking and setting the ignition timing and carrying out a general service and maintenance: brakes, shock absorbers and radiator (April 2016 to 2021). Fiennes also fitted new tyres and balanced the wheels in August 2021. 'CXE 214' has a V5C document and comes with history contained within a large file. The sensible addition of an overdrive (on 3rd and 4th gears) is the only notified deviation from factory specification.

£40,000 - 60,000
€45,000 - 68,000

59

**1936 LAGONDA LG45 4½-LITRE
'RAPIDE' STYLE SPORTS TOURER**

Coachwork by The Northern Lagonda Factory

Registration no. EPC 207

Chassis no. 12097

Engine no. LG/430/S4

- *Converted to 'Rapide' specification by The Northern Lagonda Factory*
- *An older restoration*
- *Offered from a significant British-themed collection*
- *Requires recommissioning*





A 1937 model built late in 1936, this outstandingly attractive re-bodied Lagonda is modelled after the definitive LG45R Rapide of the mid-1930s and is one of a batch of six original LG45s converted to Rapide specification - in this case including the correct T9 gearbox - during the 1980s by the co-operative venture known as 'The Northern Lagonda Factory'.

When this particular car's comprehensive conversion into its present form had been completed, it was delivered to Mr Malcolm Hoyle, from whom it subsequently passed to the next owner via respected London dealer Danny Margulies. The engine was stripped and rebuilt by the highly-regarded marque specialists Cedar Classic Cars of Hartley Whitney, and when offered at Brooks' sale at Lord's Cricket Ground in July 1992 (Lot 166), the car was said to be in first-rate mechanical order. It had also benefited from considerable cosmetic work by one of the country's leading Aston Martin Lagonda specialists.

Following the aforementioned Brooks sale, the Lagonda made its way to a collection in South Africa. There it was used sparingly until, during an unoccupied poolside moment while on holiday in South Africa, our vendor purchased the car and repatriated it to the UK in 2017. Here it has resided within a significant British-themed collection and been used sparingly. A change of direction for the collection as a whole is the reason for its sale.

The bodywork generally presents well, though there are the usual marks around the front of the bonnet from opening and closing, and various blemishes in the paint (see condition photographs). The interior leather has a wonderful, aged feel to it, and the car has mellowed with the passage of time since its restoration prior to the 1992 Brooks sale. Today, the Lagonda does not look like a freshly restored example but has an authentic feel to it.

The Lagonda LG45, especially in enhanced Rapide specification, was one of the most exciting and elegant British sports cars of the pre-war period and a true supercar of its day. Having been stored carefully for several years, this example would benefit from a service and inspection before embarking on its next adventure. Offered with UK V5C registration document.

£160,000 - 200,000
€180,000 - 230,000

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

60

The ex-Alec Ulmann, Bernard Parris, A J C Thomas

**1913 HISPANO-SUIZA 3.0-LITRE TYPE 20
BIS FOUR-SEAT SPORTS TOURER**

Registration no. DS 7517

Chassis no. 2291

Engine no. 2291

- Premier marque
- One of only some 20-or-so Type 20 bis built
- Formerly owned by prominent figures in the 'Antique Automobile' world
- Present enthusiast ownership since 2002





One of the most famous marques of all time, Hispano-Suiza was founded in Barcelona, Spain in 1904. Its name (literally, Spanish-Swiss) recognises both its place of origin and the contribution made by its chief designer, the Swiss engineer Marc Birkigt. The latter had designed the La Cuadra car in Barcelona in 1900 and then the Castro J Castro was one of the creditors of La Cuadra). When Castro went out of business, a new company - Fabrica De Automóviles, La Hispano-Suiza - was formed, headed by wealthy businessman Damien Mateu. Production started in late 1904. Two four-cylinder models were shown at the Paris Auto Show in 1906, initiating an ambitious international expansion, and in 1908 the range expanded with the addition of two sixes.

Spain's young King Alfonso XIII was an early devotee of the brand, which he first encountered when he was unceremoniously passed by a Hispano-Suiza 20hp on one of his trips through Spain. One of Hispano's first customers, he purchased a trio of four-cylinder models at the Madrid Show in 1907 and would own some 30-or-so examples during his reign. The Spanish king had been so impressed when he drove the new Hispano 15/45hp that he bought one and gave permission for the model to carry his name.

To better exploit the potential of the large French market, Hispano-Suiza established a branch in Paris in 1911. Although the marque was of Spanish origin it was Hispano-Suiza's French-built cars, in particular the magnificent H6 and its derivatives, which established it in the front rank of luxury automobile manufacturers following the end of WWI.

Lightweight, narrow and with a centrally positioned engine, the Alfonso XIII can be considered the archetypal sports car. It had its origins in the competition 35 Cr, designed to compete in the Catalonia Cup, and which won both the Ostend and Boulogne Cups. From this lightweight 2.6-litre model was born the 15/20 model. In 1911 the four-cylinder T-head engine was enlarged to 3.6 litres, giving rise to the 15/45 model, better known as the Alfonso XIII. A four-speed gearbox was adopted in 1913. The maximum power output of 64bhp was delivered at a lowly 2,300rpm, and with a top speed of around 120km/h (75mph), the Alfonso XIII one of the fastest road vehicles of its day. Production continued until 1914, by which time around 600 Alfonsos had been built, only 25 of which are known to have survived.

Its sales successes and numerous sporting victories notwithstanding, the Alfonso was a conventional car by the standards of its time. Its T-head engine represented a seriously limiting factor in the quest for increased performance, and Birkigt knew that something radically different would be needed for racing. In the spring of 1912 he designed an overhead-camshaft engine, the upstairs cam being driven by a vertical shaft at the front of the block. There were two rocker shafts and two valves per cylinder, set at 35 degrees from the vertical and opening into a hemispherical combustion chamber, features that marked out the Hispano engine as one of the most advanced of its time. The camshaft was pressure lubricated, while the ball-bearing crankshaft relied on 'splash'. In its original form the engine was supercharged and the ignition was by a twin-spark magneto. This valve gear arrangement has been used many times since then, most notably by BMW for its M10 engine, over 3.5 million of which have been produced since the 1960s.



This engine was to be the origin of a whole new 'De Luxe' range, made up of models 21, 22 and 23, with engines of 2,614, 3,817, and 5,655cc respectively. Hispano presented its new line-up at the Paris Salon in 1914, receiving a deluge of orders. However, although the power output achieved by Birkigt was truly exceptional, the engine's bottom end was poorly designed and they were very fragile. Hispano decided to suspend sales, escaping bankruptcy only thanks to Damien Mateu's exceptional entrepreneurial skills.

Hispano-Suiza had intended to enter four cars powered by its new OHC engine in the 1912 Grand Prix de l'ACF at Dieppe, only for the entries to be withdrawn before the race because of a rule change that disqualified Birkigt's design. Three cars equipped with Type 21 engines competed successfully in races during 1913, but Birkigt was still not satisfied. He took the supercharged racing engine, dispensed with the blower, and replaced the original chain drive to the camshaft with a sleeker and more reliable shaft-and-bevels design. The result was the 20 Bis engine. Meanwhile, the few racing chassis completed were sitting unused at the factory and Louis Massuger, one of Hispano-Suiza's directors, suggested that one should be fitted with one of Birkigt's new 'touring' engines. The result was the 'Massuger Special'. Massuger would later claim that the car brought him "some successes in local races" but it appears to have made little impact of note, at least to begin with.

Early in 1913 the Massuger Special was re-bodied with narrow, aerodynamic single-seater coachwork and matching radiator, its slab-sided, slimline appearance earning it the nickname 'La Sardinia' (The Sardine). Raced at Brooklands on 4th October with Leon Molon driving, 'Sardine' did not feature in the results, possibly due to unfavourable handicapping. That same year 'Sardine' made a successful demonstration run at the Côte Gaillon hill climb, earning the newspaper headline: 'Splendid performance by Hispano-Suiza at Gaillon'. In its first real test, the Course du Coeur Volant, La Sardinia took outright victory and also won the category for cars up to 4.0 litres (remember that the 20 Bis had only 2,950cc at its disposal). Thus the stage was set for the launch of the new overhead-camshaft models at the 1914 Salon de l'Automobile at the Grand Palais in Paris.

In November 1913, assembly of 15 examples of the 20 Bis was authorised, for use by the factory and very special clients. The price of these 20 Bis models was 14,000 francs, 30% more than an Alfonso XIII. In his book, *Les Automobiles Hispano-Suiza*, Paul Badre observes: "The principal difference between the experimental models and the production engines concerned the crankshaft: it no longer had ball-races but ran in plain bearings."

Badre quotes Louis Massuger as having this to say: "At the request of a certain number of customers we built a number of chassis to the same specification, but a little less highly tuned." This limited-edition sports car was the Type 20 Bis. Badre again: "These replicas of the Massuger Special were road cars, but very similar to the Sardine, being like it, based directly upon the 1912 racing car.



"The Type 20 bis was not in the catalogue, and never publicly announced... The model was reserved for a few special customers like... Max Antoine, French representative for Rudge-Whitworth wheels and thus one of Hispano-Suiza's main suppliers..." The Type 20 Bis radiator was flat, not pointed as on the production 15hp model, and had no filler cap, suggesting that the cooling system was pressurised. Badre speculates that the first Type 20 Bis were "built on original 1912 chassis, of which there cannot have been more than half a dozen. The following examples (Massuger speaks of about 15 in all) were built on more ordinary chassis (probably the standard 15hp chassis)." Badre also refers to the car offered here: "This has an overhead-camshaft engine with ball-bearing crankshaft and a flat radiator but an orthodox chassis." Chassis '2291' also features in *La Hispano-Suiza* by Emilio Polo (pages 440-445).

Unfortunately, the car's history remains a mystery prior to its discovery in Corsica. There is a (copy) French Certificat d'Immatriculation on file dated 21st March 1975 showing that the Hispano was owned by one Jean Claude Pesce and registered as '4 FU 20'. This document is stamped 'May 4 1981', which is quite likely the date the car left Corsica. The Hispano '2291' then went to the USA where it was owned by Jules Heumann, past president of the Hispano-Suiza Club of America, and then by Alec Ulmann, one of the pioneering members of the SCCA and founder of the Sebring 12-Hour endurance race. Alec kept the Hispano until just before his death in 1986. There are photographs on file of Alec sitting in the car alongside the famous French racing driver, René Dreyfus.

Alec had sold the car to VCC and VSCC stalwart Bernard Parris of Tonbridge, Kent, who entrusted its mechanical restoration to the highly regarded specialists, Crossthwaite & Gardiner (bills on file). The car then changed hands again, passing in December 1993 to Chris and Elspeth Thomas, who gave it a complete facelift and cosmetic restoration. The Thomases sold the Hispano to the current enthusiast vendors in April 2002, since when it has been maintained by N P Veteran Engineering. Unsurprisingly, this exceptional Hispano-Suiza comes with a most substantial file of documentation: correspondence; extracts from books; newspaper cuttings; various photographs; sundry bills; expired MoTs; old/current UK registration certificates; VCC Certificate of Date, etc, etc. Also included in the sale is a skiff-type two-seater sports body.

The Type 20 bis is a mythical model in the history of the Hispano-Suiza marque, with only some 20-or-so built, and this rare survivor is certain to cause a stir wherever it goes. Owned by some of the most prominent figures in the 'Antique Automobile' world on both sides of the Atlantic, '2291' represents a likely once-in-lifetime opportunity for the next discerning collector to enjoy what was, arguably, the most technologically advanced sports car of its day. Bonhams would like to thank Ana Polo for her invaluable assistance in preparing this description.

£300,000 - 350,000
€340,000 - 400,000

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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**1972 PORSCHE 911S 2.4-LITRE
'ÖLKLAPPE' COUPÉ**

Registration no. BDG 911K
Chassis no: 9112300849
Engine no: 6321411

- *Rare one-year-only 'Ölklappe' model*
- *Exceptionally rare in right-hand drive*
- *Present ownership since 2018*
- *Professionally restored with no expense spared*
- *Immaculate condition*



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.



For 1972, all Porsche 911 variants received the 2.4-litre (actually 2,341cc) engine, by which time the range-topping 911S featured the stronger Type 915 five-speed gearbox and 6"x15" Fuchs alloy wheels as standard. The most obvious external change from the outgoing 2.2-litre models was the addition of a small chin spoiler, adopted to improve high-speed stability. For 1974, Porsche switched to the 2.7-litre model. The latter was the first 911 to incorporate the large impact-absorbing bumpers, disliked by many purists for whom the '2.4' is the last 'old school' 911 and therefore all the more collectible.

This right-hand drive Porsche 911S has the external filler ('Ölklappe') for the engine's dry-sump oil tank, which was fitted to cars built during 1972 only. Hitherto, the tank had been positioned behind the right rear wheel, but for '72 it was moved forwards in order to improve weight distribution. The tank's hasty return to its original position and the filler's relocation to within the engine bay was prompted by the fact that service station attendants often mistook it for the fuel filler! It is estimated that only 989 examples were made, making the 'Ölklappe' particularly sought after by purists as 'the one to have'.

Little is known of the history of this Porsche 911S, which was purchased at a UK auction in May 2018. The catalogue description stated that the car had been purchased by the then owner as a project, having been off the road since 1985. It was also said to have been 'carefully restored'. However, our vendor found that that was far from the case: the car had a shocking misfire and refused to change gear correctly, and the first time he drove it the Porsche broke down less than a mile from his home. Frankly, it was mechanically in a very sorry state.

Our vendor's plan had been to drive and enjoy the 911 for perhaps six months before commencing a 'highly extensive' restoration with a marque specialist. The car's lamentable condition meant that those plans had to be brought forward. After significant research and several meetings/visits, Alan Drayson's Canford Classics was commissioned to undertake the restoration and rebuild, which commenced in January 2019. Alan advised our vendor that his car needed to be restored to the same condition and specification as the day it left the factory: Sea Blue with beige leatherette and corduroy centre sections, and no sympathetic upgrades. As he further commented, "this is a right-hand drive 911 2.4 S 'oil flap', probably one of only around 70-or-so cars and possibly the only one in this colour scheme. Outside of an RS, this is the car. It doesn't have history to speak of, but we are going to create that from here". Our vendor agreed and ended up spending a little in excess of £154,000 on parts and labour, which is documented by 15 pages of invoices and an album of work-in-progress photographs on file.

The completed Porsche was delivered to the vendor on the eve of Covid lockdown in March 2020. Two years later, in April 2022, he had completed approximately just 350 'running-in' miles. The car then went back to Canford for a service and checks, and had new period-and-model-correct Michelin tyres fitted (the 'old' ones were only part worn but dated from 2014) plus a 'flat and polish' for good measure. Since the completion of its restoration the car has been kept in the vendor's temperature and humidity-controlled garage. Presented in truly beautiful condition, this rare and collectible one-year-only Porsche 911 variant is worthy of the closest inspection

£175,000 - 225,000
£200,000 - 260,000

1971 ASTON MARTIN DBS V8 SPORTS SALOON

Registration no. not UK registered

Chassis no. DBSV8/10196/R

Engine no. V/540/156

- One of only 405 built
- Delivered new in the UK
- Automatic transmission
- Offered from long-term dry storage
- Requires re-commissioning



Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by Bill Towns, the beautiful newcomer caused quite a stir. A full four-seater, the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out. Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, *On Her Majesty's Secret Service*, starring George Lazenby as the eponymous secret agent. With only 405 built in two years, the original DBS V8 is now highly sought after by collectors.

Chassis number '10196' was built as a fuel-injected, automatic transmission model for the UK market and delivered new via Eton Motor Group to a Mr F Williams of Essex. The Aston was first registered as 'EMG 7J' and the original colour scheme was Seychelles Blue with grey interior trim. The AMOC Register (2000) lists several concours awards achieved by '10196' with Mr & Mrs J Cope between 1979 and 1994. The current owner purchased the Aston Martin in 2009 from marque specialists Nicholas Mee & Co Ltd, whose advertisement is on file.

This advertisement states that the car 'has benefited from "no expense spared" maintenance and been multi featured in Aston Martin publications, various magazines and posters'. It was also stated that the DBS had been 'fitted with upgraded suspension' and was 'in excellent driving condition'. Dry stored since acquisition, the car will require re-commissioning before further use and thus is sold strictly as viewed. Accompanying documentation includes copies of factory build sheets and the aforementioned advertisement.

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£50,000 - 80,000**£57,000 - 91,000****No Reserve**

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar 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.

63 Ω N

2010 ASTON MARTIN DBS COUPÉ

Registration no. not UK registered
Chassis no. SCFFDCBDXAGE01620

- One owner from new
- Showing circa 365km on the odometer
- First registered in Switzerland
- Automatic transmission
- Recent light recommissioning by Stratton Motor Company



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

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

The DBS was powered by a development of the 5.9-litre, 48-valve, V12 engine found in other Aston Martin models, producing 510bhp initially, an output sufficient to propel the aerodynamic coupé to a top speed of 305km/h (190mph) in manual transmission form, with 60mph attainable from a standing start in a neck-snapping 4.3 seconds. The aluminium engine was mounted as far back as possible in the chassis, while the transmission/final drive was combined in a rear transaxle, resulting in 85% of the car's mass being sited between the axles and a perfect 50/50 front/rear weight distribution, with commensurate benefits to handling, roadholding, and controllability. Transmission options were a six-speed manual or six-speed 'Touchtronic 2' paddle-shift semi-automatic, while the striking 20" wheels were considered by some to be the best looking on any Aston Martin.

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

This left-hand drive, one-owner example has recently benefited from drivetrain recommissioning by noted marque specialists Stratton Motor Company (invoice on file). The car is running and operational, although further recommissioning is advised before road use. This most beautiful of modern Aston Martins is offered with copies of its original sales invoice, specification sheet, and photocopy Swiss Carte Grise.

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£40,000 - 60,000
€45,000 - 68,000
No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar 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.

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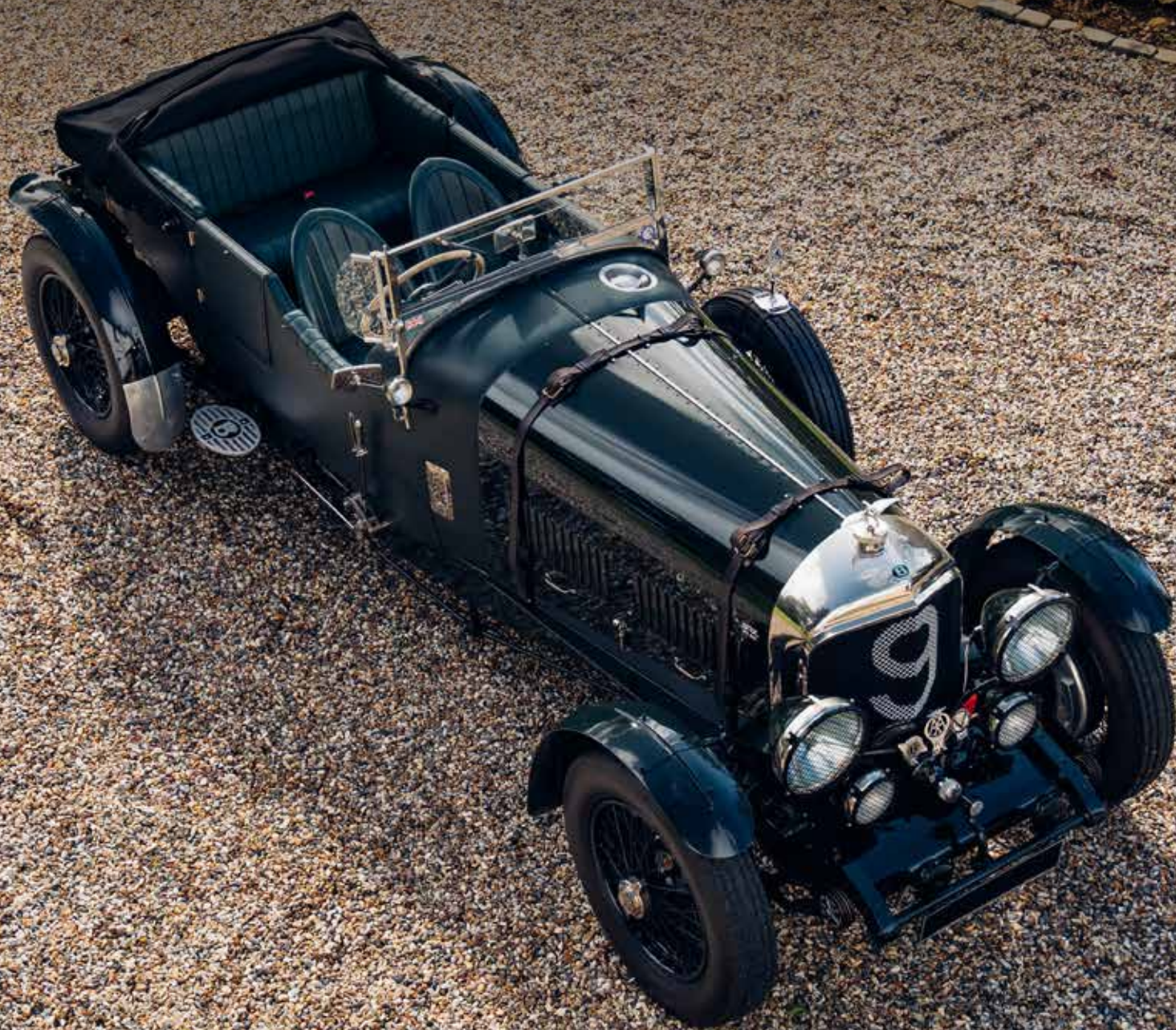
**1950 BENTLEY MARK VI RACING GREEN
ENGINEERING LE MANS EIGHT**

Registration no. LXC 319

Chassis no. B234JO

Engine no. B81 22958

- *Completed in 2006*
- *Rolls-Royce B81 straight-eight engine*
- *Detailed specification on file*
- *Present ownership since 2007*
- *Circa 15,000 miles since completed in this form*





This spectacular Le Mans Eight is the creation of the renowned Racing Green Engineering Limited. Racing Green delivered this car to its new owner on 16th February 2006, finished in Rolls-Royce Brewster Green with Lincoln Green Hide interior trim. The car was purchased by our vendor in October 2007 and has featured in *Hello* magazine while serving as the wedding car for a Marquess.

The specification (see breakdown in the history file) reveals that this Le Mans Eight is based on a refurbished and extended Bentley Mark VI, complete with its Luvax-Bijur chassis lubrication system. This leviathan is powered by a 6½-litre Rolls-Royce B81 straight-eight engine, which breathes via a quartet of SU H6 carburettors mounted on a balanced and polished aluminium inlet manifold. This mighty power unit belongs to the B-series of engines developed towards the end of WW2 for military and commercial purposes. Maximum power output of a standard B81 was around 195bhp at 3,750rpm, a figure that this unit, with its superior induction arrangements, should exceed comfortably.

Other notable features include a long-range Le Mans-style fuel tank (capacity 35 gallons); a big-bore straight-through exhaust system with fishtail outlets; and nickel plated brightwork throughout. The body is constructed over an ash frame, which is panelled in aluminium and covered with wadding and green Rexine, while the folding windscreen benefits from being fitted with safety glass. Weather equipment includes a full length tonneau and a double-duck retractable hood with hood bag. The interior is upholstered in leather, with - importantly - adjustable driver's and passenger's bucket seats, and matching high quality woven carpets. There is also a full complement of period-style instrumentation mounted on engine-turned aluminium dashboard.

Recording the car's complete history since its conversion by Racing Green Engineering, the accompanying file contains copies of original build sheets from Bentley Motors; a breakdown of maintenance works since 2007 (bills totalling over £29,000); the original old-style buff logbook for 'LXC 319'; various photographs; and a quantity of MoTs dating back to 2006 when the mileage was recorded as 60,440 (the current odometer reading is circa 75,000 miles). The Bentley is currently MoT'd to August 2023, although testing is no longer required.

£250,000 - 300,000
€280,000 - 330,000

65

1982 FERRARI 512 BBI COUPÉ

Coachwork by Pininfarina

Registration no. HHC 317Y

Chassis no. 40415

- One of 42 RHD examples produced for the UK market
- Understood to be one of two examples built in Blu Chiaro for the UK market
- Delivered new to the UK
- Extensively restored by DK Engineering between 2015 and 2017
- Circa 70,000 miles recorded
- Extensive history file





Having reasserted itself at the top of the supercar hierarchy with the first 'Berlinetta Boxer' - the 365 GTB/4 BB - Ferrari went one better with its successor, the 512 BB. Displacement was increased to 5.0 litres by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable. Road & Track magazine reckoned that Ferrari's claimed maximum of 302km/h (188mph) was entirely realistic. Changes to Pininfarina's inspired coachwork were, not surprisingly, few, while the running gear likewise came in for only minor revision. The interior remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals. In 1981 the model was updated with Bosch fuel injection, becoming the 512 BBi.

Possessing an engine directly related to Ferrari's contemporary Formula 1 unit, as well as being both lighter and faster than the legendary Daytona, the 512 BB was one of the most capable and exciting supercars of its era and is still capable of providing all the thrills that an enthusiastic owner-driver could wish for.

This Ferrari 512 BBi was delivered new to Ferrari of Horsham, Sussex in August 1982, its first owner being a Mr J P Asher. The car was delivered finished in full Blu Chiaro with a tan interior. This car benefits from very well documented maintenance history from new, with numerous invoices present from both Ferrari main dealers and independent specialists. In between 2015 and 2017 the 512 BBi was subjected to extensive works by marque specialists DK Engineering including an engine refresh and paintwork, with the final invoice totalling over £55,000. The 512 has been enjoyed for several thousand miles since completion of the works. Further documentation includes MoT certificates and the original document wallet containing the service handbook and owner's manual.

With the value of V12 Ferraris from the 1960s and 1970s having increased dramatically, users and investors alike have recognised the potential of the Berlinetta Boxer series, and particularly that of the more practical fuel-injected models.

£190,000 - 220,000
£220,000 - 250,000

1988 FORD SIERRA SAPPHIRE RS COSWORTH SPORTS SALOON

Registration no. GF72 OYF
Chassis no. GBBFJA 76240
Engine no. JA 76240

- *Iconic sporting Ford*
- *Highly sought after*
- *Present ownership for 31 years*
- *Massive history file*



The sight of rival manufacturers reaping the rewards of successful circuit racing programmes prompted Ford to renew its alliance with engine builder Cosworth to create the eponymous Sierra. Assembly of the minimum 5,000 required for Group A homologation commenced in June 1986 at the company's Genk plant in Belgium. Based on the three-door Sierra bodyshell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a forged steel crankshaft and connecting rods, the first time this combination had been seen in a production Ford engine. Topping it off was a Cosworth-developed, twin-camshaft, 16-valve cylinder head fed by a Garrett AiResearch turbocharger, the latter being deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp!

Even in standard road trim the Sierra RS Cosworth produced a staggering 204bhp, its Weber-Marelli engine management system ensuring that the resulting stupendous performance was delivered with minimal turbo lag. Needless to say, the standard Sierra underpinnings were comprehensively up rated to cope. In 1987 the hatchback version ceased production and was replaced by the more refined Sapphire RS Cosworth four-door saloon, which was built for the years 1988 and 1989, some 13,000 being completed.

Delivered new to an A J Simons of London W1, this Ford Sierra Sapphire RS Cosworth has had only three owners from new and has belonged to our vendor, the third owner, since the 6th of January 1992, a total of 31 years. During the current owners extensive time with the car, it has regularly been used in drives across Europe. As one would expect from such long-term custodianship, the car's history file is most extensive, containing a vast quantity of bills accumulated over the years together with numerous expired MoT certificates and tax discs. There is also a log recording the mileage every time any work was carried out. The meticulous nature of the owners attention to detail when it comes to compiling the history, is reflected in the condition of the car today.

During the current owners tenure, new Koni Shocks, steering rack, radiator fan and injectors have all been fitted (invoices on file). The engine was subject to a complete rebuild in 2004/2005 at 78,000 miles and has covered less than 300 miles since. The engine also benefits from Graham Goode chip. The most recent works were undertaken in late 2022/early 2023 by Robin Lackford Motor Engineering of Cowfold, West Sussex (invoices on file), which included the fitment of a new fuel pump, rebuild of the turbo and ABS overhaul. Over £9,000 has been spent on the car in the last 6 months (invoices on file). The car also comes with its original handbooks, factory brochures, and its original delivery details and service book with the first three main dealer stamps.

£25,000 - 30,000
€28,000 - 34,000

1965 AUSTIN MINI COOPER S 1,275CC SPORTS SALOON

Registration no. JPK 175C
 Chassis no. CA2S7/766806
 Engine no. 9F-SA-Y/37781

- *Single family ownership from new*
- *In current ownership since 1968*
- *Outstandingly original and unmolested*
- *Full matching numbers*
- *Recently recommissioned*
- *Extensive history file*



To many - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper. Its prodigious roadholding and excellent power-to-weight ratio enabled the Mini Cooper to compete successfully with larger-capacity rivals, and on tight twisting circuits the car was often a candidate for outright victory. Indeed, Warwick Banks won the European Saloon Car Championship outright in 1964 driving Ken Tyrell's Mini Cooper. Spectators everywhere delighted in the spectacular, sideways cornering style adopted by the car's main protagonists, and the Mini's supreme driveability and user-friendliness have kept it in the forefront of Historic saloon car racing ever since.

The remarkable most desirable specification 1,275cc Cooper S offered here has enjoyed single family ownership from new; it was purchased in 1965 by our vendor's father, from whom it was purchased by our vendor in 1968. 'JPK 175C' is a rare full matching-numbers example, retaining its original bodyshell, floor, boot, boot lid cardboard, and interior (except the carpets). The car was repainted in its original colour combination of Almond Green and Old English White in 1974.

Used as a daily car throughout the 1970s, the Cooper was also used in the 1969 ACSMC Sprint and Hillclimb championship. This resulted in an outright class win for the season and 4th in the overall standings across all classes. After the 1969 season the car continued to be raced and there are pictures on file of the car at Silverstone in 1972 before the vendor purchased a purpose-built racing Mini but the Cooper S offered here was used as the tow car. In 1972 the suspension was converted to a dry specification due to the hydrolastic pipes starting to rust. The vendor notes that this drastically improved the handling. The car remained the vendors daily transport up to 1975. Since then, the car has mostly been kept in storage and used sparingly. Around 8 years ago, new master cylinders were fitted and the wheels repainted. 'JPK 175C' has never been restored but it was recommissioned/ serviced recently by Barkaways. Barkaways' invoice is on file and the car also comes with a BMIHT Certificate and an extensive history file, including the warranty booklet and other original purchase-related documentation; a quantity of expired MoTs; various photographs; and the owner's hand-written logbook of fuel and oil consumed and the mileage covered. An increasingly rare opportunity to acquire a highly original and unmolested Cooper S.

£45,000 - 55,000
£51,000 - 62,000

68

1987 ASTON MARTIN V8 VANTAGE X-PACK SPORTS SALOON

Registration no. E245 NUW

Chassis no. SCFCV81V8JTR12576

- *Built as an X-Pack by the factory*
- *Original colour combination*
- *Continuously maintained but never restored*
- *Stamped service booklet*
- *Exceptional history file*

Credit: Matthew Howell Photography/Vantage Magazine



A genuine factory-built X-Pack, chassis number '12576' was delivered new to Stratton Motor Company on 23rd September 1987. The car has manual transmission and retains its original colour combination of Chichester Blue with blue-piped Magnolia hide interior. Copies of the original Car Record Card and warranty document are on file, the latter made out to first owner Mr C Rowe of Middlesex. The Aston was originally registered on a private plate ('759 CR'), then as 'E425 NUW' followed by 'RMR 721', and has now reverted to 'E425 NUW'.

One of the most comprehensive we have seen, the accompanying history file testifies to ongoing regular no-expense-spared maintenance rather than more extensive restoration. The stamped service booklet records regular servicing, initially by Aston Martin Lagonda Limited followed by various specialists including HWM, Desmond J Smail, Wren Classics, and Chicane Classics, the latter having looked after the car for the immediately preceding owner from 2012. The 26 entries show the mileage total rising from 769 in January 1998 to 77,434 in September 2018.

The earliest of the numerous invoices in the file dates from 1995 when the car was being looked after by Desmond J Smail for its then owner, a Mr Wise. Desmond Smail continued to maintain the Aston for its next owner, a Mr R Maude-Roxby. Totalling in excess of £30,000, the many Desmond Smail invoices are contained within their own file.

Ownership then passed via Desmond Smail to a Mr A Chick, who mainly employed Aston Service Dorset and HWM to look after the car. The immediately preceding owner bought the Aston from Mr Chick on 8th April 2006, at 50,803 miles and went on to spend approximately £60-70,000 on his Aston Martin. Carried out in March 2019, the most recent of those works included stripping and rebuilding the carburettors.

In 2005, while belonging to former owner Mr Chick, the Vantage had won the Valspar Trophy at the AMOC's concours at Kingston Lacy in September. The car has also featured in three motoring magazines: *Classic & Sports Car* (March 1999), *Classic Cars* (December 2003) and *Vantage* (issue 22, summer 2018). Copies are available.

Vantage's scribe clearly enjoyed his time behind the wheel: "From the big, comfy but still supportive driver's seat there's another stunning view over a small acreage of bonnet, and when you turn the key there's an instant aura of big, lazy power and a classic slightly offbeat V8 note that can go from burble to blare, from Maidstone to Mulsanne. It's actually a pussycat to drive. The clutch is easy, the gearshift long of throw but positive enough. First is on a dogleg, away and back, but that works well, because once you're on the move you're never going to need it again. In fact, on these B-roads, third is all you really need, from 20mph to as fast as you dare."





The current vendor purchased the X-Pack in 2019, and at time of cataloguing the mileage total was 79,888. Since acquisition the Aston has been treated to an extensive service at marque specialists Pugsley & Lewis. Carried out in October 2020, these works included a carburettor clean and adjustment; air conditioning recharge; steering gear and anti-roll bar overhaul; replacing differential mounts; fitting new balanced clutch/flywheel assembly; and various other tasks (see detailed bill for £8,559 on file).

Presented in beautiful condition, this well cared for and fastidiously documented X-Pack is offered with the aforementioned invoices; numerous old tax discs; a quantity expired MoTs; a V5C Registration Certificate; MoT to August 2023; and instructions for the Blaupunkt radio.
£250,000 - 300,000
€280,000 - 340,000



Credit: Matthew Howell Photography/Vantage Magazine

THE PAUL ROBERTS COLLECTION





The ex-Works, Rauno Aaltonen/Tony Ambrose,
1964 Monte Carlo Rally Team Winning

1963 AUSTIN/MORRIS MINI COOPER 'S' RALLY CAR

Registration no. 569 FMO
Chassis no. AS7482488
Engine no. GFSAH26586

- Driven to 7th overall and 3rd in class by Aaltonen/Ambrose in the 1964 'Monte'
- Known subsequent competition and ownership history
- Present ownership since 2003
- Restored by CKL Developments
- Regular invitee at the Goodwood Festival of Speed
- Driven by Rauno Aaltonen, Paddy Hopkirk and Rosemary Smith



1

Third member of the winning BMC Team, the Mini-Cooper S of Rauno Aaltonen/Tony Ambrose, Monte Carlo Rally, 1964
Credit: LAT Photographic





First registered on 12th November 1963 to the MG Car Company, this historic Mini was entered by BMC in the 1964 Monte Carlo Rally. The car was entered as a 'Morris' and driven by Rauno Aaltonen/Tony Ambrose, finishing 7th overall and 3rd in class and helping BMC secure the Manufacturers' Team Prize. Another of the BMC works Mini entries, '33 EJB', driven by Paddy Hopkirk/Henry Liddon and bearing competitor number '37', had won the event outright. It was the works Minis' first major international win, and this giant-killing victory would go down in history as one of the most famous of all time. The third works car, '570 FMO', had been driven by Timo Mäkinen/Patrick Vanson to 4th overall and 2nd in class.

The Team cars were immediately retired from competition and appeared at various publicity events up and down the country. All three cars appeared at the Prestwich Hill Climb, which was covered by the BBC. Paddy Hopkirk's '33 EJB' had suffered mechanical problems so Paddy drove '569 FMO' with race number '37' to emulate the Monte-winning car and recorded best time of the day. This was the last occasion '569 FMO' appeared in public as a 'works' car and soon after, in November 1964, it was sold to favoured factory driver, Mike Woods.

In 1965 '569 FMO' appeared at the Bolton Motoring News Rally, driven by Geoff Halliwell and navigated by Mike Wood. It also appeared that same year at the Mullard Trophy Rally, this time driven by Mike Wood/Geoff Halliwell, who were the winners closely pursued by Tony Fall in his BRT-tuned Appleyard car, 'CAK 500C' (see photographs in the Mini Cooper Register June 2010 addition). The car was entered in numerous other events during that year.

'569 FMO' subsequently passed through the hands of various different owners (see list on file) before ending up in a private collection and then being sold to Bernard Griffin in the 1980s. Bernard carried out a full restoration over a period of time. Following two further owners, the second of whom, Tom Warburton, re-shelled the car in the 1990s, '569 FMO' was acquired by our vendor on 5th November 2003. Its new owner commissioned further restoration of the bodywork and a full mechanical overhaul, which was carried out by Chris Keith Lucas at CKL Developments Ltd. The Mini's first post-rebuild outing was to a private event in Scotland, where the car had spent many years of its life; this was the 'Scottish Gathering', devoted to an elite group of ex-Ecurie Ecosse cars.





2 (Main), 3, 4
 Third member of the winning BMC Team, the Mini-Cooper S of Rauno Aaltonen/Tony Ambrose, Monte Carlo Rally, 1964
 Credit: LAT Photographic

5
 It was the victory on 'The Monte' in 1964 that secured the Mini's status as the immortal Giant Killer.
 Credit: LAT Photographic



In 2004 the Mini Club Register was organising a 'Minis to Monte Rally', which seemed an appropriate event to enter, especially as it was to celebrate the 40th Anniversary of the 1964 Monte Carlo Rally, in which '569 FMO' played such an important part. In 2005 '569 FMO' was invited to attend the Vienna Motor Show to promote the new BMW Mini and appeared resplendent on the stand in its original red and white livery. Later that year '569 FMO' appeared at the MCR Day at Beaulieu with other works cars. 2005 also saw 'FMO' appear, at the invitation of Lord March, at the first of what would be many participations in the Goodwood Festival of Speed. The Mini was displayed on the Rally Stage and was driven by no less than Rauno Aaltonen. When interviewed on the press day by the BBC's Tony Mason and asked "What was it like driving your old car after more than 40 years?", Rauno's reply was "Just as I remembered it".

January 2009 saw '569 FMO' again in action at Race Retro, Stoneleigh Park, where it was again driven on the rally course by Rauno Aaltonen (see report in the MCR magazine on file). That same year '569 FMO' appeared at The Gaydon Heritage Museum where it was on show next to sister car '33 EJB' for the first time for 45 years (see photographs on file). 2011 saw '569 FMO' at the HRCR Open Day, again at The Gaydon Heritage Museum. The car then underwent complete rebuilds of the engine and straight-cut gearbox, which were carried out by Rod Taylor of the Southam Mini & Metro Centre. The vendor has spent some £35,000 on the car during his ownership.

'569 FMO' has been a regular attendee at Goodwood for the last 20 years, usually driven by Rauno Aaltonen, although when Paddy Hopkirk took the wheel in 2007 he famously rolled 'FMO' onto its side! '569 FMO' has also been driven by Rosemary Smith, who drove it at the Paddy Hopkirk Gala event in Belfast.

Guaranteed a warm welcome at any number of prestigious Historic events on account of its celebrity status, '569 FMO' represents a wonderful opportunity to own a key player in one of British motor sport's finest hours.

£120,000 - 150,000

€140,000 - 170,000

70

The ex-Keith Ropner, 1954 New Zealand Grand Prix

**1953 AUSTIN-HEALEY 100
COMPETITION ROADSTER**

Registration no. not UK registered
Chassis no. BN1/145426
Engine no. 1B/139363

- Delivered new to New Zealand
- Considerable in-period competition history
- Stored for 34 years
- Repatriated to the UK in 2014
- Present ownership since 2014
- Restored by JME Healeys in 2017-2018
- Eligible for some of the most prestigious Historic motor sports events (Goodwood Revival, Mille Miglia, Le Mans Classic, etc)



1 (Main)
BN1/145426 in action,
New Zealand, 1954

2
The three Austin-Healey 100s
line-up prior to the 1954
New Zealand GP at Ardmore.



Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost, high-performance, limited production sports car and aimed at the US market, which took almost 100% of production initially, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. In fact, the car first appeared at Earls Court badged as a 'Healey Hundred' and was re-badged 'Austin-Healey' while still on its stand after Austin boss Leonard Lord bought the rights to the design. It was just as well that he did, for Healey would take over 3,000 orders during the Show yet his company had never made more than 200 cars in a single year!

Lord had been happy to agree to supply Austin Atlantic components as the model had not been selling well in its intended market - the USA - and was scheduled for deletion. Low-revving and torquey, the Atlantic's 2,660cc four-cylinder engine produced an unremarkable 90bhp but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds. A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, conventional four-speed BN2 for 1956.

Following the Austin-Healey 100's sensational debut in 1952, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finishing in 12th and 14th places, a highly praiseworthy achievement for what were recognisably production sports cars. Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. With or without the Le Mans kit, the Austin-Healey 100 was the ideal competition car for the privateer, who could drive it to the venue, compete to the best of his or her ability - perhaps picking up the occasional class or even outright win if they were talented enough - and then drive it home again.

This historic Austin-Healey 100 BN1 is that rare beast: a sports car that has competed in an international Grand Prix event alongside single-seaters, in this instance the 1954 New Zealand GP at Ardmore where the favourite to win was Ken Wharton's works-entered supercharged BRM V16 Formula 1 car. The rest of the British entry comprised the Ferrari of Peter Whitehead, Tony Gaze's HWM, Fred Tuck's Cooper-Bristol and Horace Gould's Alfa Romeo, while the Australian entry included the Redex Special of future triple Formula 1 World Champion Jack Brabham.





3
 Rauno Aaltonen driving BN1/145426 in the Freddie March Memorial Trophy, Goodwood Revival Meeting, 2018
 Credit: Jim Houlgrave

Held on 9th January 1954, the race was won by the 3.8-litre Maybach Special of Australian Stan Jones (father of future Formula 1 World Champion Alan Jones) after Wharton's BRM had been delayed by a broken brake pipe, eventually finishing 2nd. Of the three Austin-Healey 100s entered, Ross Jensen's finished 7th, David Crozier's 12th and Keith Roper's (the car offered here) 13th. A polished driver, having previously raced motorcycles, Roper also raced an MG TA and a Cooper-JAP in period.

All three Healeys had arrived in New Zealand in late 1953, this car's BMIHT certificate revealing that it had been completed on 2nd October of that year and despatched to Magnus Motors Limited in Wellington, its entrant in the Grand Prix. The certificate shows that this car, which retains matching chassis and engine numbers, was originally finished in Carmine Red with black interior trim and equipped with a heater, Smiths speedometer and 16" racing tyres, which would have involved fitting larger wheels (production Austin-Healey 100s had 15" wheels). It was also supplied with an extra spare wheel and tyre. Keith Roper registered the Healey in Nelson on 4th December 1953.

Following its Grand Prix outing, the Healey was driven by Roper in the C W F Hamilton Trophy Race at Mairehau on 20th February 1954, finishing 3rd, and then at the Havelock meeting where it was one of only two cars to record a speed of 100mph in the flying quarter-mile event, the other being a Jaguar XK120.

Sold in October 1954, the car subsequently passed through the hands of several owners up to 1971 when it was placed in storage. Copies of the New Zealand ownership records are on file. '14526' remained in storage for the next 34 years before being restored by Cliff Everson of Kaukapakapa in 2005. The car was repatriated from New Zealand in 2014 and purchased by our vendor at Bonhams' Harrogate Sale in November that same year. Despatched to renowned marque specialists JME Healeys for restoration in 2017, it comes with related bills totalling circa £80,000. The car was ready in time for the Goodwood Revival Meeting in 2018 where it was driven by Rauno Aaltonen in the Freddie March Memorial Trophy for sports cars 1952-1955.

Accompanying documentation consists of copies of the aforementioned NZ ownership records and first registration certificate; copy extracts from the 1954 Grand Prix programme and season round-up; Keith Roper career statistics; and a BMIHT Certificate.

As an Austin-Healey with in-period international race history at Grand Prix level – a most unusual accolade for a sports car – '14526' will no doubt be a most welcome addition to the entry at the most prestigious historic motor sports events including the Goodwood Revival, Mille Miglia, Le Mans Classic, etc.

£140,000 - 180,000
£160,000 - 200,000

The ex-Works, Pat Moss/Ann Wisdom, 1960 Liège-Rome-Liège Rally winner

1960 AUSTIN-HEALEY 3000 MK1 RALLY CAR

Registration no. URX 727

Chassis no. HBN7/8446

Engine no. 29D/HU/H12161

- *Impeccable provenance*
- *Known ownership history*
- *Present enthusiast ownership for 19 years*
- *Rebuilt and maintained by marque specialists JME Healeys*
- *Extensive history file*



1 (Main)
Liège-Rome-Liège, 1960
(image part of lot)

2
The Team en route to Liege, 1960
(image part of lot)

3
The British girls put up a magnificent performance, being the only unpenalised British crew, finishing eighth in general classification, taking the Coupe des Dames and the Class, Tulip Rally, 1960.
(image part of lot)



The story of this historic rally car begins in 1960 when two British ladies – Pat Moss and Ann Wisdom – driving an Austin-Healey 3000 Mk1, entered as a 'works' car by the British Motor Corporation (BMC), secured outright victory in what was considered to be the toughest European rally of the season: the notorious 'Marathon', better known as the Liège-Rome-Liège. Having beaten some of rallying's finest drivers and cars, Pat and Ann were suddenly the most famous driver/co-driver combination in the world. Before their monumental victory in the Liège they had teamed up on no fewer than 33 rallies and would go on to compete in a total of 45 rallies before Ann married Peter Riley, another experienced team driver, and retired. Another famous rally driver - John Gott - once said: "Together, the girls form a great team but apart each is less than half a team."

Pat Moss, sister of Sir Stirling Moss, lived at White Cloud Farm, Tring together with a great number of assorted animals. She was a brilliant horsewoman, which was her first love. Pat had limitless energy and could not bear to be still for a single minute. After a tough rally, she was quite likely to be found water skiing; and then immediately she got home she would hitch up the horsebox and be away to a horse show. Pat smoked a lot when driving; in fact it was a standing joke that if you wanted to know where she was you only had to follow the fag ends. But she never touched alcohol before or during a competition.

The whole team adored her, especially the mechanics that respected her for her driving genius and always remembered her in success and failure. While Pat was an extravert, Ann was much more the novelist's heroine: emotional, temperamental and fastidious. Ann's parents, Tommy and Elsie, were both highly successful racing drivers in the 1930s. They both were holders of the Brooklands '120mph' badges, and in 1938 they also won trophies for speedboat races. In 1936 they won the International Alpine Trial and went on competing together until 1951.

Driving an Austin A40 Farina, Pat and Ann had opened the 1960 season in the Monte Carlo Rally finishing in a notable 17th overall, 4th in class and taking the Ladies' 1st prize. Two months later they were offered an Austin-Healey 3000 (registration 'SMO 746'), which had been driven by the famous 'Gentleman' Jack Sears in the RAC Rally at the end of the previous year. The next event was the Lyons-Charbonnières Rally but unfortunately the car intended for this event ('SMO 745') was involved in an accident just before the rally and the mechanics had to work all night preparing 'SMO 746', swapping the registration and identification plates to make it look like '745'. Pat described the car as a little worn, its last event being the tough RAC Rally. This was followed by the Geneva Rally in the other Austin-Healey 3000 (back to its original registration 'SMO 745'), finishing 7th overall and again winning the Ladies' Prize, for which they each were presented with a pair of Heuer clocks, which were to play a significant roll in Pat's future rallying career.



Then along came a brand new Austin-Healey 3000 Mk1, registration 'URX 727', which was built on 15th March 1960 and first registered on the 22nd of that month. With it a change of fortune for Pat. Little did anyone realise that 'URX' was to become the most famous Austin-Healey rally car of all time. From the very first minute Pat sat in 'URX', as it affectionately became known, the love affair started. 'Works' rally cars were forever being swapped around from driver to driver but this was not so in the case of 'URX'.

From now onwards nobody would be allowed to drive this very special Austin-Healey other than Pat, who eventually owned the car after its retirement. She immediately fitted the new Heuer clocks to the dashboard where they would remain for the rest of the season.

The first outing for the new car was in the Tulip Rally, which took them over the Alps. Their excellent time on one of the stages on the famous Col de Turini secured them 8th overall, 1st in class and another Ladies' prize. It was now obvious that Pat was bonding with her most favourite car. The famous trio was now to take on the Alpine Rally, one of the most challenging of all the European events. It was the warm up for the Liège a month later. Pat drove faultlessly throughout the rally and the final result was an amazing 2nd overall and another 1st in class and, of course, the Ladies' prize.

The success in the Alpine gave the British team, consisting of four Austin-Healeys, new confidence for their attack on the toughest event of all, the Liège. This was the big one, 96 hours without a stop across Germany, Austria, Italy and into Yugoslavia.

From the start the Healeys were recording top-ten times. Peter Riley, who had been suffering from a sticking throttle, lost a fan which penetrated the radiator forcing him to retire. 'URX' went beautifully to start with, but Pat and Ann were not without their problems: firstly the overdrive packed up; then, as they drove through Yugoslavia, the clutch started slipping. Pat had insisted before the start of the rally that a low-ratio final drive be fitted for maximum acceleration, and was aware that this could put too much strain on the clutch. She became very dejected, anticipating the worst. It turned out to be a broken oil seal between the clutch and the gearbox.

It was not known at this stage if serious damage had been done to the gearbox. In the meantime the oil was replaced and a plug from one of the other cars used. Later their worst fears were to become a reality: the gearbox had sustained serious damage. There was no choice but to replace it.

Doug Hamlin, the chief mechanic, managed to borrow a lift from a garage to carry out the repairs to Pat's car, and after an heroic effort the mechanics changed the gearbox, fitted a fresh oil seal and got the car away in just under one hour. They were now short of time to make the next stage without disqualification. Ann was left with having to replace parts of the inside of the car while underway. Pat, having now driven nearly 90 hours non-stop was having trouble keeping awake despite taking 'wakey wakey' pills. She said that she was unable to drive at more than 50mph and was convinced that she was going to be overtaken. However, all the remaining contestants were suffering in the same way.



Finally, on their arrival in Liège, under a police escort and being showered with flowers and with the British National Anthem playing, to their absolute amazement they discovered that they had won outright. There were only 13 finishers out of 83, but amazingly three of the Healeys were among them, finishing 1st, 2nd and 3rd in class and also winning the Team prize.

History had been made; it was the girls' finest hour and also for the British team. Never before had a British crew driving a British car won the Marathon. Never before had an all-female crew won a Championship round. Pat and Ann were given the 'Driver of the Year Award', and their famous Liège victory would most certainly have been a deciding factor. The 'Big Healey' continued to chalk up outright victories and class wins for the next three years before being superseded by the Mini.

First registered to the MG Car Company, 'URX' was sold to Pat Moss in 1961 for £500, its highly successful career as a works car being over. Bill Price drove the car to Milan for the Mille Miglia, which at this time was a rally. Unfortunately the car never took part owing to a discrepancy with the paperwork.

The Healey's second owner was David Friswell, who purchased it from Pat for £1,100. David used the car for a number of events and sold it to Arthur Bloxham in 1963. The car was extensively rallied and raced by Arthur Bloxham/Robin Morris, winning over 12 events on the Welsh borders (see photographs on file).

Items included with 'URX 727'

1. Liège-Rome-Liège Rally Plate no. 76 (on car).
2. Deutschland Rally car badge from Ann Wisdom (on car).
3. Tulip Car Rally badge from Ann Wisdom.
4. Coupe des Alpes Original Rally Plate no. 76.
5. Pair of Heuer clocks with presentation case presented to Pat Moss at the Geneva Rally 1960 together with engraved backplate (clocks are on car).
6. Wood-rim steering wheel from works rally car 'UJB 143', obtained from Peter Riley (on car).
7. Personal helmet owned by Ann Wisdom and used throughout the 1960 campaign, signed together with a personal letter of authentication by Ann. Obtained from Ann Wisdom by the vendor.
8. 'Driver of the Year Award' 1960 (each presented to Pat Moss and Ann Wisdom). This Award was presented to Ann Wisdom and obtained from Ann by the vendor.
9. Small car badge in the design of the original Liège Rally Plate; a limited edition celebrating the Austin-Healey's victory.
10. A Competitor's badge personally owned by Ann Wisdom and signed on the back by other Team competitors. Obtained from Ann Wisdom by the vendor.
11. Royal Motor Union badge from Ann Wisdom.



In 1972 Peter Butt acquired 'URX' and during his ownership of 30 years entered it in many events including the Pirelli. The car was restored between 1987 and 1990 by marque specialists JME Healeys, a new cylinder block being fitted in the process (the original block was carefully stored and is included in the sale together with numerous other spares, see file). Paul Roberts purchased the car in 2004 at auction in London. Paul immediately sent the car back to Jonathan Everard of JME Healeys for restoration to 1960 Liège-Rome-Liège specification (all invoices on file). This was not a difficult task, as Jonathan knew the car from its previous restoration in 1987, which he had been responsible for. The engine was rebuilt, together with all the mechanicals. The aluminium vented front wings were replaced with original steel wings without vents, and a bare-metal re-spray carried out. The car was meticulously finished in its Liège livery in every possible detail. Soon after the restoration was completed in 2005, 'URX' was privately shown to a select group of 20 famous people who had been involved in the amazing Liège win in 1960. Never again would such a group of people be gathered together. The participants enjoyed a delightful luncheon at The Kings Arms in Ivinghoe. Photographs of this gathering have appeared in many features including John Baggott's book, *Big Healeys in Competition*.

'URX' appeared at the Silverstone BMC 50 on 22nd-24th July 2005, and then in February 2006 was exhibited at the International Historic Motor Sport Show at Stoneleigh Park on the HRCR Stand. In May 2007 'URX' appeared at the Austin-Healey Weekend in Swindon where it won 1st prize for the best car. Also present at the weekend were Pat Moss Carlsson and Erik Carlsson, and Peter and Ann (née Wisdom) Riley. It was at this time that Pat and Ann both signed the roof (see photograph on file).

Sadly, Pat died in October 2008 and naturally 'URX' was requested to appear at the celebration of her life on the 24th of that month. It then went on to appear at the Gaydon Museum in 2009 (see photograph) and Stoneleigh Park Race Retro in 2009-2011. 'URX' was invited to appear again at the WCR40 Event at Gaydon on 18th April 2010.

The car has been kept at JME most of the time, and they have serviced and maintained it regardless of cost. It has been available to them to show at all kinds of Historic rallying events and shows, most recently at an event at Gaydon in early 2023 for display only (but it was driven there). Other documents in the history file include an old-style buff logbook; expired MoTs and tax discs; old FIA papers (1990); a current V5C; and plentiful correspondence with previous owners.

Ex-works rally cars from the 1960s rarely come to market, and winning examples driven by two of the biggest names in the sport even less frequently; all of which makes this famous ex-Pat Moss/Ann Wisdom Austin-Healey 3000 a possibly once-in-a-lifetime opportunity for the discerning collector.

£350,000 - 450,000
€400,000 - 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.



4
 Winner overall 'URX 727' is garlanded in flowers, Leige-Rome-Liege, 1960. (image part of lot)

5
 The Liege victory was heralded as the most significant win by two ladies of all time, culminating with Moss/Wisdom being crowned 'Ladies European Champions'. (image part of lot)

6
 The victorious Healey Team (left to right) Pat Moss-Carlsson/Ann Wisdom Riley, John Gott/Rupert Jones, David Seigle-Morris/Vic Elford. (image part of lot)

7
 Liège-Rome-Liège, 1960. (image part of lot)



FURTHER PROPERTIES

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1967 LANCIA FLAMINIA 2.5-LITRE GT COUPÉ

Coachwork by Carrozzeria Touring

Registration no. VWJ 988F

Chassis no. 824001640

Engine no. 823-3779

- *Superleggera aluminium coachwork*
- *Left-hand drive*
- *Present ownership since June 2013*
- *Overhauled by Omicron Engineering in 2016*
- *Elegant and usable GT car*



This alluring and very elegant Flaminia GT Coupé was first registered in the UK on 12th October 1967 and has had 11 former keepers. Unfortunately, there is relatively little history with the car, which is described by the private vendor as in overall good-to-very-good condition. In February 2016 the Flaminia was subject to a major overhaul by the UK's foremost Lancia specialists, Omicron Engineering. Particular attention was given to the engine performance and to the brakes, which were overhauled with all new brake discs and brake pipes. In 2018, the car was back at Omicron for a new clutch. Boasting a Nardi wood-rim steering wheel and an original (upgraded) Becker radio, the interior was re-trimmed in 2021 using the best quality tan leather and carpets. The underside appears to have been extensively sorted and is well protected by copious underseal, while certain areas have been treated with an additional layer of wax for 'belt and braces' protection.

The car is said to start readily, and the vendor reports that no niggling problems have been encountered. Despite many miles having been covered, little remedial work has been required apart from a service. The car is said to pull strongly and stop perfectly following the braking system overhaul. Lancia's suspension systems were advanced for their day and offer a really comfortable ride. The drive is smooth with a lively V6 that is as happy pottering in traffic or accelerating seamlessly up to 70 without drawing breath (testimony to the simplicity of the single-carburettor setup), pulling silkily to 5500rpm.

The body is reported to be in very good condition with no marks, although there are two blisters the size of a penny around 10cm above the rear wheelarches on both sides. A very common blemish, this is caused by the Superleggera aluminium body reacting to the supporting steel framework where the body touches the frame. When they left the factory there was a piece of felt between the two metals to stop the chemical reaction, but over the years this perishes. The chrome is said to be all good apart from the front grille surround, which could do with re-plating. Accompanying documentation consists of a V5C Registration Certificate, sundry bills, some old MoTs, two handbooks and a repair manual (in English).

Parts availability for these classic Lancias is excellent, with Omicron Engineering holding plentiful stocks. There are also marque specialists in Italy, Holland and the USA, as well as an enthusiastic owners' club. These cars cost as much as an Aston Martin DB4 when new and arguably were much better engineered; all the more amazing that they are so undervalued today.

£60,000 - 80,000
£68,000 - 91,000

1935 TALBOT 105 SPECIAL

Registration no. UMD 232

Chassis no. 4283

Engine no. AV14

- Handsome special in 'Team Car' style
- Second oldest known Talbot 105 engine
- Present ownership since 2000
- Restored in 2004
- Little used since completion



Abandoning the previous one-model programme, Georges Roesch developed the Talbot 14/45 to produce the 75 and 90 models, both powered by 2.3-litre versions of the overhead-valve 'six', the latter model setting Talbot on the path towards renewed sporting success. 1931 saw the arrival of the 3.0-litre 105 powered by a new 'six' featuring staggered valves, a Roesch stratagem allowing for improved breathing. There was more technical innovation for 1933 in the form of Luvax adjustable dampers and the Roesch-designed, Wilson pre-selector gearbox, the latter augmented for 1935 by Talbot's famous automatic 'traffic clutch' which permitted sequential upward gear changes. Also new for '35 were a dropped chassis frame and a 3.4-litre model: the 110. One of the great makes of the 1930s, Talbot was axed by new masters Rootes in 1937.

This 'Team Car'-style Talbot 105 special was previously owned by Messrs TJ Mackridge, M Kugper (in 1977) and Dr HJP Mills (in 1978). The next owner is not known but is believed to have been a timber merchant living in Aberdeenshire, Scotland. The exact date of purchase is unknown but his intention was to rebuild the Talbot in 'Team Car' style. It lay under timber and sawdust for many years and was abandoned after the owner did a 'moonlight flit' having not paid rent on the shed. The car was discovered by farmer who owned the shed, and in due course was purchased from him by the current owner.

In 1999 an article was published in *Classic & Sports Car's* 'Lost and Found' column entitled 'Abandoned Talbot went through mill': "A Talbot AV105 special covered with years of sawdust has been unearthed from a woodyard in Moray, Scotland. The team car lookalike has been standing for at least 10 years since it was reportedly driven into storage. The owner has left the country and storage is unpaid, so the right of ownership is unclear. The model is thought to be a modified 1935 long chassis (120ins dropped frame) which accounts for the wide scuttle and deep flat sides to the replica body. The details are well considered such as the AV instruments, the 19" wheels and correct lamp supports."

The current owner purchased the Talbot in March 2000 and rebuilt it over a four-year period. It was originally a saloon, the 'Brooklands' body having been fitted by a Dick Brockman, probably during Dr Mills' ownership. The original engine was number '189' but 'AV14' (dating from 1932) is fitted currently. Believed to be the second oldest Talbot 105 engine known of. The engine now has an 8.75:1 compression ratio and Phoenix con-rods, while the final drive ratio has been altered to suit modern-day driving conditions. An extensive photographic record of the rebuild is on file.

The owner's pleasure was very much in the rebuilding and restoration of the Talbot, and since the car's completion in 2004 it has seen very little use. The vendor advises us that the car both performs and handles very well, and with its 3.0-litre engine and pre-selector gearbox is very sporty and exciting to drive. Presented in beautiful condition, 'UMD 232' wants only for an enthusiastic new owner keen to enjoy it on rallies, tours, hill climbs, races, etc.

£60,000 - 80,000
€68,000 - 91,000

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.

1931 BENTLEY 8-LITRE LE MANS-STYLE TOURER

Registration no. GY 77

Chassis no. YM5041

Engine no. YM5041

- *One of only 100 8-Litre models made*
- *Serviced by marque specialists NDR in 2014*
- *Circa 2,000 dry miles only since restoration*





Although the prevailing image of Bentley cars during the Cricklewood period of the company's life is that of out-and-out sports cars and fast tourers, it is often overlooked that W O Bentley made a determined bid for the carriage trade, particularly with his larger 4½-Litre, 6½-Litre and 8-Litre models, and it is largely because of this that Napier's bid for the company in 1931 was thwarted by Rolls-Royce, which doubtless saw that a rejuvenated Bentley company would present strong competition for its own models.

As it is, only 100 examples of the 8-Litre model had been produced before bankruptcy overtook the original Bentley company; had they been in a stronger financial position it might well have been a different story. With a chassis price of £1,850, the 8-Litre Bentley was in direct competition with the Rolls-Royce Phantom II while offering better performance, and the contemporary motoring press was lavish with its praise for the 8-Litre model. The latter had debuted at the 1930 London Motor Show and was the largest-engined car made in the UK at that time and arguably the fastest. Bentley's advertising claimed '100mph without noise' and tests bore out that claim, the 8-Litre being fully capable of the 'ton' even when burdened with weighty formal coachwork. As W O Bentley himself said: "I have wanted to produce a dead silent 100mph car, and now I think we have done it."

The 8-Litre represents an evolutionary step in the development of the Vintage-era Bentley, combining proven features of the 6½-Litre model with the latest engineering advances. Rather than trying to extract more power from the existing 6½-Litre engine, W O Bentley followed his long-preferred method of improving performance and simply enlarged it, increasing the bore size from 100 to 110mm. Although the 8-Litre's engine followed conventional Bentley practice, its gearbox - designated 'F-type' - was radically different from its predecessors, the redesign having been necessitated by the greatly increased power and torque it was required to transmit, as well as the quest for silence.

The massive chassis frame likewise was entirely new, being of the 'double drop' design that enabled overall height to be reduced and the centre of gravity lowered, these aims also dictating the use of a hypoid-bevel rear axle. Seven tubular cross members resulted in a much stronger and less flexible frame than hitherto, which was available in a choice of two wheelbases: 12' or 13'. Revised suspension incorporating longer road springs, out-rigged at the rear, together with Bentley & Draper shock absorbers made for increased smoothness and stability, both vital considerations when designing a large and weighty vehicle capable of three-figure speeds. The 8-Litre's steering and braking systems also featured numerous detail improvements.



"Motoring in its very highest form," eulogised *The Autocar* in December 1930, having recorded a top speed of 101.12mph in W O Bentley's own saloon-bodied 8-Litre over the half mile. Between 1930 and 1939, Britain's foremost motoring magazine bettered that figure only once, while testing an Alfa Romeo 8C 2300. The 8-Litre was destined to remain the fastest production Bentley until the R-Type Continental's arrival in 1953.

Retaining its original registration number, this magnificent Le Mans-style 8-Litre started life as a Thrupp & Maberly-bodied landaulette ordered new by a Mrs Ossorio, who took delivery in March of 1932. After a crash sometime between 1932 and 1939, the car was repaired and subsequently used as a hack at the Whyteleafe and Brightlingsea shipyard during and after WW2.

Sometime before 1956, while in use in the shipyard, the car suffered damage from exposure to sea air and a fire within the yard. As a result of this it was cut up for scrap. Eventually the Bentley was recovered and reconstructed as a Vanden Plas-style four-seater tourer with a body by H & H Coachworks. The car was also fitted with an F-Type gearbox and a Speed Six axle. It then formed part of a large private collection before being sold in the early 1990s. Subsequently the Bentley found its way to the premises of marque specialist Neil Davis, where it was serviced and got running properly again. Neil then sold the car to the current owner in 2014. Since Neil's servicing work the car has covered some 2,000-or-so miles in sunny weather only.

The engine runs on triple carburettors, endowing the car with very spirited performance and the ability to pass modern traffic at motorway speeds with ease. Other notable features include 21" wire wheels, a fishtail exhaust, and a Le Mans-style large-capacity fuel tank, enabling long distances to be covered without frequent refuelling. Twin fuel pumps are fitted, activated by separate switches to the right of the steering wheel. The green fabric body is in very good condition and perfectly complements the green leather interior with its racing-style bucket seats. The dashboard is equipped with a full quota of period instrumentation including large rev counter and speedometer in addition to the various other gauges.

£550,000 - 650,000
€620,000 - 740,000



1961 ASTON MARTIN DB4 FIA APPENDIX K RACE CAR

Registration no. USL 309 (see text)

Chassis no. DB4/622/R

Engine no. 370/636

- *Converted to competition specification in the late 1990s 2001 and 2004 AMOC 'Overall Champion'*
- *Present ownership since 2008*
- *Raced in Pre-'63 GT series, Masters Gentleman Drivers, AMOC and Spa 6 hours Many podium and 1st places*
- *Expertly maintained by Phil Perryman and John Young's Roxwell Racing Engine rebuilt in 2022*
- *Ready to race*



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

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

The new car's competition potential had been recognised from the outset, and the factory lost no time in developing a lightweight version suitable for racing, the resulting DB4 GT debuting at the 1959 London Motor Show. The model had already been proven in competition earlier that year when the prototype ('DP/199') driven by Stirling Moss won its first race at Silverstone. Those wishing to race the latest Aston Martin but unable to obtain a limited-edition DB4 GT or its even more exclusive Zagato-bodied variant were forced to use the 'ordinary' road car, and today modified DB4s remain a mainstay of Aston Martin Owners Club and other important historic sports car events.

Chassis number '622/R' was converted from a road car to a competition car back in the late 1990s by Ian Moss and raced by Andy Jenkinson, Tom Alexander and Peter Wilson to some success, including the 2001 and 2004 AMOC 'Overall Champion' awards.

In 2005 the car passed into the hands of a new owner who raced it with John Young of Roxwell Racing, this included the David Piper Tour of South Africa as a class winner. The car was sold to Nick Naismith at the 2008 Bonhams Goodwood Festival of Speed Sale and has been raced extensively ever since, including the Pre-'63 GT series, Masters Gentleman Drivers, AMOC and twice in the Spa 6 hours, achieving many podium and 1st places, most notably:



- {1 Monza Pre-'63 GT 2nd
- Spa Pre '63GT 3rd
- {1 Silverstone Classic Tourist Trophy Pre-'63 GT 2010 - 2016 1st, 2nd, 5th
- {1 Donington Historic Festival Pre-'63 GT 1st, 2nd, 4th
- {1 AMOC Centenary 2nd, 2nd
- {1 Innes Ireland Cup 1st, 2nd, 3rd

For the past 17 years the car has been maintained and prepared by notable Aston expert Phil Perryman and John Young's Roxwell Racing. The engine has proven very reliable and was completely rebuilt last year, so it is fresh and ready to race. The car has been continually developed and is a pleasure to race having strong brakes, good power delivery and predictable handling.

With the price of Aston Martin road cars rocketing there are now very few DB4 FIA Appendix K race cars still competing. This car's Historic Technical Passport has recently been renewed and is valid until 2031. The car has matching numbers and still retains its original engine. Although UK road registered USL 309, it has always raced with the original number 'NYF 7'. This is an excellent, well maintained and competitive race car, which is eligible to compete in the most prestigious events and can still, if necessary, be driven on the road.

£250,000 - 300,000
€280,000 - 330,000



Donington Historic Festival, 2012. (Image part of lot)

1901 RENAULT 4½HP TYPE D REAR-ENTRANCE TONNEAU WITH CANOPY

Registration no. BE 29

Chassis no. 6006

- *Known ownership history*
- *Featured in the famous motoring motion picture Genevieve*
- *Many-time London-Brighton Run participant*
- *Present ownership since 2010*
- *Starter motor fitted*



From the outset Renault engineering was of the highest quality, as exemplified by this 4½hp De Dion-Bouton-engined Type D, which is typical of the first generation of Renault cars. In July 1901 La France Automobile referred to the Type D Renault as being a very elegant and practical reduction of the large type of automobile carriage, of which it has all the advantages of comfort, sweetness and elegance without the inconveniences of expense, weight, consumption, bulk and price. The Type D was launched at the Salon de l'Automobile held in the Grand Palais in Paris at the end of January 1901 and homologated with the Ministry of Mines (responsible for approving new car models) in February 1901.

Despite having a single-cylinder engine of only 450cc, the Type D was a willing performer. In May 1901 Miss Vera Butler drove her father, the balloonist and wine merchant Frank Hedges Butler, from Paris to Nice and back via the Alps, a round trip of some 1,250 miles. Her Type D climbed several Alpine passes, including the ascent to La Grande Chartreuse, where the snow had drifted to depths of six feet, and eventually returned to Paris "without mishap ... creating a record at the time for a journey with a lady driving and so small and low-powered a car".

This 1901 Renault was an early import into the UK. The Lincolnshire County Council Archive was able to provide details of the 1903 Vehicle Registration, which shows that the first owner was a Mr William Herbert Lindsay of Well Vale, Alford, Lincolnshire. This substantial mansion still exists and was visited by the current vendors in 2014. The present owners were very welcoming and said they would love to see the car back in the grounds at some time in the future, but sadly they had no records of the original Mr Lindsay.

The Renault appears to have been stored at the house until 1950 when it was purchased by Mr Tom Lightfoot, an enthusiastic member of the Veteran Car Club. He restored the car to working order and it was dated 1901 (Certificate 255) by the Veteran Car Club. The VCC Gazette published a photograph of the car on its first event in 1952 (see file).

In 1953 the Renault featured in that most famous motoring motion picture *Genevieve*, and can be seen arriving in Brighton. Subsequently the car was sold to a Mr Wally Littler, a member of the VCC who owned several early cars. He campaigned 'BE 29' enthusiastically over a number of years and enjoyed driving long distances, overnight on many occasions, to win the 'Rally to the Event Trophy'. This culminated in him winning the Lord Trophy three times, an unbroken record to this day. Documented in the VCC magazine, his longest drive was from Loughton, Essex to Fraserburgh in Aberdeenshire, returning to Blenheim and completing 500 miles to compete in the Rally. The magazine reported that "they appeared severely weatherbeaten and suffering from exposure". Numerous other trophies came his way.

Following Wally Littler's death in 1963 the car passed to his sister, and it was stored near her home in Clacton, Essex. Her husband returned it to the road in 1996 to successfully complete the 100-Year Celebration of the London to Brighton Run. It then returned to storage and was sold to the current vendor in November 2010. Some £10,000 has been spent with a specialist company for works including fitting a starter motor and refurbishing the gearbox (invoices available), since when 'BE 29' has completed several more Brighton Runs as well as many VCC events.

65,000 - 75,000
€74,000 - 85,000

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.

1935 LAGONDA RAPIER TOURER

Registration no. AAK 205

Chassis no. D11339

Engine no. D3087

- One of the finest sporting cars of the 1930s
- Restored in 2004
- Many-time concours award winner
- Engine rebuilt in 2021



In production from the late spring of 1934, the Lagonda Rapier was sold in chassis form for customers to choose their own body from their coachbuilder of choice; Abbott and Rannah proving to be the most popular. The car's most notable feature was its gem of an engine: a four-cylinder, 1,104cc twin-overhead-camshaft unit producing 45bhp on twin SU's. It boasts a sturdy chassis frame, the wonderful ENV four-speed pre-selector gearbox and powerful 13" diameter Girling brakes. For its engine size the Rapier was in a class of its own, revving comfortably to 5,500 rpm and turning in impressive acceleration figures on its way to a top speed of around 75mph. With such a specification, the model was necessarily expensive to produce; sales were low and in late 1935 the company went into receivership.

Chris Wiblin's book *Twin-Cam Extravagance* records that chassis number 'D11339' was bodied as a fixed-head coupé by coachbuilder E D Abbott of Farnham and delivered to Central Garage, Bradford in January 1935. This car was first registered in Wakefield, West Yorkshire as 'AAK 205' and retains its original registration.

'AAK 205' was totally dismantled in 1971 and a rebuilt as a four-seater tourer special. Restoration commenced in 1982 and was completed in 2004. Since then, 'AAK 205' has been entered in concours competitions at various shows, winning an impressive collection of awards, and has appeared at several VSCC events over the last five years, also with some success.

'AAK 205' is offered with a V5 registration document and the VSCC 'Buff Form' together with a copy of *Twin-Cam Extravagance* and a history file showing all the recent work carried out. The latter includes an engine rebuild in 2021 with new big-end bearings and timing chains; the cylinder head refaced; and the clutch relined.

'AAK 205' was driven round North Devon on a regular basis during last year and the current owner states that the driving experience brings a permanent smile to the face. There is a ready supply of spare parts through membership of the Rapier Register, which is also an excellent source of advice and information; all of which make Rapier ownership significantly less stressful than many other makes of the same era. This sale is a rare opportunity to acquire a well restored and good-looking example of what is widely recognised as one of the finest sporting cars of the 1930s. Included in the sale are a jack, tools, two car covers, and a box of assorted spares.

£55,000 - 65,000
€62,000 - 74,000

1984 MINI 1000 HLE BY TICKFORD

Registration no. B497 AOF
 Chassis no. SAXXL2S1N21239618
 Engine no. 99HA53P0104276

- Unique 'one off' built by Aston Martin's Tickford subsidiary
- Commissioned by a Saudi Arabian Prince in left-hand drive
- Numerous special features
- Reputedly cost of the Tickford works was £50,000
- 13,065 Kilometres recorded from new



This unique Tickford-modified Mini had not been seen for over 30 years before being purchased by our vendor earlier this year. The vendor advises us that this one-off was a special commission for a Saudi Arabian Prince, who was involved in the oil and gas industry, and that it was built by Aston Martin's famous coachbuilding subsidiary, Tickford. Formerly known as Salmons & Sons, Tickford was based at Newport Pagnell, and after WW2 became increasingly involved in supplying bodies for Lagonda following David Brown's acquisition of both Aston Martin and Lagonda in 1947. Tickford was later contracted to provide bodies for the Aston Martin DB2/4 MkII, and in 1954 was added to the David Brown empire; all coachbuilding for other manufacturers ceased.

Ever since its introduction in 1959 the Mini has attracted the attention of specialists dedicated to transforming Alec Issigonis' basic transport into something altogether more sporting and/or luxurious, two of the best known exponents of the 'luxury Mini' concept being Harold Radford and Wood & Pickett. Being exclusively dedicated to building Aston Martins, Tickford did not seek outside customising work, which is perhaps a measure of the 'clout' this car's Saudi owner had with the factory. The price of the Tickford upgrade was £50,000, so clearly no expense was spared in the build.

A true 'unicorn' in terms of Mini conversions, the Tickford's signature feature is the stacked headlight arrangement. Additional notable features are the blanked-off grille and the front spoiler creating an imposing and distinctive look. The interior features Recaro seats trimmed in luxurious Aston Martin leather and an Aston Martin burl walnut dashboard. This being the 1980s, it also boasts a Clarion sound system and speakers. It was specified in left-hand drive as the intention was for it to be used in Europe.

The Tickford Register and Aston Martin Heritage Chairman (at time of build), recently visited our vendor to view the Mini, which was the first time either of them had seen it 'in the flesh'. They were kind enough to leave an original Aston Martin build drawing of the car and shared some amazing photographs and stories of the Mini at the Tickford factory. Having covered just 13,065 Kilometres from new, this is a wonderful opportunity to own unique piece of British automotive heritage.

£60,000 - 80,000
€68,000 - 91,000

1988 BENTLEY MULSANNE SALOON

Registration no. E435 SFX
 Chassis no. SCBZS00A4JCH24015
 Engine no. 64026L410I/9

- *Preceding enthusiast ownership from 2009 to 2020*
- *Automatic transmission*
- *Substantial service history*
- *Recently serviced*



Based on the Silver Shadow II, the Rolls-Royce Silver Spirit and Bentley Mulsanne were announced in the autumn of 1980. Heavily revised styling featured a lower waistline, increased glass area and a more modern angular look, while beneath the skin significant improvements had been made to the newcomers' self-levelling rear suspension. Rectangular headlights graced the front of a Rolls-Royce product for the first time and the oft-changed radiator became wider and squatter in both versions. Inside, the Crewe firm's exemplary standards of equipment and finish were maintained, the most noticeable change being the adoption of separate rear seats and the reinstatement of folding picnic tables. The UK launch price was a just short of £50,000, or around £270,000 in today's money!

The Mulsanne would remain in production until 1992, by which time the entire Rolls-Royce/Bentley range had been updated with fuel injection and anti-lock brakes, both of which were adopted for the 1987 model year. For 1988 the normally aspirated Mulsanne was revised, becoming the Mulsanne S, in which form it incorporated the racy-looking mesh grille of the 'entry-level' Bentley Eight and the centre console of the range-topping Turbo R. Four circular headlamps, adopted on all Bentleys for 1989, would be the final major development before the Mulsanne and Eight models were replaced by the Brooklands in the summer of 1992.

Formerly registered as 'A13 MVL' and 'E742 LYR', the Mulsanne we offer comes with numerous old V5C documents recording the ownership chain together with a substantial quantity of expired MoTs dating back to 1996. The immediately preceding owners purchased the Bentley in May 2009 from Veteran and Vintage enthusiast/collector Mark Tidy, its owner since March 2005. The current vendor, a respected Veteran and Vintage engineer, has owned the Mulsanne for the last three years. The accompanying service booklet has not been stamped but the car does come with plentiful service history in the form of a substantial quantity of bills. The current odometer reading is 63,588 miles. Finished in blue with cream leather trim and dark blue carpets, 'E435 SFX' is offered for sale at a fraction of the original purchase price and comes with a current V5C Registration Certificate.

£10,000 - 15,000
£11,000 - 17,000

1956 JAGUAR MKI 3.4-LITRE APPENDIX K COMPETITION SALOON

Registration no. TGW 273

Chassis no. S905112DN

- Converted to racing specification in 1990 for Allen Lloyd
- Sigma Engineering engine
- Four-speed all-synchromesh gearbox
- Jaguar Mark 9 front disc brakes
- HTP valid for the next 10 years



Converted to racing specification in 1990 and purchased by our vendor in 2021, this Jaguar Mark 1 saloon is a race-winning FIA Appendix K car that has competed at the Le Mans Classic, Masters and Historic Racing Drivers Club (HRDC) events. The Jaguar had previously been acquired from the Allen Lloyd collection, for whom it had been race-prepared by renowned marque specialists M&C Wilkinson Ltd. The car complies with the HRDC specification booklet and has a Historic Technical Passport (HTP) valid for the next 10 years.

'TGW 273' completed the 2021 racing season with two 2nd-in-class finishes, and is currently looked after by restoration and race preparation specialists. The car is finished in Carmen Red, with '49' door emblems and decals from Motor Racing Legends, Ecurie Classic Racing, Advallorem and the Pall Mall Cup, plus a tribute to the UK's first Formula 1 World Champion, Mike Hawthorn.

It is powered by a 3.4-litre version of the robust XK six, which drives via the four-speed all-synchromesh gearbox via competition clutch. Built to racing specification by Sigma Engineering, the engine now fitted with a B-Type cylinder head; three 2" SU carburetors; and a stainless steel straight-through exhaust. Other notable features include an aluminium radiator with silicone hoses; and an Aeroquip fuel system with a new pump and tank. The rear axle is a Sayer racing specification item, and the suspension has been uprated. Stopping power comes from FIA-compliant Jaguar Mark 9-specification front disc brakes, and the car rides on 15" wire-spoked wheels, shod with Dunlop Racing tyres. The shock absorbers, brake discs, brake pads, brake callipers and servo were all replaced in 2021.

The interior features a full roll cage; three-spoke steering wheel; Sparco bucket driver's seat with a Sabelt harness; Willans harness for the original passenger seat; Racelogic telemetry system; and simplified switchgear controls on the wood-trimmed dashboard.

We are advised by the vendor that there has been no known bodywork damage. The Carmen Red paintwork is in good condition, albeit with stone chips to the bonnet, sills and door panels, in keeping with the car's competition use. Inside, imperfections can be seen where the racing switchgear has been installed; there is a tear in the gear lever boot, as well as minor discolouration to the floor panels and around the roll cage bolts. No mechanical or electrical faults have been detected. The vendor bought the car at the beginning of 2021. It's been run for the 21/22 season without a DNF. Including:

12/13 June 2021: Motor Racing Legends, Jaguar Classic Challenge, Thruxton, 2nd in Class
 30/31 October 2021: Motor Racing Legends, RAC Pall Mall Cup, Silverstone, 2nd in Class
 30/31 October 2021: Motor Racing Legends, Jaguar Classic Challenge, Silverstone, 1st in Class
 7 August 2022: Ecurie Classic, Hawthorne Trophy, Silverstone, 2nd in Class
 13 August 2022: Bentley Drivers Club, Hawthorne Trophy, Silverstone, 2nd in class

It comes with various spares (wheels/tyres and minor items) and its original twin carb head set up.

£55,000 - 65,000
€62,000 - 74,000

1966 MORRIS MINI COOPER 1,275CC HISTORIC RALLY SALOON

Registration no. GBY 683D
Chassis no. K-A2S4/920528

- Originally a 998cc Cooper Mark 1
- Believed to have been a rally car for much of its life
- 105bhp engine, straight-cut gears, uprated brakes
- Described as in good condition throughout



Driven by Pat Moss, Paddy Hopkirk and 'Flying Finns' Rauno Aaltonen and Timo Mäkinen, the Mini Cooper developed into the most successful works rally car of the 1960s, belying its small size and apparent fragility. Its ultimate expression - the 1,275cc 'S' - had won first time out in the 1964 Tulip Rally and became the works' frontline car from 1965 onwards, winning the Monte Carlo, Circuit of Ireland, Geneva, Czech, Polish, 1,000 Lakes, Munich-Vienna-Budapest and RAC rallies outright, a quite outstanding achievement. With victories on four occasions, Aaltonen became European Champion.

1966 would prove equally successful for the works Minis, with victories in seven European Championship rallies; only the team's disqualification from the Monte on a trivial technicality after finishing 1, 2, 3 on the road spoiling what was otherwise an exemplary record. Revenge was gained the following year when Aaltonen won in Monte Carlo, one of six Championship victories secured by the works Minis that season. Today, benefiting from 40-plus years of technological advances, the Mini remains a popular choice among devotees of historic rallying at all levels.

Its accompanying BMIHT Certificate reveals that this Morris Mini Cooper was built for the UK market with the 998cc engine, and originally finished in Island Blue with an Old English White roof and a Cumulus Grey and Gold/Grey interior. A fresh-air heater is the only item of equipment noted. The Mini was despatched to the Stewart & Ardern dealership in Croydon, Surrey.

According to the vendor, this Mini Cooper is believed to have been a rally car for much of its life (there is limited evidence of past rallying history). It is currently in Cooper 'S' specification, complete with a 105bhp 1,275cc engine, straight-cut gears, and uprated brakes. Described by our vendor as in good condition throughout, the car is offered with a UK V5C document.

£18,000 - 22,000
€20,000 - 25,000

1958 ASTON MARTIN DB MKIII DROPHHEAD COUPÉ

Registration no. NMY 486
Chassis no. AM300/3/1759
Engine no. DBD1412

- One of 85 DB MkIII drophead coupés made
- One of only 14 built with the 'Special Series' 195bhp engine
- Well documented
- Present ownership since 2018
- Power assisted steering



Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose give the car a more imposing look while the interior boasted a redesigned dashboard with instruments grouped in a cowl panel ahead of the driver.

The engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph.

If that still was not enough, customers could opt for more a powerful DBB and (later) DBD 'Special Series' engine. Introduced as an option at the 1958 London Motor Show, the DBD came with triple (sometimes twin) SU carburetors and produced 180bhp or 195 horsepower with the twin exhausts. This engine was fitted to 47 cars.

Unbeknown to many, the DB MkIII is another 'James Bond' Aston Martin, appearing in Ian Fleming's novel 'Goldfinger', though by the time the book made it to the screen the DB5 was the current model, so that was used instead.

Chassis number '1759' is one of 85 DB MkIII drophead coupés made and has the DBD 'Special Series' engine, which was fitted to only 14 examples. Sold new by Brooklands of Bond Street, London, the car was first registered on 24th December 1958 to Commander Kenneth John Douglas-Morris RN of Northwood, Middlesex with his personal cherished number 'RN 70'. Its second owner was another military man, Lt Col Pat Carmichael of Tiverton, Devon, who competed successfully with it at Wiscombe Park in 1964 and 1965.

In November 1983 the car passed into the ownership of Ms Audrey Slaughter, editor of 'Honey' magazine, who was then secretary to Dudley Coram at the Mirror Group. In the following June '1759' was acquired by David R Holland, AMOC Public Relations Officer (1974-79), winner of the Bertelli Trophy (1976) and AMOC Secretary (1978). David went on to campaign the DB MkIII with some distinction at Wiscombe, Silverstone, Goodwood and Boreham, as its entry in the AMOC Register testifies. Between 1979 and 1981 the Aston was rebuilt to original specification.



In 1991/92 the car featured in the Summer, Autumn, and Spring editions of the Aston Martin Magazine, and in 1993 featured on the central display at the Stuttgart Motor Show. Four Ashes Garage completely rebuilt the engine in 1994 (at 42,474 miles) while further works undertaken over the next six years included replacing the dynamo and overhauling the brakes (1997); rebuilding the front suspension, fitting a diaphragm clutch and balancing the engine (1998); rebuilding the rear axle with 3.54:1 drive ratio; and overhauling the rear suspension and brakes (2000).

Becoming quite a celebrity, 'NMY 486' featured as 'February' in the Aston Martin 2000 Calendar and arrangements got underway at the following year's Le Mans Classic for Victor Gauntlet and HRH Prince Michael of Kent to 'borrow' the car to participate in the London to Moscow Rally in 2002. The Aston was extensively prepared by marque specialists R S Williams in anticipation of the trip, which subsequently was cancelled due to the death of HM Queen Elizabeth The Queen Mother.

In 2006 the car was acquired by the next owner and immediately despatched to Four Ashes Garage, Stratford-upon-Avon for a complete bare-metal chassis/body refurbishment and conversion of the engine to unleaded compatibility. Everything electrical or mechanical was checked and all items requiring attention were either replaced or updated. The following year (at 54,588 miles) the interior leather upholstery, carpets, hood, hood cover, and tonneau were all replaced by The Fullbridge Carriage Restoration Company of Maldon, Essex.

In 2010 HRH Prince Michael of Kent at last got to borrow the Aston, which he and his party used to visit the Formula 1 British Grand Prix at Silverstone. His letter of thanks states: 'She turned heads all the way there and back and showed a clean pair of heels to anyone who got too close.' The immediately preceding owner purchased the car at Bonhams' Aston Martin Sale in May 2011 (Lot 332) and thereafter used it only for local trips and excursions with the Austrian Aston Martin Club in good weather over the summer months. It is always the centre of the attraction and has never given any trouble.

While in Austria, new tyres were fitted and the rear brake linings exchanged, as the handbrake function was not satisfactory. The radiator too was exchanged, as the car tended to get hot in the summer; it now behaves properly no matter what the weather. The only modification made is the installation of electric power-assisted steering, which was carried out in October 2011 at a cost of €9,133. Otherwise the car was serviced annually to obtain the Austrian 'MoT' at authorised Aston Martin workshops.

The current vendor has owned 'NMY 486' since June 2018. Unfortunately, the Aston has had to be stored away from home and hence has seen little use in the past five years, a growing family preventing more regular exercise. Described by the private vendor as in generally excellent condition, 'NMY 486' comes complete with its original instruction and workshop manuals; factory build sheet (copy); UK V5 registration document; and a large quantity of historical notes, invoices, photographs, and correspondence. Also included in the sale is a DB MkIII instruction book in very good condition.

£350,000 - 400,000
€400,000 - 450,000

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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1947 HRG LE MANS LIGHTWEIGHT SPORTS

Coachwork by HXR 530

Chassis no. 92

Engine no. M0095



1. In action at the 1955 BARC Meeting at Goodwood.
(Image part of lot)

- Considerable in-period international competition history
- Known ownership history
- Completely rebuilt by Chris Connelly and Mass Racing Engines while in previous ownership
- Recent restoration by marque specialists
- Eligible for a wide variety of the most prestigious motor sports events
- Current HTP and 'on the button'



In 1935, twelve years after the dissolution of the GN cyclecar company, the 'G' - H R Godfrey - was back in business with new partners E A Halford and G H Robins, the trio's new firm adopting the name 'HRG'. The aim was to build a lightweight Vintage-style sporting car endowed with the virtues of brisk acceleration and positive steering, and in this they succeeded brilliantly. However, with its Meadows engine at the end development, an alternative was needed and the firm turned to Singer, adopting tuned versions of the latter's overhead-camshaft engines for its 1500 and 1100 models. Hand built in limited numbers, the HRG was one of the best performing all-round 1½-litre sports cars of its day, as evidenced by class wins at Le Mans in 1939 and 1949. By the early 1950s demand for HRG's traditional sports car was declining and the firm responded with a radical new design by its technical director Stuart Proctor: the Twin Cam. The latter was powered by a 1,497cc Singer SM engine fitted with a twin-cam cylinder head, mounted in a new twin-tube chassis featuring all-independent suspension, alloy wheels and four-wheel disc brakes. As such the Twin Cam represented the state of the art in contemporary sports car design. Unfortunately, Rootes' take-over of Singer in 1956 halted the supply of engines, and HRG production ceased after only three Twin-Cam production cars, plus the prototype, had been completed.

This car, chassis number '92', was originally built in 1947 as one of only 35 '1500 Aerodynamic' models, complete with all enveloping coachwork. First owner Jack Scott campaigned the car in international events under the works' 'L'Écurie du Lapin Blanc' team banner, notable successes being a 7th place in the Manx Cup and winning the Isle of Man Empire Trophy team prize.

In 1948, a 2nd place in the Grand Prix des Frontières at Chimay in Belgium was followed by a 9th in class and the team prize at the Spa 24 Hours race. It was for this race that the innovative team leader Peter Clark arranged for the cars to carry two-way radios to aid team tactics and pit work, a commonplace occurrence today but unheard of then. 'HXR 530' is probably one of the first racing cars ever to carry such equipment. The season was completed with the Paris 12-Hour race at Monthéry.

For 1949, 'L'Écurie du Lapin Blanc' decided on another serious attempt at Le Mans and used 'HXR 530' and its two sister-cars as prototypes for a new body. The aerodynamic body was removed and a lightweight one with fully exposed wheels and a smaller frontal area was designed and built by Monaco Motors under the direction of John Wyer, who would later manage the endurance racing campaigns of Aston Martin, Ford Motor Company and Gulf Oil.

2. Mrs Gibbs in 'HXR 530' at the 11th BARC Members Meeting, Goodwood. (Image part of lot)



The three identical cars were prepared with the sole idea of racing for 24 hours and winning. All details and measurements conformed exactly to the then current FIA sports car racing regulations, while the standard engine was mildly modified and much attention paid to lightness. Unfortunately, 'HXR 530' broke down during the race with a cracked block after 83 laps, but Eric Thompson and Jack Fairman went on to win the 1,500cc class and finish 8th overall in their similar car. Immediately after the race, the HRGs were transported to Brussels and overhauled in preparation for the Spa 24 Hours race, held only two weeks later. A 19th overall and 3rd in class for 'HXR 530' helped 'L'Écurie du Lapin Blanc' claim the team prize and the Richard Seaman Cup for best placed British car. After the 1949 season, all three cars were sold to Len Gibbs. Len and his wife Ruby sold two of them but kept 'HXR 530' for themselves and raced it extensively throughout the 1950s, with notable successes at both Goodwood and Silverstone (see results list on file).

Early in 1953 the coachwork was changed again, on this occasion to the barchetta body as seen today in preparation for Goodwood that year. Gibbs also shortened the wheelbase. The accompanying original logbook lists two members of the Goulden family of Stanmore, Middlesex as 3rd and 4th owners, followed by one Reuben Archer of Teddington, Middlesex and then Anthony Searson of Woking, Surrey. The last stamp on the logbook is dated August 1969. 'HXR 530' has been with its current owners for around eight years and has been restored to the specification it had during the Gibbs' ownership, removing the supercharger fitted by the previous owner Tony Searson.

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The car is still raced regularly at historic events such as the Silverstone Classic, Le Mans Classic and Le Mans Legends races. Highlights of this more recent phase of its competition career include pole position at the 2009 Le Mans Legends and a 'Class 1' win in that same event in 2013. Whilst in previous ownership the car was completely rebuilt by Chris Connelly and Mass Racing Engines, who have continued to maintain it to a very high standard. The engine currently installed is a highly tuned Singer SM single-cam unit, similar to the 1949 Le Mans engine. More recently, the car has been subject to a restoration by marque specialists. In March 2023 the engine was subject to a rebuild, the vendor informs us that it now produces 104hp, in comparison to the 60hp when sold in 2015. The electrics were also upgraded at this time. Very swift and a proven class winner, 'HXR 530' comes with current HTP papers, is 'on the button' and ready to race.

In short: this is an extremely rare and historic British sports-racer, capable of winning its class in the right hands, which is relatively cheap to run and eligible for a wide variety of the most prestigious motor sports events.

£180,000 - 240,000
£200,000 - 270,000

The ex-Skip Hudson Dan Blocker/Nickey-Chevrolet Team USRRC Riverside-winning

1963-64 COOPER-CHEVROLET RACING SPORTS-PROTOTYPE

Chassis no. CM/4/63

- Prominent and well-documented period history
- Regular Goodwood Revival participant
- Consistently competitive
- Offered with spares package
- Just one season of racing since last rebuild

1.
CM/4/63 racing in period
Credit: Doug Nye.

2.
Laguna Seca, 1964
Credit Doug Nye.

3
Goodwood Revival 2017
Credit: Jim Houlgrave



During the early 1960s, by far the most financially rewarding sports car races worldwide were the United States' West Coast professional events run at the Kent, Riverside and Laguna Seca circuits. Each year the scene was set for these exceptionally well-funded races by the season-long United States Road Racing Championship. This highly competitive environment saw such imported cars as this magnificently brutish, powerful and extremely fast Cooper-Chevrolet – and Carroll Shelby's famous Ford V8-powered sister 'King Cobras' – confronting such home-grown legends as Jim Hall's works Chaparral-Chevrolts.

As new, this beautifully-presented Cooper-Chevrolet offered here was supplied from the British factory as a rolling chassis – less engine and transmission – in April, 1963. Its chassis serial 'CM/4/63' is recorded in surviving Cooper Car Company records as having been ordered by American former Jaguar owner/driver Jack Ensley. It was shipped to US car constructor and preparation specialist Bob McKee to be fitted with a Ford V8 engine and transaxle. However, funding then failed and the project was sold to Jack Stephani's Nickey-Chevrolet dealership team in Chicago, who were to run the car with backing from racing enthusiast and actor Dan Blocker (an international celebrity at the time for his role as Hoss Cartwright in the top-rating TV Western series 'Bonanza'). Ready for the second half of the 1963 US racing season, 'CM/4/63' offered here was fitted with a 5.3-litre Chevrolet V8 engine (uprated to 5.6-litre for the 1964 season and later to 5.7-litre), driving through a new McKee 4-speed transmission.

This car made its racing debut in Round 6 of the 1963 USRRC series at Continental Divide, Colorado, driven by ex-Scarab team star Chuck Daigh. Despite teething troubles he finished 5th. Since he was unavailable for the final USRRC round, the purple-liveried Cooper-Chevrolet was then entrusted to driver Skip Hudson, who promptly qualified on pole position, only to suffer clutch failure late in qualifying and non-start. Double Indy-winning driver Rodger Ward then drove the car into 2nd place finishes in both heats of the Kent, Washington, professional-series race. An opening-lap collision in the 'Los Angeles Times' Grand Prix at Riverside then ruined his race there. Jack Stephani replaced Ward with Skip Hudson for the Pacific GP at Laguna Seca, and after disappointment there he twice finished 5th in the Bahamas Speed Week at Nassau, behind Roger Penske's renowned centre-seat Zerex Special Cooper-Climax. Hudson actually led the opening lap of the feature Nassau Trophy race before a coolant leak. After three extra pit stops Hudson's 5th place won him the organisers' Sportsmanship Cup.



The Nickey team continued to campaign 'CM/4/63' into 1964. A tyre failure caused Hudson to crash (with surprisingly little damage) at Daytona, but he finished a fine 2nd to Shelby team star Dave MacDonald's King Cobra at Phoenix, and then won the Los Angeles Times Grand Prix outright at Riverside. At Laguna Seca he disputed the lead with Jim Hall's Chaparral, MacDonald and Penske before being rammed from behind by a back-marker. But during qualifying for the following race at Kent, Bob Holbert's Shelby King Cobra spun into the pit lane, striking the Nickey Cooper and some team members. The car was rebuilt, reappearing at the USRRC Meadowdale round, Hudson then qualifying 6th for the international Canadian GP at Mosport Park. Engine failure in the 'Times' GP back at Riverside, a collision at Laguna Seca and further problems at Nassau ended the Nickey Chevrolet team's season - 'CM/4/63' being sold into 1965.

In later years the car was used in club racing events, and into the 1980s was eventually registered as a street car in Arizona. Into the 2000s the car returned to the UK where it was restored to full historic racing trim by respected specialists Sid Hoole and Simon Hadfield. Running barely completed and still with its bodywork unpainted, it won the inaugural Whitsun Trophy race at the 2003 Goodwood Revival Meeting, and - with preparation by Steve Farthing - has since performed nobly - and spectacularly - at historic level in the hands of both its current owner and of Steve Farthing himself, winning the FIA Masters pre-1966 Championship in 2019.

As offered here the car is accompanied by a considerable documentation file, detailing its history and that of the Nickey Chevrolet team itself. In its present ownership this Cooper-Chevrolet has never been damaged in racing and at the Goodwood Revival Meeting, for example, it has qualified consistently within the top six and has always featured prominently amongst the leading group. The car is also presented with a comprehensive spares package, including a spare transaxle, suspension parts, bodywork and two sets of spare wheels and tyres.

Its 5.7-litre Chevrolet V8 engine is believed to deliver some 550 horsepower, and we are advised that it has completed one season since its last rebuild and continues to deliver full power - indeed it was the fastest car through the Lavant Straight speed trap during last year's Whitsun Trophy at the Goodwood Revival, having been clocked at just over 162mph.

This is a proven early-period 'big-banger' sports-racing car of immense presence and charm. It is an historic championship winner, and it has proven itself an attractive proposition for organisers of the world's highest-profile historic racing events. In combining the Cooper Monaco-derived chassis with the historically so-dominant Chevrolet V8 engine, 'CM/4/63' is offered here as a rare beast indeed - and in capable hands, demonstrably, a ferociously competitive one.

£190,000 - 220,000
€220,000 - 250,000

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The 1936 Amsterdam and Geneva Show Car

1936 ROLLS-ROYCE 20/25 SPORTS SALOON

Coachwork by Hooper & Co.

Registration no. CLL 190

Chassis no. GXK36

Engine no. Y-29-C

- Matching engine and chassis numbers
- Long-term single family ownership for 30-plus years
- Present ownership for the last three years
- Professional engine rebuild in 2008
- Overdrive transmission
- 'On the button'



The introduction of a smaller Rolls-Royce - the 20hp - in 1922 enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The 'Twenty' proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Nevertheless, by the late 1920s the trend towards ever-heavier coachwork was beginning to have a detrimental effect on the Twenty's performance.

Introduced in 1929, the successor 20/25hp model addressed this problem, featuring numerous improvements, the most significant of which was an enlarged (from 3,127 to 3,669cc) version of the Twenty's six-cylinder, overhead-valve engine. The latter's increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Produced concurrently with the Phantom II, the 20/25 benefited from many of the larger model's improvements, such as synchromesh gears and centralised chassis lubrication, becoming the best-selling Rolls-Royce of the inter-war period.

Off test on 7th December 1935, chassis number 'GXK36' was completed with touring saloon coachwork by Hooper & Co, London-based carriage makers to Queen Victoria and King Edward VII and arguably the finest of all British coachbuilders. References to its presence at the Amsterdam and Geneva shows in 1936 may be found in copies of factory build sheets and chassis cards on file. Having failed to sell the car on the Continent, Rolls-Royce replaced the 'metric' speedometer and fuel gauge on 23rd April 1936 after it returned to England.

The car's first private owner was one F J Shoobridge of Craigweil, Sussex. Three further owners are recorded, the last of whom, A M Jenkins & Sons Ltd of London, acquired the Rolls-Royce in 1963. The next recorded owner is David Baldock of Cranbrook, Kent, who sold the car in 1984 to long-term owners the Bennett family, who would be its custodians for the next 30-plus years. The current vendor, a highly respected Veteran and Vintage engineer, has owned the Rolls-Royce for the last three years.

Also in the accompanying history file are various pieces of correspondence; expired MoTs for the period 1984-2013; old/current V5C Registration Certificates; and sundry bills, one of the most significant relating to an engine rebuild undertaken by N P Veteran Engineering in 2008 at a cost of £9,492. (It should be noted that a clerical error records the engine number as '729' on the V5C.)

£50,000 - 55,000

£57,000 - 62,000

1963 AUSTIN-HEALEY SPRITE COUPÉ BY WSM

Registration no. To be advised

Chassis no. HAN8 43356

Engine no. WSM 208

- *The only surviving WSM glassfibre body*
- *100kg lighter than a typical racing Sprite*
- *Raced with success in the ever popular Equipe GTS series*
- *Recently invited to the Goodwood Members' Meeting*
- *Eligible for numerous Historic events and race series*



"The pursuit of betterment in function and form."
– Douglas Wilson-Spratt.

In 1962 Douglas Wilson-Spratt and Jim McManus produced the first of their special-bodied Sprites known as WSMs. Immediate interest led to the production of nine cars for owners in the UK, Europe and the USA, with aluminium bodies constructed by Peel Coachworks and three ultra-lightweight bodies built in glassfibre. The WSMs achieved many wins in race and hill climb events. In 1964 two cars were entered in the German Grand Prix support race at Nürburgring, achieving a 3rd in Class, while a year later another 3rd in Class was achieved in the Rennen 500km at Nürburgring.

'WSM 208' is the only surviving glassfibre body, initially prepared in 1963 to be Douglas Willson-Spratt's new race car, but due to customer demand there was never time to complete it. 'WSM 208' would remain with Douglas, unfinished, until the late 1990s when Douglas and his son Tony decided to restore the car to modern Historic racing specification, the work being completed by Colmworth Classic Cars. Painted in Chiron Blue as per the first (and no longer surviving) WSM, '208' was finally finished in 2009. With Douglas's son Tony at the wheel, '208' has enjoyed a distinguished career and achieved many class wins including at Brands Hatch, Silverstone, Zandvoort and Le Mans. 'WSM 208' remained in the Wilson-Spratt family's possession until its purchase by the current owner.

Finished to a high specification, 'WSM 208' notably features a limited-slip differential and a straight-cut close-ratio gearbox mated to a 1,293cc A-Series engine, which benefits from a rebuild by Austin-Healey experts Woolmer Classic Engineering Ltd, who have maintained the racer for the current owner (bills on file). Importantly, the engine is a correct Sprite/Midget unit featuring a billet crankshaft and con-rods together with a correct cylinder head to race specification. Furthermore, the engine has been checked and sealed for eligibility.

Weighing over 100kg less than a typical racing Sprite, the WSM cars have proved to be very competitive in both pre-'63 and pre-'66 sports car racing. Recently invited to the Goodwood Members' Meeting, 'WSM 208' is eligible for numerous Historic events and has most recently been racing with success in the ever popular Equipe GTS series. Possibly the most fun you can have in an Historic race car, as you guide them from apex to apex, these Sprites give the driver a sense of satisfaction that few cars can match, especially when driven around the outside of more powerful machinery. This one is sure to leave you with a smile as big as the car's!

£40,000-50,000
€45,000 - 57,000

Ex-works, Richard Burns, Monte Carlo and San Remo Rallies

1999 SUBARU IMPREZA WRC99 RALLY CAR

Registration no. not UK registered

Chassis no. PR0/WRC/99.011

Engine no. 358816/355305

- Stage winner in the 2000 WRC Monte Carlo Rally
- Rare works WRC participant
- Extensive and known history
- Recently extensively restored and in 2000 Monte Carlo Rally livery
- Sold with its Prodrive expertise



1. 2000 Monte Carlo Rally
Credit: McKlein

Since its arrival on the scene in the early 1980s, Subaru's presence at the forefront of international rallying has given the Japanese concern a profile out of all proportion to its relatively modest stature as an automobile manufacturer. Subaru's first venture onto the world stage was at the 1980 Safari Rally with the un-competitive Leone model, and the arduous African event would remain the focus of the firm's rally campaign for several years. In 1990 the commencement of what would turn out to be a highly successful partnership with the British Prodrive concern enabled Subaru to undertake a full international season for the first time. Despite adequate power from the Legacy 4WD's turbo-charged engine, and the presence of Finn Markku Alen in the Prodrive works team, outright victory at international level continued to prove elusive, though Scot Colin McRae's back-to-back RAC Open Championships in 1991 and 1992 hinted at greater things to come.

Following the arrival of the new Impreza Turbo model in 1993, Subaru made its long awaited breakthrough in August of that year when Colin McRae/Derek Ringer won the New Zealand Rally, the marque's first major international success. The following season brought three more World Rally Championship (WRC) victories – two for McRae and one for Carlos Sainz – before Subaru finally achieved its long-sought goal of outright victory in the World Championship in 1995.

In a closely fought contest, Subaru team-mates McRae and Sainz won five of the eight rounds between them – the split being three/two to the Spaniard – with the Drivers' Championship eventually decided in the Scot's favour by virtue of his greater consistency. Subaru also claimed the Manufacturers' title, a feat it would repeat in 1996 and again in 1997. Further Drivers' World Championships were secured in 2001, courtesy of the late Richard Burns, and in 2003 when Petter Solberg emerged triumphant.

Based in Banbury and founded by David Richards, Prodrive played a significant role in the World Rally Championship as well as in the World Endurance Championship, creating some of the most competitive Subarus, Ferraris and Aston Martins of the last 20 years! For the WRC model, the Prodrive team effectively started from an empty shell to create one of the most famous rally car of its era. This project, led by David Lapworth, assisted by Peter Stevens (who designed the McLaren F1), commenced in 1996 in accordance with the new WRC rules for 1997, which were less strict than the previous Group A rules.

This 1999 Subaru Impreza WRC99 (S5 generation) was built to compete in the 1999/2000 World Rally Championship with the late Richard Burns. Registered as 'T15 SRT', the car's first competition appearance was at the 1999 Sanremo Rally where, crewed by Burns and navigator Robert Reid, it retired due to a transmission failure after the first day. At the time they were in 5th place, just behind the Mitsubishi of Tommi Makinen, who would go on to win.



In January 2000, 'T15 SRT' was entered in the Monte Carlo Rally, still with Richard Burns at the wheel and Robert Reid in the co-driver's seat. Richard did a very good job during the first day with 2nd place in the SS1 Tourette du Chateau; then another 2nd place in the SS2 St Pierre; 1st place in the SS2 Norante; 3rd place in the SS4 Selonnet; and 2nd place in the SS5 Rochebrune.

At the end of the first day, Richard was 2nd overall, just behind Tommi Mäkinen and ahead of Gilles Panizzi. The night was extremely cold from Thursday 20th to Friday 21st, and ignition issues ended the Monte Carlo dream of no fewer than four cars: the three Peugeot 206s and Richard Burns' Subaru. François Delecour, who was 5th overall, told us this story, recalling that four cars in the top 10 failed to start on the Friday morning because of a relatively minor issue, which would have serious consequences. Later, on the Sunday, Tommi Mäkinen won the 68th Monte Carlo Rally for Mitsubishi, with Juha Kankkunen finishing 3rd for Subaru.

That same year, Prodrive sold 'T15 SRT' to Armando Pereira in France, who competed in the French Championship, winning his class at the Rallye Internationale de la Côte Chalonnaise at the Rallye Alsace Sélestat Vosges in 2001, and finishing 1st overall at the Rallye National des Images in 2001. The car also won the Rallye Le Touquet in 2001 driven by Benoît Rousselot. In 2002, in the hands of Alain Vauthier, 'T15 SRT' won the Rallye National Epernay Vins de Champagne the Rallye National des Images for the second time. In 2003, still with Alain Vauthier, the

Subaru secured another win at the Rallye National Epernay Vins de Champagne, while Jean-Pierre van de Wauwer won the 2003 Rallye de la Famenne as part of the Belgium Championship.

Sold in 2004 to Michel Sambourg, 'T15 SRT' was converted to 'gravel' specification in order to compete in the French Gravel Championship which it won after performing consistently all season long. Michel Sambourg kept the car until 2009, still regularly competing in the French Gravel Championship. In 2009, Gilbert Magaud bought 'T15 SRT' and competed with the Subaru in the occasional gravel rally until 2011 when the car finally retired from competition.

Acquired in 2018 by its current owner, whose childhood dream was to own one of the most important rally cars of its era, 'T15 SRT' was in need of a complete restoration after years of competition. The work was carried by VMS Competition, based in the South of France, a company that specialises in rally cars dating from the 1980s to the present day. Completely disassembled, the Impreza underwent extensive restoration with no expense spared, including refinishing in its 2000 Monte Carlo Rally livery. A lot of rare and original parts were found and purchased to complete the car, including carbon fibre seats and the magnesium wheels as used in Monaco 2000. It took almost five years to complete the restoration before the engine was restarted by former Prodrive engineer, Terry Stamper.



This car comes with Prodrive's detailed inspection report, conducted in March 2023, which concludes as follows:

"Based on the inspection and combined with the car's serial numbers, units and life numbers, it can be concluded that Subaru Impreza World Rally Car WRC99.011 (T15 SRT) is a genuine Prodrive built car. Subaru Impreza World Rally Car WRC99.011 (T15 SRT) has undergone a major restoration which has been carried out using all the original parts where possible.

"The car, as inspected, is a standard Subaru WRC bodyshell. The bodyshell itself has had a significant amount of fabrication work which has been carried out to a good standard and in keeping with the homologation for this period of car. Fitment of the non-genuine body panels have become more common and to be expected from the time the car was built to the present day.

"From a visual perspective (the car was not statically run or tested), it is fair to state WRC99.011 (T15 SRT) overall is a very good sound example and with some small minor changes such as: replacing out of life parts (fuel cell, fire extinguishers, seats), correct specification non-copy parts, such as front and rear boot lid.

"The vehicle shows no obvious signs of heavy damage, but where restored any previous damage or repairs required have been carried out to an acceptable standard from what can be seen. Obviously, with a car of this age it would have had and has been subjected to both gravel and tarmac events, so body repairs and general wear and tear would be expected.

Following the details highlighted within the report the vehicle would be representative of the period."

Prospective purchasers can view the accompanying Prodrive Legends report for further details which includes extracts from the works rallies movement schedules, set-up sheets and post-event reports.

Lamp pod lights, a second set of wheels and its programming computer are included as part of the Lot along with FIA Gold book, correspondence from Prodrive dated April 2000 and a GB Certificate of Permanent Export from 2003.



In short: what we have here is a genuine, ex-works Subaru Impreza rally car, driven in period by a future World Champion and certified as genuine by its constructors, Prodrive, which has had numerous modifications made in order for it to remain competitive in the course of a lengthy and varied competition career.

£430,000 - 520,000

€490,000 - 590,000

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.



2. 2000 Monte Carlo Rally
Credit: McKlein

Circa 9,000 miles from new

C.2010 MOSLER MT900S COUPÉ

Registration no. AE10 KZZ

Chassis no. SA9LM2XG36D105002

Engine no. K228450

- *Two owners*
- *Professionally stored for much of its life*
- *Recent service by a recognised specialist*
- *Extensive service history*



Supercar manufacturer Mosler repeatedly grabbed the headlines with a succession of high-profile race wins and road-car performance records following its arrival on the scene back in 1985. The company started out as Consulier, building the Consulier GTP sports prototype, before being reconstituted by bond-trading founder Warren Mosler as Mosler Automotive in 1993. Mosler's first car was the Intruder, a re-bodied Consulier GTP, which proved as successful on the race track as its immediate forebear and likewise ended up being banned by the sport's authorities.

In the late 1990s Mosler teamed up with car designer Rod Trenne and the result was the MT900. First seen in prototype form in 2001, this mid-engined coupé was constructed on a carbon fibre chassis with tubular steel front/rear sub-frames. It was powered by a 5.7-litre LS6 V8 engine as found in the Chevrolet Corvette and other high-performance General Motors products, while the six-speed transmission was sourced from the Porsche 911, suitably adapted to suit the Mosler's mid-engined layout. Scissors-type doors were a feature of the low-drag (0.25 Cd) body.

Keeping weight to a minimum had been a principal aim (the target was 900kg, hence the name) but although the MT900 ended up heavier than anticipated it was nevertheless considerably lighter than rivals such as the Ferrari Enzo, Porsche Carrera GT and Chevrolet Corvette C6. This competitive advantage explains why the production MT900S could out-sprint all three to 60mph and through the quarter-mile despite having 'only' 435bhp at its disposal. The base price was \$189,000 (approximately £121,000 at today's exchange rate) and in December 2006 movie director George Lucas took delivery of the first production MT900S to leave the Florida factory. Further developments included supercharged and 7.0-litre variants. There was also a successful MT900R racing version (also produced in the UK) that finished first in class at Daytona in 2003 and won the British, FIA Tourist Trophy, International Open, Britcar and Spanish GT Championships. Production of the MT900S ceased in 2010 and the company itself ceased to exist in 2013 when its assets were acquired by Rossion Automotive.



One of approximately 20 MT900S models produced, this left-hand drive example had covered only 7,048 miles from new when the first owner offered it for sale at Bonhams' auction at the Goodwood Festival of Speed in July 2013. Purchased there by the current vendor, the car is finished in metallic silver with dark grey quilted Alcantara interior and has the normally aspirated 5.7-litre 435bhp LS6 engine and six-speed manual transmission. Other noteworthy features include power assisted steering, double-wishbone suspension, Penske dampers, adjustable anti-roll bars, servo-assisted Wilwood disc brakes and OZ Racing wheels. Fitted creature comforts include air conditioning, electric windows, electric wing mirrors, alarm/immobiliser and a vehicle tracker.

At time of sale in 2013 the car had just been detailed and has benefited from a recent ECU update by Mosler. From 2015 to 2022 the Mosler was kept in climate controlled storage at Autovolt in Essex and since then has been with Kendall Developments, proprietor Luke Kendall having previously been employed at marque specialist Martin Short's Rollcentre Mosler Europe. Kendall Developments inspected and serviced the car in July 2022, and also fitted an SPA digital dashboard display system (see bill on file for £5,994). New Pirelli P-Zero tyres were fitted all round at an additional cost of £2,220 (bill available).

MoT'd to February 2024, this most exclusive and collectible modern supercar has covered a mere 9,000-or-so miles from new and is described by the private vendor as in very good condition in every respect. A formidable road or track tool, it comes with two keys and two alarm remotes, and is offered with full service history and a V5C Registration Certificate.

£150,000 - 200,000
€170,000 - 230,000

89 Ω N

2009 FERRARI F430 SCUDERIA COUPÉ

Coachwork by Pininfarina

Registration no. J142098 (Jersey, Channel Islands)

Chassis no. ZFFKZ64B000165893

- *Left-hand drive*
- *Less than 7,500 miles on the odometer*
- *Registered in Jersey since 2015*
- *Extensive subsequent service history*



"F1 technology turns the F430 into one of the most exciting road cars we've ever driven. Sensational. Ferrari at its best, and the only road car I've ever driven whose electronic chassis aids behave as if they were pulled from a contemporary racing car." - Autocar.

Introduced in 2004 at the Paris Motor Show, the Ferrari F430 was the latest in the line of V8-engined Ferrari road cars that had begun back in 1973 with the 308 GT4. The F430 was a development of the preceding F360, sharing the latter's aluminium chassis, roofline, doors and window glass, though the body itself had been extensively revised. Styled, as usual, by Pininfarina, the F430 body generated greater downforce without the penalty of increased aerodynamic drag. In styling the F430, Pininfarina referenced some of Ferrari's other great cars, using the Enzo's tail lights and a Testarossa-style driver's-side mirror, while the twin front air intakes recalled the World Championship-winning Tipo 156 Formula 1 car of 1961.

Ferrari continued its recent tradition of offering a track-ready variant of its latest stradale coupé with the F430 Scuderia. In addition to being lighter (it weighed 100kg less than the standard model) the Scuderia produced more power (503bhp) thanks to a revised intake and exhaust, higher compression ratio, and re-profiled piston crowns. The car also featured a faster-shifting Superfast2 semi-automatic gearbox, and bodywork subtly reworked for increased overall downforce. There was also a new traction control system (E-Diff electronic differential) and large carbon ceramic brakes as standard equipment. The legendary seven-time Formula 1 World Champion Michael Schumacher was a key contributor to the new model's development, undoubtedly no small factor in the 430 Scuderia having faster lap times at Fiorano than even the famed Ferrari Enzo!

Autocar reckoned that, despite the track-orientated performance enhancements, the hardcore Scuderia was a better road car than the F430 it was based on: "Ride comfort is outstanding given the track potential, the motor is more flexible and the transmission smoother. Ferrari claims that the car will hit 62mph in under 3.6sec (seems a touch optimistic, but then that gearshift is just so fast) and tops-out at 198mph."



Registered in Jersey since 2015, this left-hand drive Ferrari F430 Scuderia was purchased by its current owner in November 2018. The Jersey registration document notes that the car was previously registered in Germany. The car comes with extensive service history with Meridien Modena of Lyndhurst, Hampshire dating back to 2016, and was last serviced (locally in Jersey) on 1st April 2021 at 7,284 miles, with a recent check over on 20th February 2023 at 7,382 miles.

£100,000 - 140,000

€110,000 - 160,000

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.



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1930 INVICTA 4½-LITRE SERIES 'A' HIGH CHASSIS TOURER

Coachwork by Corsica

Registration no. FB 8906

Chassis no. A91

Engine no. 7358

- *One of the fastest sporting cars of its day*
- *Rare early example*
- *Present ownership since 2013*
- *Restored with no expense spared*
- *Eligible for VSCC and other prestigious events*



Invicta cars quickly established a reputation for outstanding durability, bolstered by the award of the RAC's coveted Dewar Trophy in 1926 and 1929, largely for the marque's successes in long-distance reliability trials, including a 10,000-mile 'around-the-world' trip by sisters Violette and Evelyn Cordery, who also completed a '30,000 miles in 30,000 minutes' trial at Brooklands.

In 1928, Invicta introduced a new 30hp model powered by the ubiquitous Meadows 4½-litre six, which was first shown to the public at the Olympia Motor Show in October. The gearbox and rear axle were strengthened on the 4½ and a pressed channel-section cross member fitted behind the gearbox, replacing the previous small-diameter tube. Finished to Rolls-Royce standards, the 4½-litre chassis cost a staggering £985 at a time when the average UK house price was £590! It would go on to form the basis of the successor NLC, Type A, and famous S-Type 'low chassis' sports model.

Like most low-speed engines, the Meadows six produced ample torque in the lower and middle speed ranges. Indeed, the Invicta can be throttled down to 6-8mph in top gear and will then accelerate rapidly and without fuss, still in top gear, when the accelerator is depressed. The acceleration figures given by the contemporary motoring press speak for themselves on this subject. Indeed, in 1930 the Cordery sisters drove their '30,000 miles in 30,000 minutes' high chassis tourer from London to Edinburgh in top gear. This same car was then driven by Donald Healey in that year's Alpine Trial, winning its class.

The 4½-litre Invicta had few equals as a very fast but comfortable high-speed touring car, its greatest appeal being an ability to cover big mileages at high average speeds with no strain, either to driver or the machinery. (The high chassis cars are, arguably, more comfortable and better suited to long-distance touring than the low chassis models.)

An early Type A, the Invicta 4½-litre offered here carries four-seat open tourer coachwork by the London-based coachbuilder Corsica, a company that allowed its customers considerable freedom in determining the design of their cars. Throughout the 1930s, Corsica specialised in producing sporting bodies for quality makes including Alfa Romeo, Mercedes-Benz, Rolls-Royce, Lea Francis, Frazer Nash and, of course, Invicta.

The immediately preceding owner purchased this car from Bonhams' dispersal sale of The West Collection in Devon in 1998. It had previously been bought for The West Collection from a Peterborough enthusiast and saw little use during its time in Devon. Unfortunately, the car's history was misplaced while in The West Collection,

The aforementioned former owner embarked on an extensive seven-year restoration programme, stripping the coachwork to bare metal and repainting the car in black. All chromework was re-plated and the interior re-trimmed in red hide, while a new hood, hood envelope and tonneau cover in double duck were fitted, together with new carpets.



The radiator was re-cored and plated by Oldham Radiators; the engine re-bored and new pistons fitted; the con-rods re-metalled; and the cylinder head rebuilt. A new clutch and clutch stop linings were fitted and the gearbox overhauled with a new third gear by respected Irish engineer, the late Clive Mew. The rear axle was checked and fitted with modern axle shaft seals; all brakes relined; new king pins and bushes fitted; the electrics rewired; and a new speedometer cable fitted. New tyres and tubes completed the picture.

Following the restoration's completion, the Invicta had covered approximately 3,500 miles with distinction, participating in two of the prestigious Irish Veteran and Vintage Car Club's Gordon Bennett Rallies in Ireland where it then resided, before being offered for sale at Bonhams' auction at the Goodwood Revival meeting in September 2013 (Lot 234) where it was purchased by the current vendor, a member of the Invicta Owners' Club.

Works carried out since 2014 have included rebuilding the engine; rewiring the electrics; and overhauling the gearbox, clutch, prop shaft, differential, rear axle, suspension, shock absorbers, magneto, dynamo, distributor and steering, while the lubrication system has been updated with a full-flow oil filter. Some £30,000 has been spent over the last nine years. An extensive photographic record (on USB stick) and bills for the rebuild are on file.

The vendor advises us that the car has excellent leather upholstery, good carpets, good tyres, good hood, serviceable tonneau, very good bodywork, and a new battery and ignition coil. The car is used often and is said to be extremely good to drive: fast, reliable, handling well, and very handsome. 'FB 8906' was raced at the Spa-Francorchamps Classic weekend in 2017 and also at Vintage Prescott, and has attended numerous other Classic and Vintage events (photographs on file). This car would have been an excellent entry for the 72nd Pebble Beach event at Monterey on 20th August 2023; however, the planned special class for Invictas has been postponed until 2025. Other events attended include the following:

March 2016 Goodwood Tour, May 2017 VSCC Suffolk Tour, May 2018 VSCC Suffolk Rally, 2017, 2018, 2019 Oily Rag Club Rallies, May 2019 VSCC Suffolk Tour, June 2019 Invicta Club Salisbury Rally, July 2019 Heveningham Hall, September 2022 Glemham Hall, 2016, 2018 and 2022 Ufford

Accompanying documentation includes a VSCC 'Buff Form' (issued August 2014) and a V5C Registration Certificate, and the car also comes with a workshop manual, starting handle, hood bag, tools (if required) and a few minor spares. A wonderful opportunity to own a rare early example of this important Vintage-era British sporting car.

£140,000 - 190,000
€160,000 - 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.

1978 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Registration no. ECA 822S
 Chassis no. V8/11803/RCAS
 Engine no. V/540/1803/S

- Automatic transmission
- Present ownership for 20 years
- An older restoration
- Recently re-commissioned



Always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4.0-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but nobody complained when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds and had a top speed of 160mph: a staggering performance in those days and one fully justifying the claim that it was the fastest production car in the world.

Company Developments' acquisition of Aston Martin in 1972 ushered in a change of name: out went DBS V8, in came AM V8. Boasting electronic ignition and air conditioning as standard, the restyled Series 2 now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Introduced in 1973, the Series 3 employed a quartet of Weber 42 DCNF carburettors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and necessitating a larger bonnet bulge. Despite the switch, fuel economy improved and even in automatic-transmission form the Weber-equipped car proved almost as quick as the preceding manual version.

The vendor has owned this automatic transmission V8 for the last 20 years. Extensive restoration work had been carried out in 1992/1993 just before he purchased the car: bare-metal windows-out re-spray following replacement of the sills; lower front and rear wings; and rear suspension pickup points. During the vendor's ownership the steering rack and brake callipers have been overhauled, while recent re-commissioning included reconditioning the brake servo and master cylinder; changing the engine and gearbox oil/filter; and general servicing/making good. The car further benefits from the fitting of a JMB uprated water pump; an uprated alternator with integral regulator; a Taylor Engineering auxiliary electric vacuum pump for the braking system; and exchange Lucas spot lamps.

The vendor advises us that the chassis has been rust-proofed by Before 'n After, and that the paintwork is good but would benefit from a re-spray. The interior likewise would benefit from improvement. Accompanying paperwork consists of recent bills; MoTs for the period 2003-2018; itemised record of general work for the period 1985-2002; current MoT; and a V5C document.

£60,000 - 80,000
€68,000 - 91,000

1959 JAGUAR XK150 3.8-LITRE 'S SPECIFICATION' FIA COUPÉ

Registration no. 799 JDV

Chassis no. 824785DN

Engine no. V6490-8

- Built by Brian Stevens of XK Motorsport 2016-2018
- No expense spared
- Present ownership since 2018
- Raced at Le Mans, Spa Francorchamps, and Snetterton since acquisition
- FIA HTP's valid to 31/12/2028



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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output in standard trim was identical to that of the XK140 so performance was little changed. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150 'S'. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in 'SE' (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

In the autumn of 1959 the XK150 became available with the 3.8-litre engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests. The 3.8-litre 'S' is one of the rarest of the family with only 282 built out of a total XK150 production of 9,395 cars.

This XK150 Competition Coupé had already been fully restored with no expense spared when our vendor purchased it from Brian Stevens of XK Motorsport in 2018. Brian had constructed the car during the period 2016 to 2018 for his own personal use, but due to a change in circumstances sold it to our vendor in un-raced condition. The car comes with records of the three events it has competed in since: Snetterton 300 (2018); Le Mans Classic (2018); and the Spa Summer Classic (2019). Described by the private vendor as in generally excellent condition, the car is offered with restoration bills; a UK V5C registration document; and an FIA Historic Technical Passport valid to 31/12/2028.

£70,000 - 90,000
€80,000 - 100,000

93

**1969 JAGUAR E-TYPE SERIES II
4.2-LITRE ROADSTER**

Registration no. HDS 242G

Chassis no. 1R10082

Engine no. to be advised

- *Delivered new to New York, USA*
- *Left-hand drive*
- *Manual transmission*
- *Extensively restored between 2013 and 2015*
- *Circa 1,000 miles since completion*
- *Present ownership since 2015*





This beautifully restored Jaguar E-Type Roadster was manufactured on 16th July 1969 as a left-hand-drive model with manual transmission, and left the factory finished in British Racing Green with Cinnamon leather upholstery. It was dispatched to Jaguar Cars New York, returning to the UK in 2012.

Professionally restored between 2013 and 2015, the car was stripped to a bare shell in preparation for a complete body restoration and a respray in its original colour. It was also fitted with a new Sage Green leather interior at the same time, in addition to a new matching green hood. The engine was also stripped and rebuilt, and this work is said to have included a re-bore, new pistons, a new crankshaft, and a cylinder head overhaul. The gearbox and rear axle were also refurbished, the wiring replaced, and new brake discs and calipers fitted all round, together with a stainless-steel exhaust system.

Estimated to have covered fewer than 2,000 miles in total since being completed, the car has been in the vendor's care since May 2015. He has used it sparingly since but has undertaken the usual post-restoration snagging, so it is said to be running beautifully. Exempt by virtue of its age, the E-Type does not have a current MoT certificate. The recent Vehicle History Check confirms its status as an imported car, and the E-Type also comes with a current V5C registration document. It is hoped that a Jaguar Heritage Certificate will have been obtained by time of sale.

This is a good looking example of a perennially popular model, beautifully finished and boasting an unusual - and unusually attractive - colour scheme. Carefully shaken down over the past few hundred miles, this professionally restored, left-hand drive Jaguar E-Type is running well and ready to thrill and delight its new owner, both here and abroad.

£70,000 - 80,000
€80,000 - 91,000

Circa 4,300 miles from new

1977 PORSCHE 911S 2.7-LITRE COUPÉ

Registration no. TRJ 394R

Chassis no. 9117201624

Engine no. 6272893

- *Delivered new to the USA*
- *Single ownership from 1977 to 2014*
- *One UK owner since importation in 2018*
- *Serviced by JZM Porsche (bills available)*
- *One of the most original examples of its type still in existence*



The first of countless up-grades to Porsche's perennial 911 came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the air-cooled, 'flat six' engine underwent the first of many enlargements: to 2.2 litres. In 1974 all 911 variants received the 2.7-litre unit, hitherto reserved for the Carrera, when the latter went to 3.0 litres. Although in non-Carrera tune the 175bhp (DIN) 2.7-litre unit made slightly less power than the old '2.4', it had been skilfully reworked to produce significantly more torque over a much wider rev range while offering noticeably improved acceleration. Coupled to tolerance of low-lead petrol, vastly superior fuel consumption and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer. By 1977, when this J-programme car was made, maximum power output of all non-Carrera models had been standardised at 165bhp regardless of the destination market (including California).

This manual-transmission 2.7-litre Porsche 911S Coupé was sold new to Mr Kerry Bahl on 21st May 1977 through Carlson Porsche of Palo Alto, California, and has the exhaust re-circulation anti-smog device fitted to Californian models of this period. Remarkably, the car remained with this same owner until 2013, by which time its odometer displayed just 3,700 miles. According to our vendor, the car was used sparingly to trips to the local golf club over Mr Bahl's 40+ year ownership. The file contains the original validated registration cards in Mr Bahl's name for every year from 1977 to 2009, and is offered with the original service books.

Porsche Club California stickers show 25 years and 35 years respectively. The original US-specification headlights and all indicators are included in the sale, and the car also comes with a tailored dust cover. The car even comes with its original date-marked tyres!

In 2014, at 3,700 miles, the Porsche was imported into Europe by a well-known European dealer, as evidenced by the accompanying purchase invoice from Mr Bahl (Certificat d'Acquisition on file). Sold to a collector in the South of France, the car was imported into the UK in January 2018 and sold to our vendor by one of the leading UK Porsche experts JZM Porsche in August of that year. The car was re-commissioned and sold to our vendor with a 12-month warranty. JZM also carried out a comprehensive paint thickness survey, which determined that all paint was original, and no panels had been resprayed.

There are bills on file for JZM's servicing in 2018 totalling over £5,000. The sales invoice and subsequent service work states from JZM's that the car is a 'Totally Original, Un-restored Survivor Example'. Interested parties should note, that other than the registration validation cards, and statements from JZM there are no mileage records on file. The odometer reading is now 4,300 miles, the condition substantiates the mileage only and the car must be seen to be appreciated. Presented in exceptional condition, this exceptionally original Porsche 911S must be one of the most original of its type still in existence

£80,000 - 120,000
€91,000 - 140,000

95 * N

1955 ASTON MARTIN DB2/4 3.0-LITRE DROPHHEAD COUPÉ PROJECT

Registration no. not UK registered (IRL)

Chassis no. LML/937

Engine no. VB6J/421

- One of only 73 DB2/4 Drophead Coupes
- Delivered new to the Republic of Ireland
- Present family ownership for 50 years
- Offered for restoration



The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space, the latter being accessed via a hatchback rear door - one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor.

Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle. The W O Bentley-designed, 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-litre, 140bhp engine in 1954. The car's top speed was now 118mph, with 60mph reached in around 11 seconds. DB2/4 production had amounted to 565 cars by the time of the MkII's introduction in October 1955, only some 73 of which were drophead coupés.

This DB2/4 drophead was delivered new to the Republic of Ireland via Grange Garages in April 1955 and first owned by F B McCormick Esq of County Wicklow. The accompanying copy guarantee form lists the original colour scheme as Moonbeam Grey with red Connolly leather trim and matching hood. The vendor's father has owned the Aston for approximately 50 years, during which time it has been in storage. A most rewarding project, the car is offered for restoration and sold strictly as viewed.

£70,000 - 120,000

£80,000 - 140,000

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

**1965 FORD MUSTANG
COMPETITION SALOON**

Chassis no. 5R07C249672

- Built in 2017 by Alan Mann Racing
- Faithful replica of the famous Alan Mann Mustang 'DPK 6B'
- Fully legal Mathwall 430bhp engine
- All the latest Alan Mann Racing developments
- Driven by Dario Franchitti at the 78th Goodwood Members Meeting



1. The Mustang being enjoyed in competition.

2. On the grid, 78th Goodwood Members Meeting, October 2021



This fabulous example of a 1965 Mustang race car was commissioned and built in 2017 by Alan Mann Racing as a faithful replica of 'DPK 6B', one of the three famous Mustangs commissioned by Ford and campaigned by Alan Mann Racing in the early 1960s. The sole surviving Alan Mann Mustang, 'DPK 5B', won the Tour Auto, and subsequently Roy Pierpoint used 'DPK 6B' to win the 1965 British Touring Car championship. Unfortunately, the original 'DPK 6B' was subsequently destroyed in an accident at Silverstone in the 1970s, so this car is an evocation of Pierpoint's Mustang.

Henry Mann took on the challenge to build this replica of 'DPK 6B' and found a superb rust-free Californian bodyshell. According to Henry, this was the best Mustang 'shell' that he has ever found to build a race car. The car was stripped and completely rebuilt to a very high standard with a fully legal Mathwall 430bhp engine, while incorporating all the Alan Mann modifications to make this car highly competitive. The interior is very original and incorporates original fitments such as a Halda rally clock.

This Mustang was invited to compete at Goodwood in the 78th Members Meeting where it was driven by Dario Franchitti, performing very well until it was unfortunately black-flagged due to a loose exhaust.

This superb example of an FIA-specification Mustang has never been damaged and is ready to race. It has top quality equipment and the pedigree of having been built and maintained by Alan Mann Racing, incorporating all their latest tweaks. The car also comes with a full set of steel wheels, the same as those that it would have been raced with in period. The exhaust system was fabricated by Xero exhausts and the car comes with open Goodwood tail pipes and a silenced less than 105db system.

£70,000 - 80,000
€80,000 - €100,000

1974 ASTON MARTIN V8 SPORTS SALOON

Registration no. XYY 307M
Chassis no. V8/11120/RCA
Engine no. V/540/1120

- Formerly owned by John Goldsmith of Goldsmith & Young
- Rare electric sunroof
- Automatic transmission
- Various Vantage-style upgrades



This Aston Martin V8, known as 'Growler', has an interesting history and benefits from the long-term ownership of a marque aficionado (36 years less five or six years when it was entrusted to the customer who funded a comprehensive restoration and upgrade programme). It was owned and restored by John Goldsmith, proprietor of Goldsmith & Young Ltd and a former chairman of the Aston Martin Owners Club, who ran the Aston Martin Racing Team for more than a decade.

Other than having a high specification: electric windows, mirrors, locks and a very rare factory electric sunroof, little is known about the car's early life until John Goldsmith, who was running a specialist Aston Martin garage in Battersea, acquired it for his personal use in the early 1980s.

In the early 1990s one of John's clients saw the car and agreed to purchase it if Goldsmith & Young - by then established in Mere, Wiltshire - would completely restore and upgrade it to quasi-Vantage specification. The works included a mechanical rebuild and upgrade: engine, gearbox and suspension; new sills and body preparation; a repaint in Azzurro Angelico Argentio; and a re-trim in the original soft blue leather with dark blue carpets. Vantage upgrades incorporated include the front grille, driving lights, bonnet scoop, and tail spoiler, while the gearbox's change and kick-down points have been altered for a more sporting performance.

Fitted with a handling kit and a high-stall torque convertor, the result is an outstanding driver's car; so good that John insisted on first refusal if the new owner ever wanted to sell. John Goldsmith reacquired the Aston in the late 1990s and kept it for another 20 years before parting with it in 2016. Before sale, it was fitted with an overhauled automatic gearbox and new brake servos. A new air conditioning pump was fitted also. Since then, the car has been well maintained but has seen very little use. Its condition testifies to the quality of the original restoration: the paintwork is bright; the interior is comfortable and pleasant, with virtually no signs of wear; and the attention to detail shines through when one sees how clean the car's underside is, boasting a profusion of lock-wired nuts to race-preparation standard.

More recently (in 2018) the car benefited from works carried out by Nicholas Mee: alternator; belts replacement; fuel tank vent hose overhaul; attention to brakes, etc at a cost of £2,400 (bill on file). Additional paperwork includes expired MoTs (x17); correspondence; build details; instruction book; service book (one stamp by Goldsmith & Young in 2016); a V5C document; and MoT to October 2023.

£75,000 - 100,000
€85,000 - 110,000

1990 FERRARI TESTAROSSA COUPÉ

Registration no. G665 OKY

Chassis no. ZFFAA17B000083359

Engine no. 20076

- *Delivered new to Italy*
- *Circa 27,800 Kilometres (17,300 miles) from new*
- *Imported into the UK in 2015*
- *Present ownership since 2017*



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.

A matching engine and chassis number example, the Testarossa we offer is a 1990 left-hand drive model originally sold in Italy. Delivered to its new owner on 13/06/1990 through Adelmauto, Palermo. It is finished in the classic combination of Rosso Corsa with nero interior and is in original condition (including the exhaust system) having covered only some 27,790 kilometres (17,300 miles) from new. The early Italian history are supported by invoices within the cars history file.

The Ferrari was imported into the UK in 2015. During its time in the UK, it was serviced by Riverside Performance Engineering on 17/09/2015 (24,919km). It was purchased in 2017 by our vendor, the car received a further service by Ferrari specialists SMDG (25,019 km) and then by Bob Houghton on 21/02/2019 (26,587kms). In 2021, a clutch change was undertaken by Perfect touch (£3,900), and then again belts and a major service by DK Engineering on 05/08/2021 (27,414km) at a cost of £6,626. It has covered some 300 km since these major works.

During photography it was noted that the front boot struts were beginning to weaken. Interested parties should note that the car will be supplied with 2 new front boot struts to be fitted by the new owner. This very well-presented Testarossa benefited from a detail by classic showcase in March 2023. Complete with the original books, warranty booklet, spare wheels and tool leather pouch.

£100,000 - 120,000
€110,000 - 140,000

1928 ALFA ROMEO 6C 1500C NORMALE TOURER

Coachwork by Vanden Plas

Registration no. UC 1819

Chassis no. 0110757

Engine no. 0110757

- *The oldest known surviving 6C 1500*
- *First owned by Archibald Macnabb, Chief of Clan Macnabb*
- *Only two owners from new*
- *Present ownership since the 1950s*
- *Professionally restored 2014-2017*



It was Enzo Ferrari, no less, who persuaded Vittorio Jano to leave FIAT's racing department and join him at Alfa Romeo. One of the most gifted and influential automobile engineers of all time, Jano would not only supervise Alfa Romeo's Grand Prix racing programme but also design its road cars. This happy state of affairs resulted in the latter emerging as some of the most exciting of their day, establishing the Milanese marque's reputation for producing sporting driver's cars second to none.

Jano arrived at Alfa in 1923 and by the following year had produced one of the most fabulous racing automobiles of all time: the legendary P2. As well as bringing Alfa much valuable publicity by virtue of its outstanding Grand Prix successes, the P2 provided the basis for Jano's first production model. Announced in 1925 but not produced for another two years, the 6C 1500 was designed as a fast touring car combining light weight with sparkling performance. The latter was achieved courtesy of a 1,487cc inline six-cylinder engine based on the P2's straight eight and producing 44bhp in single-overhead-camshaft Normale form. The cylinder head was non-detachable, being cast in one piece with the cylinder block, and a four-blade fan was driven from the front of the camshaft via a friction clutch. The crankshaft ran in five main bearings and also drove, via a cross-shaft, the water pump and dynamo. Two chassis lengths was offered: 4,052mm (wheelbase 3,100mm) for six- or seven-seater coachwork, or 3,822mm (wheelbase 2,900mm) for four-seaters.

Twin-overhead-camshaft Sport and supercharged Super Sport models followed, the latter being the first of its type to feature the classic open two-seater coachwork by Zagato that is forever associated with sporting Vintage-era Alfas. The 1500's competition career, aided by its mechanical longevity, extended far beyond its production, which ceased in 1929 on the arrival of the 6C 1750.

This 1500C carries its original Vanden Plas four-seater open touring body on the short (Corto) chassis. It is the earliest known 6C surviving. The car currently belongs to the second owner, who purchased it from the first, Mr Archibald Macnabb (22nd Chief of Clan Macnabb) in the late 1950s. Born on 1st December 1886, Archibald Corrie Macnabb spent his entire professional career in the Indian Civil Service, commencing in 1911. He purchased the Alfa new in the UK in 1928 and is said to have driven it overland to India. Indeed, the car still carries a 1942 tax disc from the Punjab! The Alfa and its owner returned by sea from India in the late 1940s. Archibald Corrie Macnabb died on 13th November 1970.

A body-off rebuild of the Alfa commenced in 2014 and was completed in 2017. The works included a complete engine overhaul: line boring, re-boring, modern con-rods and pistons, oil pump modification, etc, all carried out by Jim Stokes Workshops. The gearbox, axle and wheels have also been rebuilt, and a different final drive ratio fitted that is more suited to present-day driving. The upholstery of the body and the all-weather gear were carried out by James Pearce Engineering. Very few miles have been covered since the project's completion in 2017, and some light recommissioning work was carried out by Milford Engineering in 2022.

Accompanying documentation includes an old-style buff logbook (issued 1947) and a current V5C, the latter listing the second owner's daughter as keeper. Reference to this important car is made in marque authority Angela Cherrett's book, Alfa Romeo Tipo 6C (see file).

£70,000 - 90,000**£80,000 - 100,000**

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.

100

1973 BUICK RIVIERA 'BOAT TAIL' COUPÉ

Registration no. FWX 410L
Chassis no. 4Y87U3H477102

- Rare 'boat tail' model
- Imported from the Lebanon in 2021
- Interior and paintwork restored in 2020
- Steel sunroof added



Founded in 1903 by Scottish-born inventor David Dunbar Buick, the Buick Motor Company was acquired by William C Durant's General Motors in 1908, slotting into the GM empire between the expensive Cadillac and cheaper Chevrolet ranges. A new introduction for 1963, the Riviera was Buick's new 'personal car', the evocative name - first used in 1949 - suggesting its intended playground was the South of France.

The example offered here belongs to the 3rd Generation (1970-1973) Riviera, its arrival marking a radical redesign and the adoption of dramatic 'boat tail' styling, penned by Jerry Hirshberg under the supervision of GM's master stylist, Bill Mitchell. Unlike its smaller predecessors, the new Riviera used GM's full-size 'B' platform. There was only one engine available: Buick's 455ci (7.5-litre) V8 producing 315bhp gross (around 250bhp net) in standard trim. There was a mild makeover for 1972 and then a more extensive facelift for 1973, when the Riviera received a new front end and a shorter, blunter rear deck.

Notable standard features included Accu-Drive front suspension; variable ratio power steering; power brakes with front discs; automatic climate control; and Max Trac, the latter an early traction control system. The Riviera's controversial 'boat tail' styling was gone when the 4th generation arrived for 1974, making the uniquely styled three-years-only 3rd Generation all the more collectible.

The Buick Riviera we offer comes from long-term ownership in Lebanon, the private collector subsequently moving his collection to the UK and Europe. The private vendor advises us that the paintwork and interior were restored in 2020 and a steel sunroof added, before the car came to the UK in 2021. The restoration involved a bare-metal re-spray and interior re-trim in leather using hides from the UK. No bills are available as the work was carried out by the owner's in-house team. Accompanying paperwork consists of a V5C document and an American Auto Club UK dating certificate and confirmation of identity.

£28,000 - 35,000
€32,000 - 40,000

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The 1931 Show Model

1931 BROUGH SUPERIOR 998CC SS100
£150,000 - 180,000 *

* For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](https://www.bonhams.com/buyersguide)

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PREVIEW

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Rare Crystal Casserite Black Example

2007 MERCEDES-BENZ SLR MCLAREN 722 EDITION

€300,000 - €500,000 * (No Reserve)

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**1973 PORSCHE 911 CARRERA
RS 2.7 TOURING**

Chassis no. 9113600240

CHF 380,000 - 450,000 *

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AUCTIONEERS SINCE 1793



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'41 DPX' – *The ex-Peter Sellers/
The Wrong Arm of the Law*

1961 ASTON MARTIN DB4GT COUPÉ

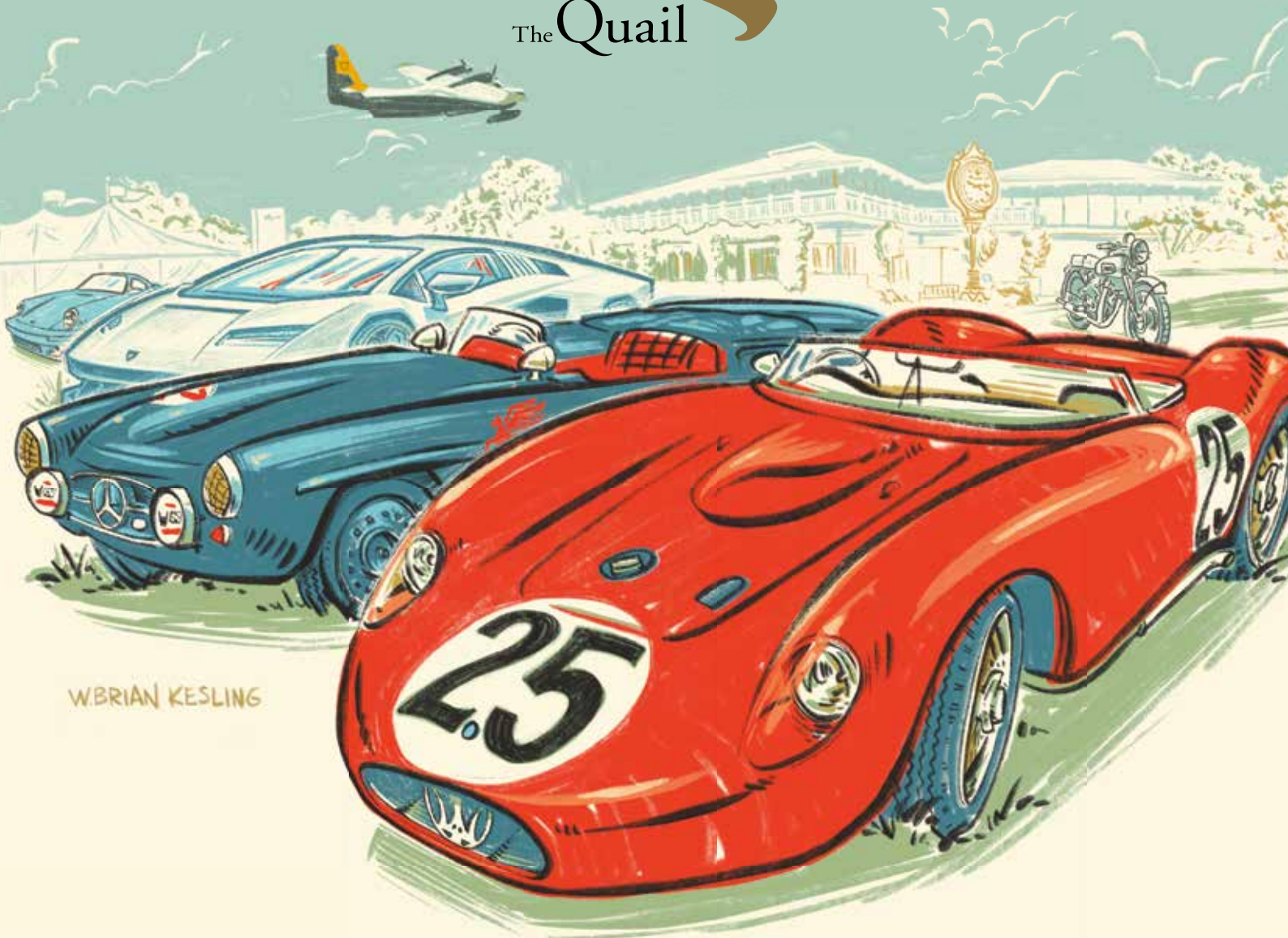
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RIISING STAR AWARD - EVENT



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Peter Collins



Race Meetings

22 April - Silverstone Race meeting
and AutoSOLO

18 June - Cadwell Park

9 July - Donington Park Race meeting
and AutoSOLO

26 August - Mallory Park

Sprints and Hillclimbs

30 April - Curborough Speed Trials

21 May - Wiscombe Park Hill Climb

5 & 6 August - Prescott Hill Climb

9 & 10 September - Loton Park Hill Climbs

23 September - Prescott Long Course Hill
Climb

Join Us

Enjoy your Vintage car with the VSCC.

No car? No problem. You can marshal, compete or spectate. Everyone with an interest in vintage and historic cars is welcome. Join us at any of our events to experience historic motorsport at its friendliest.

For more information join us at one of our events this year, further details available at vscc.co.uk



Use it. Drive it. Love it.

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 equaling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will 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

In order to bid online in a *Sale*, you must be 18 or over and you must register to bid via the *Bonhams* App or www.bonhams.com. Once you have registered, you should keep your account details strictly confidential and not permit any third party to access your account on your behalf or otherwise. You will be liable for any and all bids made via your account. Please note payment must be made from a bank account in the name of the registered bidder.

Individuals: Enter your full name, email, residential address, date of birth and nationality and provide a valid credit card in your name which will be verified via Stripe before you are able to bid. If your credit card fails verification, you will not be permitted to bid and you should contact Client Services for assistance. We may in addition request a financial reference and/or deposit from you prior to letting you bid. If you are bidding as agent on behalf of another party, you agree: (i) to disclose this fact to Client Services; (ii) to provide such information as we require to enable us to complete our identification and anti-money laundering checks on that third party; and (iii) where your bid is successful, you are jointly and severally liable with that other party for the full amounts owing for the successful bid. Where you are the successful bidder for any *Lot* with a hammer price equal to or in excess of £5,000/\$10,000/HKD50,000/AUS\$10,000 depending on the jurisdiction and currency of the *Sale*, and if you have not provided such documents previously, you will be required to upload or provide to Client Services your Government issued photo ID and (if not on the ID) proof of your address before the *lot* can be released to you. We reserve the right to request ID documentation from any bidder or successful buyer regardless of these thresholds and to refuse to release any purchased

lot until such documentation is provided.

Companies: You must select the option to set up a business account and then provide your full name, email, residential address, date of birth and the full name of the company. You must provide a credit card for verification either in your name or the name of the company but payment must be made from an account in the company's name. If your credit card fails verification, you will not be permitted to bid and please contact Client Services for assistance. We may in addition require a bank reference or deposit prior to letting you bid. For all successful bids, we require the company's Certificate of Incorporation or equivalent documentation confirming the company's name and registered address, documentary proof of each beneficial owner owning 25% or more of the company, and proof of your authority to transact before the lot can be released to you. We reserve the right to request any further information from any bidder that we may require in order to carry out any identification, anti-money laundering or anti-terrorism financing checks conducted by us. We may at our discretion postpone or cancel your registration, not permit you to bid and/or postpone or cancel completion of any purchase you may make.

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. Bonhams undertakes Customer Due Diligence (CDD) into its Sellers and Buyers as required by the Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 ("the Regulations"). Bonhams' interpretation of the Regulations and Treasury Approved Industry Guidance is that CDD under the Regulations is not required by Buyers into Sellers at Bonhams auctions or vice versa.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the Lot being knocked down to the Buyer, a *Contract for Sale of the Lot* will be entered into between the Seller and the Buyer on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the Catalogue. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as Auctioneers and the Buyer. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the Catalogue. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the Catalogue in case you are the successful Bidder including the warranties as to your status and source of funds. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the Catalogue and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this Sale.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the Buyer in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and Expenses are also payable by the Buyer as set out in the *Buyer's Agreement*. All the sums payable to us by the Buyer are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by Buyers on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £500,000 of the *Hammer Price*
12% from £500,001 of the *Hammer Price*

(b) Automobilia
27.5% of the *Hammer Price* on the first £20,000; plus
26% of the *Hammer Price* from £20,001 and up to £700,000; plus
20% of the *Hammer Price* from £700,001 and up to £4,000,000; plus
13.9% of the *Hammer Price* above £4,000,001

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 UK: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). Buyers from outside the UK: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a Buyer, having registered under a non-UK address, decides that the item is not to be exported from the UK, then he should advise Bonhams immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and Expenses to us) in full before making a bid for the Lot. If you are a successful Bidder, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Payments made by anyone other than the registered Buyer will not be accepted. Bonhams reserves the right to vary the terms of payment at any time.

Bonhams' preferred payment method is by bank transfer.

You may electronically transfer funds to our Account. If you do so, please quote your paddle number and invoice number as the reference. Our Account details are as follows:

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Account Name: Bonhams 1793 Limited
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

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

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

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

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

Debit cards issued in the name of the Buyer (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Credit cards issued in the name of the Buyer (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department. We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any Lot at our discretion while we complete our investigations, and to cancel the Sale of any Lot if you are in breach of your warranties as Buyer, if we consider that such Sale would be unlawful or otherwise cause liabilities for the Seller or Bonhams, or would be detrimental to Bonhams' reputation.

10. COLLECTION AND STORAGE

The Buyer of a Lot will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the Buyer). For collection and removal of purchased Lots, please refer to Sale Information at the front of the Catalogue. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a Lot, the storage of a Lot and our Storage Contractor after the Sale are set out in the Catalogue.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums-cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the Lot. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations when exporting these items outside the UK. These regulations may be found at: <https://www.gov.uk/guidance/apply-for-cites-permits-and-certificates-to-trade-endangered-species#how-to-apply> or may be requested from: Enquiries: wildlife.licensing@apha.gov.uk Applications: CITESapplication@apha.gov.uk Address: UK CITES Management Authority Centre for International Trade Horizon House, Deane Road, Bristol BS1 5AH 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.

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 *o*-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 'S5B' 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 DEBRA 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 Kutichinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutichinsky

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 Kutichinsky

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 certainly 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 certainly 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 fall 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 – Châteaueu 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 This lot contains one or more regulated plant or animal species and is subject to CITES regulations. It is the buyer's responsibility to investigate such regulations and to obtain any necessary import or export certificates. A buyer's inability to obtain such certificates cannot justify a delay in payment or cancellation of a sale.
- 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.
- O The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an

irrevocable bid by a third party, who may make a financial gain on a successful Sale or a financial loss if unsuccessful.

▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.

⊕ This lot contains elephant ivory and is therefore subject to both CITES regulations and the UK Ivory Act 2018. It has been registered or has an exemption certificate allowing it to be offered for sale and sold under the provisions of the Ivory Act 2018. Property containing African elephant ivory cannot be imported to the USA. The EU and the UK have in place wide-ranging restrictions on dealing with property containing elephant ivory, including restrictions on import and/or export. It is a buyer's responsibility to obtain any export or import licences, certifications and any other required documentation, where applicable. *Bonhams* is not able to assist buyers with the shipment of any lots containing elephant ivory into the US, the UK or the EU. A buyer's inability to export or import these lots cannot justify a delay in payment or cancellation of a sale.

•, †, *, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

BUYERS SALE CONTRACT WITH SELLER

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 WARRANTIES AND 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 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;

2.1.6 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue* or on the *Bonhams* website, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue*.

3 DESCRIPTIONS OF THE LOT

3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which

the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.

3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

5.1 Risk in the *Lot* passes to you 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.

5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) 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*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

6 PAYMENT

6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.

6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay in full any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *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* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.

7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyer's Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.

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.

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*.

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.

8 FAILURE TO PAY FOR THE LOT

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):

8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for your breach of contract;

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; to retain possession of the *Lot*;

8.1.3 to remove and store the *Lot* at your expense;

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;

8.1.6 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;

8.1.7 to repossess the *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; 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;

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

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.

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.

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.

9 THE SELLER'S LIABILITY

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*.

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 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 its 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* and following completion of our enquiries pursuant to paragraph 3.11;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.
- 2 PERFORMANCE OF THE CONTRACT FOR SALE**
- You undertake to us personally that you will observe and comply with all our obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.
- 3 PAYMENT AND BUYER WARRANTIES**
- 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*: the *Purchase Price* for the *Lot*;
- 3.1.1 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
- 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with *VAT* on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to *VAT* at the appropriate rate and *VAT* will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and *VAT* and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.
- 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, Russia, and Syria); and further
- 3.8.3 that the property you purchase will not be transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority.
- 3.9 You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.
- 3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:
- 3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;
- 3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;

- 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;
- 3.10.4 items purchased by you and your Principal through *Bonhams* are not being transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority, or 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
- 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.
- 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.
- 4 COLLECTION OF THE LOT**
- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us; in cleared funds, everything due to the *Seller* and to us, 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.
- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting 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 paragraph 4.2. These storage fees form part of our *Expenses*.
- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- 5 STORING THE LOT**
- We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale* Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 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.
- 6 RESPONSIBILITY FOR THE LOT**
- 6.1 Title (ownership) in the *Lot* passes to you (i) on payment of the *Purchase Price* to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
- 6.2 Please note however, 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*.
- 7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS**
- 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*):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the *Lot*;
- 7.1.3 to remove, and/or store the *Lot* at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) and/or damages for breach of contract;
- 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;
- 7.1.6 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless you buy the *Lot* as a *Consumer*) 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 *Lot* or part thereof;
- 7.1.7 to sell the *Lot Without Reserve* by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;
- 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 *Sale*) until all sums due to us have been paid in full;
- 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;
- 7.1.10 on three months' written notice to sell, *Without Reserve*, 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 *Sale*) and to apply any monies due to us as a result of such *Sale* in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future *Sale* or to reject a bid from you at any future *Sale* or to require you to pay a deposit before any bid is accepted by us at any future *Sale* in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any *Lot* of which you are the *Buyer*.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the *Seller*, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other *Expenses* (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.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the *Purchase Price* of the *Lot* (or where you have purchased more than one *Lot* pro-rata towards the *Purchase Price* of each *Lot*) and secondly to the *Buyer's Premium* (or where you have purchased more than one *Lot* pro-rata to the *Buyer's Premium* on each *Lot*) and thirdly to any other sums due to us.
- 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 *Sale* of the *Lot* under our rights under this paragraph 7 after the payment of all sums due to us and/or the *Seller* within 28 days of receipt by us of all such sums paid to us.
- 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT**
- 8.1 Whenever it becomes apparent to us that the *Lot* is the subject of a claim by someone other than you and other than the *Seller* (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the *Lot* 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:
- 8.1.1 retain the *Lot* to investigate any question raised or reasonably expected by us to be raised in relation to the *Lot*; and/or
- 8.1.2 deliver the *Lot* to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the *Lot*, 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
- 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.
- 9 FORGERIES**
- 9.1 We undertake a personal responsibility for any *Forgery* in accordance with the terms of this paragraph 9.

- 9.2 Paragraph 9 applies only if:
- 9.2.1 your name appears as the named person to whom the original invoice was made out by us in respect of the *Lot* and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a *Forgery*, and in any event within one year after the *Sale*, that the *Lot* is a *Forgery*; and
- 9.2.3 within one month after such notification has been given, 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 *Forgery* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.
- 9.3 Paragraph 9 will not apply in respect of a *Forgery* if:
- 9.3.1 the *Entry* in relation to the *Lot* contained in the *Catalogue* 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 it can be established that the *Lot* is a *Forgery* 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.
- 9.4 You authorise us to carry out such processes and tests on the *Lot* as we in our absolute discretion consider necessary to satisfy ourselves that the *Lot* is or is not a *Forgery*.
- 9.5 If we are satisfied that a *Lot* is a *Forgery* 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, 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 *Purchase Price*, *Buyer's Premium*, *VAT* and *Expenses* paid by you in respect of the *Lot*.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a *Lot* made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a *Stamp* or *Stamps* or a *Book* or *Books*.
- 10 OUR LIABILITY**
- 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 *Description* of the *Lot* or any *Entry* or *Estimate* in respect of it, made by us or on our behalf or by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Bonhams' Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*.
- 10.2 Our duty to you while the *Lot* 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 *Lot* or to other persons or things caused by:
- 10.2.1 handling the *Lot* if it was affected at the time of *Sale* to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted

- as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 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 (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.
- 12.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 12.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such

holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

13 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid.

"Additional Premium" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams' Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"Auctioneer" the representative of *Bonhams* conducting the *Sale*.

"Bidder" Any person considering, attempting or making a Bid, including those who have completed a *Bidding Form*.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"Book" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"Business" includes any trade, *Business* and profession.

"Buyer" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"Buyer's Agreement" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"Buyer's Premium" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"Catalogue" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

"Commission" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"Condition Report" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"Conditions of Sale" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"Consignment Fee" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"Consumer" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"Contract Form" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"Contract for Sale" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"Contractual Description" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

"Description" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"Entry" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"Estimate" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus VAT if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/ or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

"Guarantee" the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

"Motoring Catalogue Fee" a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

"New Bond Street" means *Bonhams' saleroom* at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of *Commission* and VAT which would have been payable if the *Lot* had been sold at the *Notional Price*.

"Notional Fee" the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

"Notice to Bidders" the notice printed at the back or front of our *Catalogues*.

"Purchase Price" the aggregate of the *Hammer Price* and VAT on the *Hammer Price* (where applicable), the *Buyer's Premium* and VAT on the *Buyer's Premium* and any *Expenses*.

"Reserve" the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

"Sale" the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

"Sale Proceeds" the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any VAT chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), "Seller" includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a *Lot* by a specialist on the *Lot*.

"Stamp" means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams' staff*.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

"Storage Contractor" means the company identified as such in the *Catalogue*.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"VAT" value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams' instructions* to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "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.

"warranty": a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979: "Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
 - (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
 - (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
 - (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
 - (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

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Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

Bonhams

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

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If successful

I will collect the purchases myself

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details.

Sale title: Goodwood Members' Meeting	Sale date: 16 April 2023
Sale no. 27996	Sale venue: Chichester, Sussex

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£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
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£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	

Please answer all questions below

1. ID supplied: Government issued ID and (if the ID does not confirm your address) current utility bill/ bank statement. If a company, please provide the Certificate of Incorporation, your ID (as above) (plus, if not a director, a letter authorising you to act), and documentary evidence of the company's beneficial owners

2. Are you representing the Bidder? If yes, please complete question 3.

3. Bidder's name, address and contact details (phone and email):

Bidder's ID: Government issued ID and (if the ID does not confirm their address) current utility bill/bank statement

Are you acting in a business capacity? Yes No

If registered for VAT in the EU please enter your registration here:

/ - -

/ - -

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid *

FOR WINE SALES ONLY	
Please leave lots "available under bond" in bond <input type="checkbox"/>	Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/>

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Bidder/Agent's (please delete one) signature:	Date:
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UK/02/22

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Lot no.	Year	Model
47	1973	AC 428 Coupé
43	1989	AC Cobra Mk IV Roadster
1	c. 1961	Albatross A-Series Sports Runabout
99	1928	Alfa Romeo 6C 1500C Normale Tourer
95	1955	Aston Martin DB2/4 3.0-Litre Drophead Coupé Project
82	1958	Aston Martin DB MkIII Drophead Coupé
75	1961	Aston Martin DB4 FIA Appendix K Race Car
52	1966	Aston Martin DB6 Sports Saloon
44	1970	Aston Martin DB6 Mk 2 Sports Saloon
29	1970	Aston Martin DB6 Mk 2 Vantage Sports Saloon
62	1971	Aston Martin DBS V8 Sports Saloon
97	1974	Aston Martin V8 Sports Saloon
54	1974	Aston Martin V8 Convertible
57	1975	Aston Martin V8 Series 3 Sports Saloon
91	1978	Aston Martin V8 Series 3 Sports Saloon
46	1979	Aston Martin V8 'Oscar India' Sports Saloon
68	1987	Aston Martin V8 Vantage X-Pack Sports Saloon
63	2010	Aston Martin DBS Coupé
67	1965	Austin Mini Cooper S 1,275cc Sports Saloon
70	1953	Austin-Healey 100 Competition Roadster
28	1959	Austin-Healey 'Frog-Eye' Sprite MkI Roadster
71	1960	Austin-Healey 3000 MkI Rally Car
86	1963	Austin-Healey Sprite Coupé by WSM
69	1963	Austin/Morris Mini Cooper 'S' Rally Car
74	1931	Bentley 8-Litre Le Mans-Style Tourer
58	1936	Bentley 4 1/4-Litre Sports Saloon
64	1950	Bentley Mark VI Racing Green Engineering Le Mans Eight
10	1953	Bentley R-Type Saloon
6	1954	Bentley R-Type Saloon
38	1957	Bentley S1 Continental Coupé
79	1988	Bentley Mulsanne Saloon
7	1923	Bugatti Type 23 'Brescia Modifiée' Project
100	1973	Buick Riviera 'Boat Tail' Coupé
21	1959	Chevrolet El Camino Corvette Custom Pickup
26	1963	Chevrolet Corvette Sting Ray 'Split Window' Coupé
84	1963	Cooper-Chevrolet Racing Sports-Prototype
5	1959	Elva 100 Formula Junior Racing Single-Seater
65	1982	Ferrari 512 BBi Coupé
98	1990	Ferrari Testarossa Coupé
56	2004	Ferrari 575M Maranello 'HGTC' Coupé
89	2009	Ferrari F430 Scuderia Coupé
30	1993	Footwork Arrows-Mugen Honda FA14 Formula 1 Racing Single-Seater
14	1949	Ford V8 Pilot Saloon
17	1954	Ford Zephyr Zodiac Saloon
27	1961	Ford Zodiac MkII Saloon
23	1961	Ford Consul MkII 375 De Luxe Saloon
96	1965	Ford Mustang Competition Saloon
25	1966	Ford Lotus Cortina MkI Sports Saloon
35	1976	Ford Escort Mark 2 RS2000 Group 1 Rally Car
66	1988	Ford Sierra Sapphire RS Cosworth Sports Saloon



15	1989	Ford Escort XR3i Cabriolet	34	1965	Maserati Mistral 3.7-Litre Coupé
60	1913	Hispano-Suiza 3.0-Litre Type 20 bis Four-Seat Sports Tourer	55	1958	Mercedes-Benz 220 S 'Ponton' Cabriolet
83	1947	HRG Le Mans Lightweight Sports	19	1962	MGA 1600 Mark II Coupé
50	1929	Invicta 4½-Litre Tourer	16	1962	MGA 1600 Mark II Roadster
90	1930	Invicta 4½-Litre Series 'A' High Chassis Tourer	78	1984	Mini 1000 HLE by Tickford
80	1956	Jaguar Mk 1 3.4-Litre Appendix K Competition Saloon	2	1936	Morgan Super Sports Three-Wheeler
53	1956	Jaguar XK140 SE Roadster	81	1966	Morris Mini Cooper 1,275cc Sports Saloon
92	1959	Jaguar XK150 3.8-Litre 'S Specification' FIA Coupé	88	c. 2010	Mosler MT900S Coupé
9	1960	Jaguar XK150 3.8-Litre 'S' Coupé	49	1931	Packard Model 833 Standard Eight Coupé
37	1961	Jaguar E-Type Series I 3.8-Litre 'Flat Floor' Roadster	61	1972	Porsche 911S 2.4-Litre 'Ölklappe' Coupé
93	1969	Jaguar E-Type Series II 4.2-Litre Roadster	94	1977	Porsche 911S 2.7-Litre Coupé
18	1969	Jaguar E-Type Series II 4.2-Litre Roadster	45	1996	Porsche 911 Type 993 Turbo Coupé
24	1970	Jaguar E-Type Series II 4.2-Litre Coupé	76	1901	Renault 4½hp Type D Rear-Entrance Tonneau with Canopy
22	1973	Jaguar E-type Series III V12 Roadster	51	1934	Rolls-Royce 20/25 Owen Sedanca Three-Position Drophead Coupé
4	1991	Jaguar XJR-S 6.0-Litre Coupé	85	1936	Rolls-Royce 20/25 Sports Saloon
3	1947	JBM 3.9-Litre Sports	11	1963	Rolls-Royce Silver Cloud III Saloon
40	1957	Jensen 541 Deluxe Sports Saloon	12	2007-8	Spyker-Ferrari F8-V11/ Force India-Ferrari VJM01 Formula 1 Single-Seater
39	1934	Lagonda M35R 3½-Litre T9 style open tourer	20	1974	Stutz Blackhawk Coupé
36	1934	Lagonda M45 4½-Litre Pillarless Sports Saloon	87	1999	Subaru Impreza WRC99 Rally Car
77	1935	Lagonda Rapier Tourer	73	1935	Talbot 105 Special
59	1936	Lagonda LG45 4½-Litre 'Rapide' Style Sports Tourer	32	1971	Triumph Stag Fastback Prototype
33	1921	Lanchester 40hp Tourer	31	1960	Turner 950 Sports
72	1967	Lancia Flaminia 2.5-Litre GT Coupé	41	1913	Vauxhall 25hp Prince Henry Sports Tourer
48	1971	Lancia Fulvia 1600HF Rally Car	42	1924	Vauxhall Type OD 23/60hp Chauffeur Drive Landalette
8	1968	Land Rover Series IIA 109" 4x4 Ceremonial Vehicle			





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