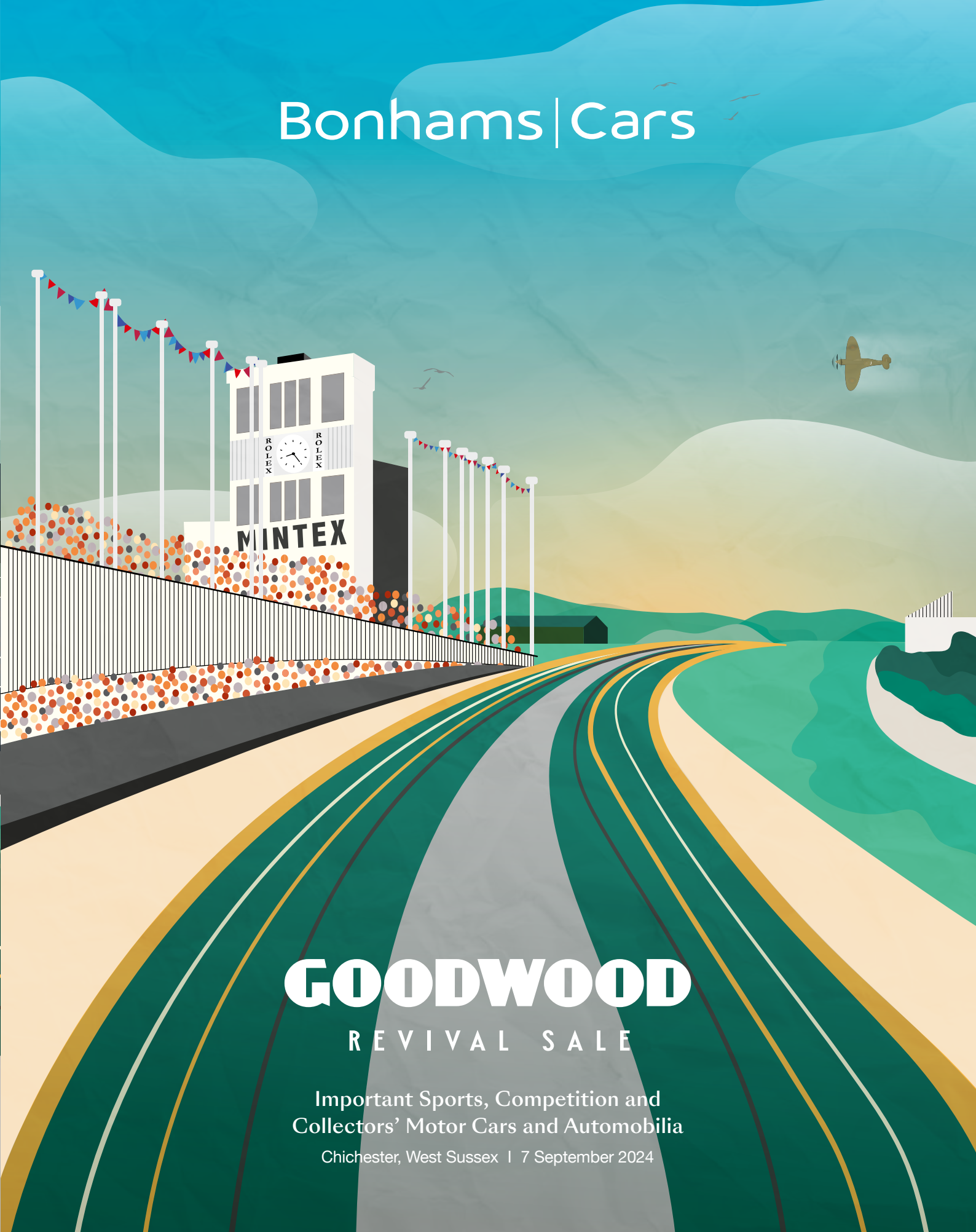




Bonhams | Cars

GOODWOOD

REVIVAL SALE

Important Sports, Competition and
Collectors' Motor Cars and Automobilia

Chichester, West Sussex | 7 September 2024







GOODWOOD

REVIVAL SALE

Collectors' Motor Cars and Automobilia

Chichester, West Sussex | Saturday 7 September 2024 at 11:00

**SALE NUMBER**

29334

ILLUSTRATIONS

Inside Front Cover: Lot 180

Inside Back Cover: Lot 158

VIEWING

Friday 6 September 09:00 to 17:00

Saturday 7 September from 09:00

Sunday 8 September cars remain on display
10:00 to 16:00

SALE

Saturday 7 September

Automobilia and Vehicle Registration

Numbers 11:00

Motor Cars 13:00

ENQUIRIES**Bonhams|Cars**

+44 (0) 20 7468 5801

ukcars@bonhamscars.com

**Customer Services/
Bidder Registration**

+44 (0) 20 7447 7447

bids@bonhams.com

CUSTOMER ACCOUNTS

Cheryl Uggle

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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.

www.bonhamscars.com

The Bonhams|Cars marquee is located outside of the ticketed event area. To access the 'Over the Road' attractions and the Motor Circuit you will require an event ticket. Admission to the sale by catalogue only (admits two).

This catalogue does not admit the holder to the Goodwood Motor Circuit.

Auction Information

Auction & Estimates

The Auction will be held as a traditional auction with audience space reserved for registered bidders and guests. The Auction will also be streamed online for public viewing.

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams'* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any *VAT* or *Buyer's Premium* payable. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the Sale.

Registering to Bid

All prospective bidders and buyers are required to register for the sale in order to bid. To register for the sale, please contact bids@bonhams.com / +44 20 7447 7447 or visit the sale page via our website www.bonhamscars.com/revival. Alternatively please follow the instructions on the Bidder Registration Form at the back of the catalogue. Please note that we may require additional bankers references in order to complete your registration.

Further to registering in order to bid, you will be required to 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, a letter confirming authority to act plus ID of the person acting on behalf of the company, and written confirmation of the company's UBOs owning 25% or more of the share capital in that company.

Methods of Bidding

In Person Bidding: Registered bidders are permitted to bid in person. After registering, you can collect a bidders paddle at our Registration Desk.

Online Bidding: Watch the auction online and submit real time bids from www.bonhamscars.com/revival.

App Bidding: Download now for android and iOS.



You will be required to provide a valid credit card in your name which must be verified before you are able to place bids. If you are placing bids on behalf of a company, please ensure you indicate this when registering.

Telephone Bidding: Bid via telephone during the auction with a Bonhams|Cars representative. To ensure availability, telephone bids must be arranged 24 hours prior to the auction. Bonhams|Cars will phone the bidder several lots in advance and will execute bids upon instruction by the bidder.

Absentee Bidding: Bidders may submit an absentee bid, which is the bidder's maximum bid for a lot. After an Absentee Bid Form is completed in advance of the auction, a Bonhams|Cars' representative will execute the bid on behalf of the client, buying the lot either under or at the maximum bid and against other bidding and reserves.

Please note Lots marked with this symbol P require special registration formalities. Please see the Lot symbols key for further information.

To reach our Client Services Department for more information and for registration, please call +44 (0) 20 7447 7447 or email bids@bonhams.com

To view the auction live, please go to www.bonhamscars.com/revival

Buyer's Premium

Motor Cars and Vehicle Registration Numbers
Bonhams will charge buyers a buyer's premium of 15% +VAT up to £500,000 on the total hammer price and 12% +VAT thereafter.

Automobilia

Bonhams will charge buyers a buyer's premium of 28% +VAT on the first £40,000 hammer price, then 27% +VAT up to hammer price £800,000 on the total hammer price, then 21% +VAT up to £4,500,000 on the total hammer price and 14.5% +VAT thereafter.

This applies to each lot purchased and is subjected to VAT.

Bidders should note that this sale is expressly held on, and subject to, the Conditions of Sale in the auction catalogue which each bidder, by making a bid, automatically acknowledges that he or she has read, understood and accepted.

VAT & Lots Under Customs Bond

Certain symbols are used to denote that additional VAT is due on the hammer price in addition to the buyer's premium. Please see the Lot Symbols Key for further information.

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. 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|Cars Department.

To submit a claim for refund of VAT, the local authorities require lots to be exported from the country of sale 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/or within 90 days of the date of the Sale, whichever is the earlier.

For all other lots, export must take place within 90 days of the sale date.

VAT at the prevailing rate (currently 20%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis. If you are planning to export please make the department aware.

Further export costs, duties and VAT may be applicable, depending on the country of destination. The responsibility to meet these charges rest with the buyer.

Damage

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

Vehicle Keys and Historical Documents

All available history files are accessible for inspection during the view. All available registration documents are held within a separate file at the documents desk during the auction. To view these documents please ask a member of staff.

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 items.

Conditions of Sale

We recommend you read carefully the Conditions of Sale printed in this catalogue under which this Sale is conducted.

Bonhams|Cars strongly encourages interested bidders to perform their own due diligence inspecting lots on offer by attending the preview or by scheduling a virtual preview appointment with a specialist. Please contact the department for inquiries and scheduling.

LOT SYMBOLS KEY

Ω Omega: This Lot is from outside the UK. 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. Please see the VAT & Lots Under Customs Bond section for further information.

*** Asterisk:** This Lot is from outside the UK. If this vehicle is to stay in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. Please see the VAT & Lots Under Customs Bond section for further information.

† Dagger: Lots offered by a company liable to VAT and will have local VAT being applied on the Hammer Price.

P Purple Paddle Lots / Restricted Bidding: Please note that special formalities are required should you wish to bid on Lots marked with this symbol P Contact Client Services at +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, unless pre approved before the sale, although we are pleased to offer a bidding by telephone service should you wish to bid remotely.

Post Auction Guide and Collections

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. 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 but this option is not available for first time buyers and is 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 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.

Registration & Vehicle Documents

For all registrable vehicles, please note buyers will not receive the vehicle title at the time of the auction. Bonhams|Cars retains and updates all registration documents to manage and complete the transfer of ownership.

All historical documents and accompanying items will be shipped either with the vehicles or from Bonhams|Cars' offices.

For general document enquiries and updates please contact: annika.morrill@bonhamscars.com

Collections

Automobilia

All purchased lots must be collected from the sale venue by 6pm on the day of sale. All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyer's expense.

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

Uncollected lots will be available for collection by appointment only from Thursday 19th September.

To arrange an appointment for collection please contact the Automobilia Department on +44 (0) 1483 445496 or automobilia@bonhamscars.com

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

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

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

All lots marked with a ♦♦♦ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects, this will involve Autofreight Ltd, who provide independent uplift and storage services for larger lots. There are charges for this service and for storage in their warehouse in Guildford, Surrey, at the buyers expense.

Please contact John Wood, Autofreight Ltd, by phone 01483-222 256, or email sales@autofreight.co.uk for further information, details of costs and charges or to arrange collection from GU3 3HD.

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

Motor Cars

Removal and Storage of Vehicles

Removal and Storage of Vehicles Vehicles must be collected from the sale venue by 12 noon on Monday 9 September 2024 (subject to all costs being paid), at which point all remaining unpaid lots will be uplifted by Indigo Blue to their store at the Buyer's / Vendor's expense, as the case may be. If you are unable to collect your vehicle by the given time, Lots shall be removed by Indigo Blue to storage at the Buyer's / Vendor's expense (see below).

Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

Cars under customs cannot be collected from the venue and can only be released once customs is cleared.

Vehicle Removal charges

£375 + VAT per vehicle

Vehicle Storage charges

First 14 days
£15 + VAT per motor car per day

Thereafter

£45 + VAT per motor car per week

Transport and Shipping

A representative of Indigo Blue, 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).

Please note for security reasons the address of the storage facility will only be shared with buyers on receipt of full payment.

Indigo Blue European Limited

www.ibeltd.co.uk
info@ibeltd.co.uk
+44 (0) 1420 477 223

Motor Car Presentation

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

Insurance after sale

Buyers are reminded that their vehicles are their responsibility from the fall of the auction hammer. It is your responsibility to have adequate insurance cover in place. Neither Bonhams, nor their agents, will be liable for any damage or loss that the lot may suffer from the fall of the auction hammer.

Cars under Customs

Please note that for motor cars subject to the local import tax should they remain in the UK, as Bonhams is the guarantor of the customs duties and taxes clearance, these motor cars cannot be released to the buyer or his transporter immediately after the sale.

Please see the Lot Symbols Key and the VAT & Lots Under Customs Bond section for further information.

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Directions to Goodwood

Goodwood Motor Circuit Postcode : PO18 0PH

The Bonhams|Cars marquee is located outside of the ticketed event area.

To access the 'Over the Road' attractions and the Motor Circuit you will require an event ticket.

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 AA 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. From here follow the AA 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. From here follow the AA 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 AA signs and you will be directed to the most appropriate car park.

The nearest car park to Bonhams is Car Park B.

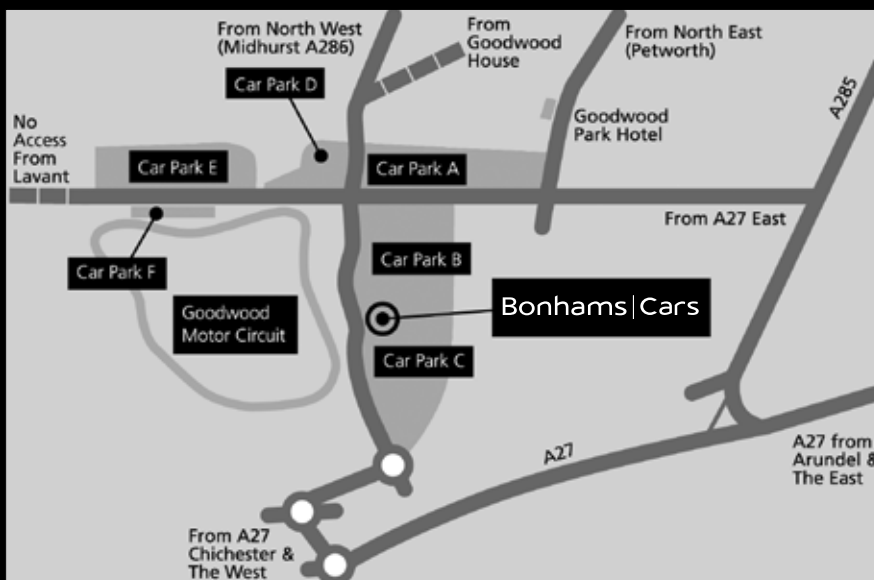


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Simon Laufer
Sian Loyson
Roger Dixon (Automobilia)

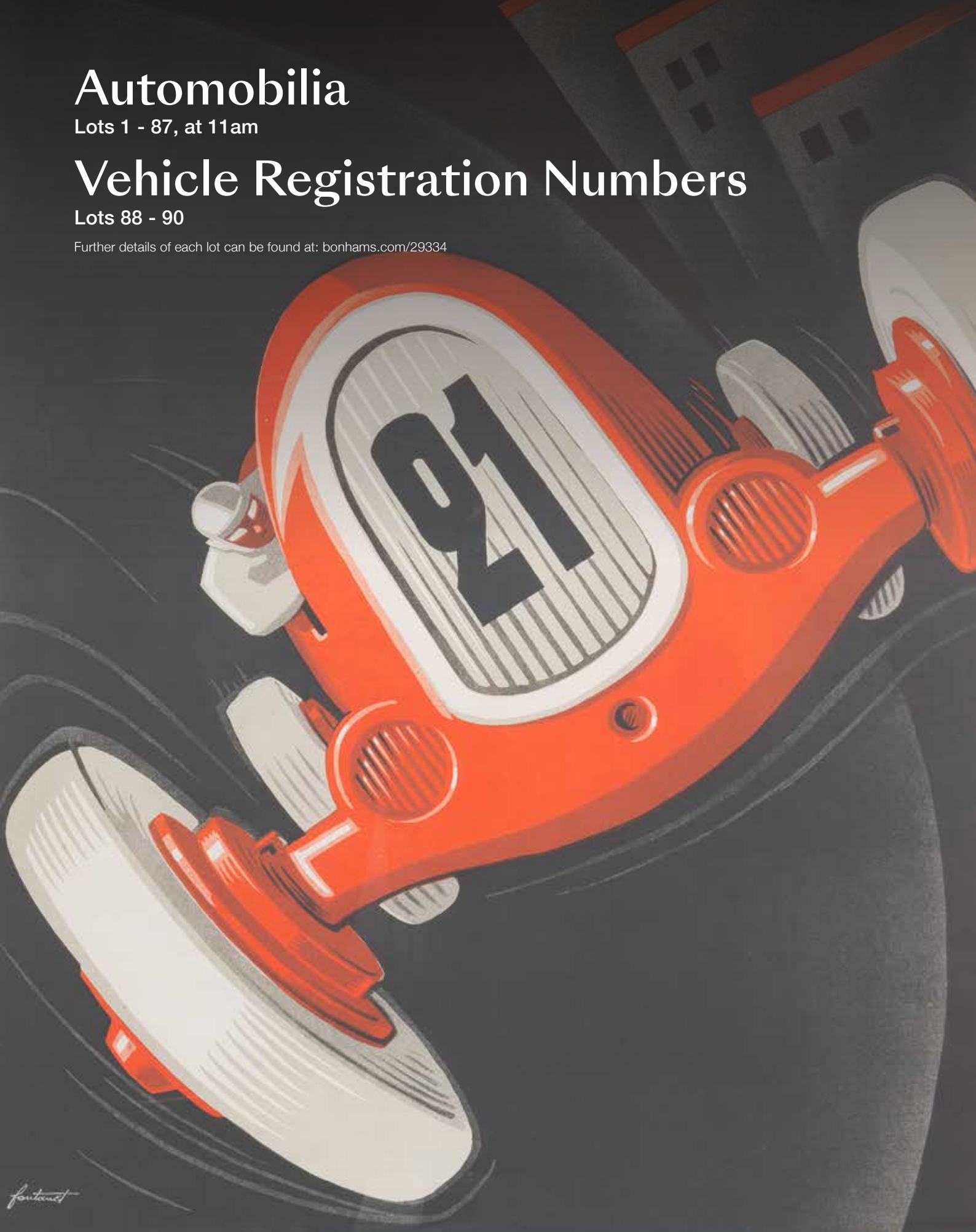
Automobilia

Lots 1 - 87, at 11am

Vehicle Registration Numbers

Lots 88 - 90

Further details of each lot can be found at: [bonhams.com/29334](https://www.bonhams.com/29334)





1

**1
A SIGNED MCLAREN MP4 NOSE CONE
FROM THE 1981 BRITISH GRAND PRIX
WEEKEND WINNING CAR, DRIVEN BY
JOHN WATSON,**

Bright red and white in colour, with sponsors logos for Marlboro and Unipart, with red 7 to centre, 110cm long overall, signed in black marker 'To Mike & all the "Uniparts", Lotsaluv, John Watson'.

**£1,200 - 1,400
£1,400 - 1,600**

The Vendor was formerly part of the marketing team at Unipart. Unipart had toyed with rallying sponsorship but ended up going for single seater racing, starting with Formula 3 before going to Formula 1.

When John Watson won the British Grand prix in 1981, the vendor's boss asked him to obtain a gold Jaguar XJS HSE from a dealer as a reward for winning.

At the time Unipart were running a campaign with the strap line, "Unipart - where else but out in front", The British Grand Prix winning McLaren had Unipart on the front edge of the nose cone and so the image of the car was heavily featured in all future promotional material.

Ron Dennis let the vendor have the nose cone from that weekend, which was then signed as displayed in the images.



2

**2
A SET OF USED DAVID COULTHARD 1997
MCLAREN MERCEDES RACE OVERALLS
BY SPARCO,**

white overalls with sponsors for Mercedes Benz, Hugo Boss, Sparco, Star Man, Goodyear, Computer Associates, Tag Heuer, Loctite and Kenwood, with name and flag to waist, the star man logos where only used at events in which Tobacco sponsorship was banned.

**£2,000 - 3,000
£2,300 - 3,500**



(Detail)



3

**3
A SIGNED SET OF USED MIKA HAKKINEN
1997 MCLAREN MERCEDES RACE
OVERALLS BY SPARCO, FROM HIS
WORLD CHAMPIONSHIP WINNING YEAR,**

signed to the right shoulder, white overalls with sponsors for Mercedes Benz, Hugo Boss, Sparco, Star Man, Computer Associates, Tag Heuer, Goodyear, Loctite and Kenwood, with Hakkinen name and flag to waist, the star man logos where only used at events in which Tobacco sponsorship was banned.

**£2,500 - 3,500
£2,900 - 4,100**

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



(Detail)

4

A PAIR OF STIRLING MOSS'S RACING OVERALLS, LATE 1950S-1960,

made by Grenfell Cloth, light tan with elasticated cuff, ankles and waistband, BRDC cloth patch sewn onto left breast pocket, breast and hip pockets with zips, with main central zip, the material now yellowed and aged. Sold together with a letter from BRP Formula One Mechanic Reg White, stating how he obtained this race suit.

£6,000 - 8,000

€7,000 - 9,300



5

5

A PAIR OF STIRLING MOSS OVERALLS BY GRENFELL CLOTH, 1953-54,

museum quality display mounted, green with press stud collar flaps, jersey cuffs, elasticated ankles, white central zipper and four zip pockets. Worn, with evidence of stitched name to inside of collar, 'ghost' traces of BRDC badge location on left breast pocket, distinctive repair to left shoulder after these overalls were torn during the 1953 Daily Express Trophy Meeting when Moss crashed a C-type Jaguar in practice; common mounted with a 1953 Daily Express Trophy Meeting programme; a signed colour photograph of Moss circa 1954,

in the overalls after the shoulder had been repaired, 40 x 30cm; and a May 1954 issue of 'World Sports' with Moss on front cover in these overalls; the frame 151 x 100cm; together with unmounted items comprising four other periodicals with articles about Moss and three books:- Robert Edwards: 'Stirling Moss' which contains an image on page 98 of Moss in these overalls after the crash in the C-type with a tear on the left shoulder; Moss & Henry: 'All my races' with details of the C-Type crash on page 124; Moss & Nye: 'Stirling Moss, My Cars, My Career', sold together with a letter of provenance from a previous owner.

(Qty)

£12,000 - 15,000

€14,000 - 18,000

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.



7



8



6 (Detail)

8
A ROLLS-ROYCE PHANTOM I 'SPIRIT OF ECSTASY' MASCOT, 1925-1929,
signed Charles Sykes, solid nickel with correct drilled bolt, 13cm high, on a turned wooden base.
£800 - 1,200
€930 - 1,400

9
'TETE DE BOULDOGUE BORDELAIS' MASCOT BY PRADES, FRENCH, EARLY 1920S

signed Prades on the collar, nickel plated bronze, bust of dog, 8cm high, mounted on a period radiator cap.
£1,200 - 1,400
€1,400 - 1,600

10
'ANGE-GARDIEN' BORDEAUX MASTIFF MASCOT BY MAXIM LE VERRIER, FRENCH EARLY 1920S,
signed to the base, nickel plated metal composite, 8cm high, on a period radiator cap.
£800 - 1,000
€930 - 1,200

When new this mascot was fitted with a red leather collar decorated with a name tag medal and bells.

11
A RARE 'SINGE GRATTANT LE BOULDOGUE' MASCOT BY E M SAMSON, FRENCH, CIRCA 1915,
signed, finely cast bronze depicting a monkey scratching a bulldog's back, 9.5cm high, on a brass radiator cap.
£1,800 - 2,400
€2,100 - 2,800

12
A FRENCH BULLDOG HEAD MASCOT BY DREUX, FRENCH, 1920S,
nickel plated bronze, 11cm high, the inside of the head once fitted with moto-meter (missing), mounted on a brass radiator cap.
£800 - 1,200
€930 - 1,400



9



10



11



12



13



14

6
A FERRARI 250GT MARANELLO CONCESSIONAIRES SALES BROCHURE,
four page brochure printed in blue, opening to show four models, small 4to, with horizontal crease and some marks to paper, together with a letter of provenance from Ron White, BRP mechanic who worked on Stirling Moss's Ferraris, with three photocopies of photographs from his collection depicting cars he worked on. (Qty)
£800 - 1,000
€930 - 1,200

7
A ROLLS-ROYCE LATE GHOST 'SPIRIT OF ECSTASY' MASCOT AFTER CHARLES SYKES, 1918-1924,
signed and dated RR LTD 6-2-11, nickel plated, with drilled mounting bolt, 16cm high, mounted on a wooden base.
£800 - 1,200
€930 - 1,400



15



18



16



17

13
A 'BOULEDOGUE A LA CHAINE' MASCOT BY DUGES ET JOUENNE, FRENCH, 1923, cubist dog in bronze with nickel plating, 15cm long, mounted on a period radiator cap.
£800 - 1,200
€930 - 1,400

This mascot design won the first prize in a competition run by L'Auto magazine in 1923.

14
A LARGE ANIMATED 'CHAINED BULLDOG' MASCOT BY BOURCART, FRENCH, 1920S, signed on the base, the cast-alloy dog hinged at the hind paws, designed to rear backwards when the car moved forward and snap back down under breaking, 19.5cm long, on a wooden display base.
£1,200 - 1,600
€1,400 - 1,900

15
A FINE BRONZE 'GUARD DOG' MASCOT BY ANTOINE BOFILL, FRENCH, CIRCA 1910, signed, with MMA foundry stamp, depicting a chained dog, 9cm long, on a period radiator cap.
£800 - 1,200
€930 - 1,400

16
'LE CHAUFFEUR' MASCOT BY A LOIR, FRENCH, 1920S, signed and titled bronze, 20.5cm high, mounted on a bronze radiator cap.
£1,500 - 2,000
€1,800 - 2,300

17 †
A 'FOLIE DE LA VITESSE' ('SPEED FOOL') MASCOT BY PIERRE DE SOETE, BELGIAN, 1921-1922, signed to base, nickelled bronze mascot depicting a jester with rattle 17cm high, above a marble base applied with a Charles Lindberg (1906-1985) portrait plaque designed and made by the sculptor Oscar Nemon in 1927, 27cm high overall.
£1,500 - 2,000
€1,800 - 2,300
To be sold without reserve

'La Folie de la Vitesse' or 'Speed Fool' mascot design was awarded a prize of a diploma at the 1921 Salon de l'Auto de Paris.

Oscar Nemon (1906-1985) was famous for his series of over a dozen public statues of his friend and painting partner Sir Winston Churchill (1874-1965), as well as sculptures of Sigmund Freud and Field Marshal Montgomery. A student of de Soete, Nemon was heavily influenced by the Cubist and Modernist movements in Europe in the 1920s, settling near Oxford in 1938, where he continued to work until his death in 1985.

We believe this piece was a collaboration between Nemon and de Soete, and gifted to Charles Lindbergh in 1927, the year of his historic transatlantic flight. A similar plaque was gifted to the Leeds Art Gallery and Museum by the sculptor's daughter-in-law, Alice Nemon-Stuart in 2004 for the museum's permanent collection.

18
A RARE 'BAT' BRONZE MASCOT BY ANTOINE BOFILL, FRENCH, 1910S, signed to rear of base, bronze mascot in the form of a bat with wings outstretched, 9cm high, 17cm wingspan, mounted on a nickel-plated radiator cap above a marble base.
£1,600 - 2,000
€1,900 - 2,300



(Detail)



19



20

19
AN UNUSUALLY FINISHED 'ROYCE-ROYCE' PHANTOM I 'SPIRIT OF ECSTASY' MASCOT AFTER CHARLES SYKES, 1925-1929,
signed, solid nickel, 14cm high, mounted on a turned wooden base.
£2,000 - 3,000
€2,300 - 3,500



21



22



23

All Rolls-Royce mascots prior to 1928 were hand finished and checked by Charles Sykes, or by his foundrymen Signor Angeloni and later by Mr Lemonnier. It appears that the most unusual marking on this mascot is the result of a lapse of concentration at Sykes's foundry works!

20
A RARE MICHELIN 'BIBENDUM PATHFINDER' MASCOT, FRENCH, 1918,
the famous figure kneeling down on a Michelin tyre and looking ahead for obstacles, full foundry stampings plus 'Made in France' under base, factory moulded markings on the top of the tire, nickel plated bronze, (some loss to plating with dark patina), 11.5cm high.
£2,400 - 3,000
€2,800 - 3,500

21
A FINE AND RARE LEAPING LION MASCOT, BY CASIMIR BRAU, FRENCH, 1925,
signed 'C Brau' to base, nickel-plated bronze mascot with Art Deco styling, 20cm long, mounted to a turned wooden base.
£2,500 - 3,500
€2,900 - 4,100

This example is the larger and rarer version of the two mascots originally produced by Brau.

22
A FINE 'FEMME LIBELLULE' MASCOT, BY VICTOR ROSSI, FRENCH, 1921,
signed 'V.Rossi' to left side of base, nickelled bronze, allegorical figure in the form of a draped female in flight with dragonfly wings and flowing hair, 25cm long, mounted to a period radiator cap.
£3,000 - 4,000
€3,500 - 4,700

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

23 †
'VIVE LA FRANCE!', 'LE CHAUFFEUR RÂLEUR' AND 'LE CHAUFFEUR SON AVERTISSEUR', A RARE COMPLETE SET OF THREE BRONZE MASCOTS BY JEAN VERSCHNEIDER (FRENCH, 1872 -1943), 1909

charming gilt patinated bronze mascots, each signed with correct foundry markings, each depicting a child with period driving coat, goggles and cap, one holding aloft a French flag with 'VIVE LA FRANCE' printed to the centre, another depicted squeezing a bulb horn and the last angry at the hooting. The flag bearer set on a turned oak base, with original gilded patina French, circa 1909, 15cm high, (27cm to tip of flag), the others mounted as bookends with period marble bases and upstands, both 14cm high, 13cm long.

(3)
£5,000 - 7,000
€5,800 - 8,200
To be sold without reserve

Jean Verschnieder was an extremely versatile French artist and sculptor who also created a number of statues for Goldscheider. He was probably best known for 'The Kid', a rare 1925 car mascot depicting Jackie Coogan as featured in the title role of the 1921 Charlie Chaplin film of the same name.

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24 †

'L'INTRANSIGEANT' SCULPTURE BY CASSANDRE (A M ADOLPHE MOURON, FRENCH, 1901-1968))

an extremely rare Modernist bronze sculpture, the rear 'OFFERT PAR L'INTRANSIGEANT' numbered '4/6' (one of only six created) and '21', 13cm high, after the original poster design created by Cassandre for the political newspaper L'Intransigeant, founded in 1880 in France, heavy-cast sculpture is set on a portoro marble base, hinged above an inkwell with pen rests to each side, 20 x 20cm.

£6,000 - 8,000

€7,000 - 9,300

To be sold without reserve

Following WWI, in a bid to attract a more politically engaged audience 'L'Intransigeant' paper repositioned itself by utilising emerging technologies and in the 1920s and 30s, promoted the use of photography and illustration as a visual tool in the reporting of current affairs and metropolitan life.

The poster design from which this piece Cassandre abstracted, was commissioned in 1925 and depicts a male face, possibly a newspaper vendor in profile, shouting out the day's top story. The only original example of this poster that has emerged in recent years was sold at public auction in 2014 for the remarkable sum of €230,000.

24



25

A LALIQUE ROLLS-ROYCE 'SPIRIT OF ECSTASY' GLASS MASCOT, 1994,

numbered RR097, of 200 commissioned from Lalique by Rolls-Royce Motor Cars Limited in 1994, commemorating their 90th anniversary, etched Lalique to the underside, 19cm high, in presentation box, with certificate and valuation letter.

£4,000 - 6,000

€4,700 - 7,000

26 ♦♦

A LOUIS VUITTON MEN'S TOILETRY SUITCASE, CIRCA 1920,

tan brown outer leather case, opening to reveal black lining with side compartments for toiletry items, numbered to inside 752919, some items missing, 63 x 40 x 20cm.

£1,000 - 1,500

€1,200 - 1,800

27

A LOUIS VUITTON WIG TRUNK, CIRCA 1960,

LV patterned material, opening to reveal beige lining with dummy head wrapped in cloth, strap and buckles present, numbered to inside 873773, 30 x 26 x 26cm.

£1,500 - 2,000

€1,800 - 2,300

25



26



27



27



27 (Open)



28



29



29 (Open)

28♦♦♦

**A LOUIS VUITTON VUITTONITE
MOTORING TRUNK,**

beige coloured Vuittonite outer material, with sloped rear, lozine, brass rivets, locks, and reinforced corners, number to inside 153018, distressed condition with marks and scratches throughout, some faint travel stickers present, 30 x 50 x 81cm.

£1,500 - 2,500

€1,800 - 2,900

29♦♦♦

**AN EARLY LOUIS VUITTON TRUNK, CIRCA
1910,**

orange painted cloth covers with leather edging and patches, leather re-enforced riveted corners, with brass lock and catches, leather handles to each end above painted initials WB, the underside fitted with wooden battens, opening to reveal cloth lined interior, maroon label numbered 124667, with fitted removable tray, 91 x 54 x 26cm, (some travel wear, old marks and scratches, lining with damp staining), the exterior fitted with leather strap.

£2,000 - 3,000

€2,300 - 3,500



30 (Open)



30

30♦♦♦

A LOUIS VUITTON MONOGRAM CASIER 85 WARDROBE TRUNK,

canvas case with LV monogram, lozine, brass rivets, locks, reinforced corners and wood trim, opening to reveal light brown lined interior with two compartments and five hangars, numbered 947584, 92 x 55 x 29cm.

£3,500 - 4,500

€4,100 - 5,300

31♦♦♦

A LOUIS VUITTON ENCYCLOPAEDIA BRITANNICA LIBRARY TRUNK, CIRCA 1911,

canvas case with LV monogram, lozine, brass rivets, locks and reinforced corners, opening to reveal brown fabric lined interior with four compartments, containing twenty-nine volumes of the Encyclopaedia Britannica, to inside lid 'Especially Made For The Encyclopaedia Britannica By Louis Vuitton', 89 x 33 x 27cm, worn throughout showing age with some rips, tears and marks.

£10,000 - 15,000

€12,000 - 18,000

See page 253 Louis Vuitton: 100 Legendary Trunks; published by Abrams 2010.

32♦♦

A FINE AND IMPRESSIVE CASE PICNIC SET FOR SIX PERSONS BY G W SCOTT & SONS, CIRCA 1909,

large black leather-cloth case with nickelled handles, lock and catches, with lid and fall-front opening to interior with wicker framework, fitted with central copper kettle with woven wicker handle, with ornate stand and burner, two Thermos flasks, two wicker-covered drinks bottles, two Coracle ceramic based food containers, another food tin, a set of six Bisto gilt-edged china cups and accompanying saucers, Coracle ceramic butter and preserves jars, six stacking glass tumblers in wicker frames, condiments jars, and six enamel rectangular plates, with cutlery housed behind leather straps in the lid, complete with key, the case measuring 76 x 27 x 33cm.

£5,000 - 6,000

€5,800 - 7,000

33♦♦

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

black leather-cloth case, with brass handles, lock and catches, with lid and fall-front opening to interior with wicker framework fitted with central wicker-handled kettle in sauce-pan with burner, spirit flask, two large wicker-covered glass drinks bottles, a smaller glass bottle, a ceramic-based food box, two food tins, a set of four gilt-edged Bisto bone china tea-cups with accompanying saucers, a set of four rectangular enamelled serving plates, ceramic butter and preserves jars with leather straps, four glass beakers in wicker cases, and condiments jars, with cutlery housed behind leather straps in the lid, the case measuring 61 x 22 x 31cm.

£3,000 - 4,000

€3,500 - 4,700



31



31 (Open)

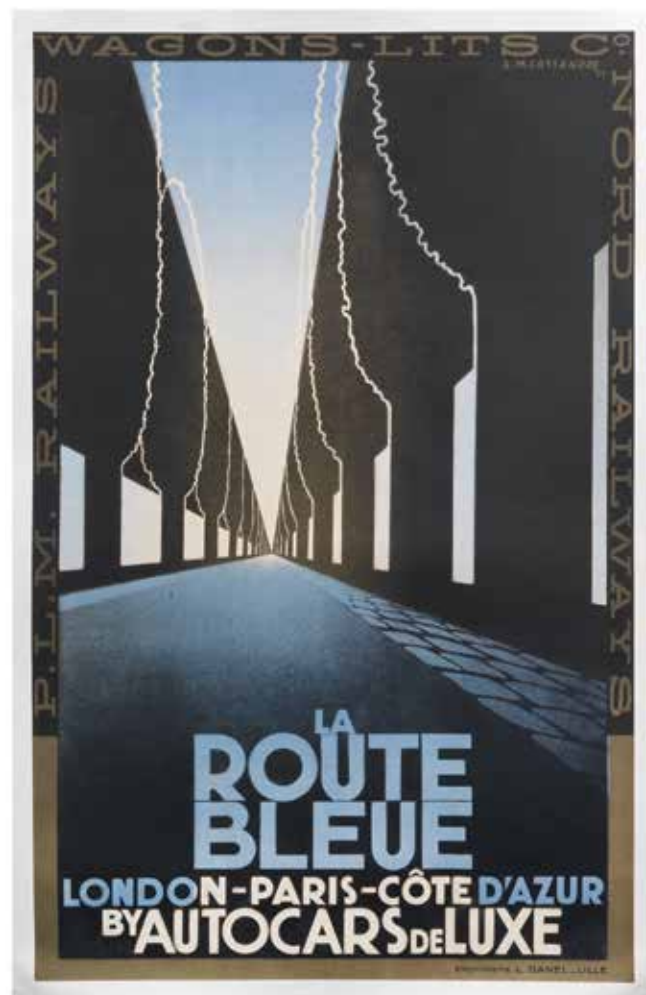


32



33

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35

36



34

34 †
**A PHOTOGRAPH OF THE MERCEDES BENZ TEAM AT THE
 GERMAN GRAND PRIX 1938, WITH SIGNED DEDICATION BY
 ALFRED NEUBAUER, DATED 1948,**

original photograph of the Mercedes-Benz racing team and their manager Alfred Neubauer, the team comprising (from left) Manfred von Brauchitsch, Richard Seaman, Hermann Lang and Rudolf Caracciola. The photograph has been signed in ink and dedicated by Neubauer to Gunter Molter, journalist and Mercedes-Benz PR manager, on the 10th anniversary of the race and is dated in ink '1948', original photograph, 9 x 12, framed with an acid-free mount and glazed.

£3,000 - 5,000

€3,500 - 5,800

To be sold without reserve

The German Grand Prix of 1938 was highly eventful, including von Brauchitsch's car catching fire, and the young British driver Seaman racing to victory. This was to be his only success, and he sadly perished at Spa in 1939, aged 25.

35 †
**'GRAND PRIX DES NATIONS AUTOMOBILE, GENEVA 1946'
 POSTER AFTER FONTANET, SWISS,**

rare original poster, one of only five examples known, 100 x 70cm, float mounted within a plain black oak section frame and glazed with UV Plexiglas.

£10,000 - 15,000

€12,000 - 18,000

To be sold without reserve

The majority of Fontanet's work was undertaken for resorts, airlines and cruise ships during the 1930s, with apparently very little being created for motor-racing or other automobile themes. This exuberant image promotes one of the very first post-war motor-racing events, the Grand Prix des Nations held in Geneva in 1946. The dynamic styling – red on black – is extremely eye-catching and was to become something of a signature colour scheme for Fontanet in the handful of car and motor-racing posters he created between the war and 1955, when the last motor race was held in Switzerland.

The race held on a street circuit in Geneva on 21 July 1946 was a great success with a 1-2-3 victory for the Alfa Corse team's Alfa Romeo 158 cars, driven by Giuseppe Farina, Carlo Felice Trossi and Jean-Pierre Wimille.

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37

36 †

'LA ROUTE BLEUE' POSTER AFTER A M CASSANDRE (ADOLPHE JEAN-MARIE MOURON, FRENCH, 1901-1968),

99 x 62cm, conservation linen mounted, rolled

£12,000 - 18,000

€14,000 - 21,000

To be sold without reserve

'Cassandre' was the nom de course of Adolphe Jean-Marie Mouron (1901-1968), who claimed he was given the name by an art dealer in 1922. The artist Fernand Leger once said that Cassandre was undoubtedly the one who 'renovated the 'art' of wall posters' and his eye captured the speed and dynamism of the machine age to perfection. A friend of Dali, de Chirico and Balthus, there was never any compromise in the standard of the richly diverse compositions from the star of the golden age of the poster.

The machine age is exemplified in this 1929 masterpiece of poster art. This striking composition was a commission for the smart French-run express autobus service, routed from London via Paris to the Riviera. The spacing between the trees conjures up the window panes of the Autocars de Luxe.



38

37 †

'1935 MONACO GRAND PRIX' POSTER AFTER GEO HAM (GEORGES HAMEL, FRENCH 1900-1972)

conservation linen mounted, 120 x 80cm, framed with a plain black oak frame and glazed with UV Plexiglas.

£20,000 - 30,000

€23,000 - 35,000

To be sold without reserve

Geo Ham designed this poster for the seventh Grand Prix de Monaco held in April 1935. The winner of the race was Luigi Fagioli in his Mercedes-Benz W25K.

38 †

'1934 MONACO GRAND PRIX' POSTER AFTER GEO HAM (GEORGES HAMEL, FRENCH 1900-1972)

original poster, dated 1934, 120 x 80cm, conservation linen mounted, framed with a plain black oak frame and glazed with UV Plexiglas.

£20,000 - 30,000

€23,000 - 35,000

To be sold without reserve

Geo Ham designed this poster for the sixth Grand Prix de Monaco held in April 1934, the poster depicting Earl Howe's Maserati 8C in a tight turn by the Casino. The champion of the race was actually Guy Moll, triumphant in his Alfa-Romeo P3.



39 †

'F.I.A.T, FABBRICA ITALIANA AUTOMOBILI DI TORINO', 1899, AFTER GIOVANNI BATTISTA CARPANETTO (ITALIAN, 1863-1928)

rare original first edition poster, 200 x 110cm, conservation linen mounted, framed to edge and glazed.

£20,000 - 30,000

€23,000 - 35,000

To be sold without reserve

This large and highly impressive 19th century poster was designed and created by Carpanetto to the commission of founder Giovanni Agnelli in 1899. His grandson, Gianni (affectionately known as 'L'Avvocato' or 'The Lawyer') was President of FIAT up until his death in 2003 and was known to have owned one of the other three recorded examples of this poster. The others are held in private collections in Italy and Holland. Its significance as a beautiful 19th century automobile poster, the first ever for F.I.A.T, is enhanced by its great rarity.



40

40 †

**'1930 MONACO GRAND PRIX' POSTER
AFTER ROBERT FALCUCCI (1900-1989)**

original poster, 120 x 80cm, conservation linen
mounted, framed and glazed with UV Plexiglas.

£20,000 - 30,000

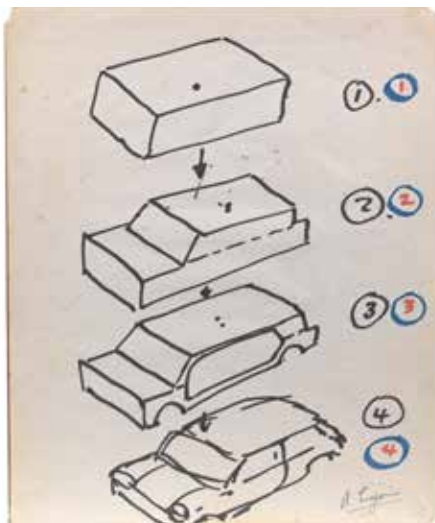
€23,000 - 35,000

To be sold without reserve

The winner of the 1930 Monaco Grand Prix was René Dreyfus, driving a Bugatti T35B. The multi-talented Falcucci – painter, decorator, illustrator, poster artist – began his involvement with auto graphics at Renault but became known for his Monaco poster designs of the 1930s. For many years he was the official historical painter for the French Army.



41



42 (Part)

41 †

A RARE 1898 'NUNC EST BIBENDUM' MICHELIN POSTER AFTER O'GALOP (MARIUS ROUSSILLON, FRENCH 1867-1946),

rare early version with dark green background, 156 x 118cm, conservation linen mounted, framed to edge and glazed with UV Plexiglas.

£20,000 - 25,000

€23,000 - 29,000

To be sold without reserve

'Le pneu Michelin boit l'obstacle' - 'The Michelin tyre drinks up the obstacles'. Michelin humour in the form of the unmistakable image of Monsieur Bibendum. Marius Roussillon, working under his pseudonym 'O'Galop', depicts Bibendum attending a banquet and raising a toast - Nunc est Bibendum! ('now let us drink') - with a goblet filled with assorted road debris. His companions, tyre 'Y' and tyre 'X' alongside are, quite literally, deflated by it all. The green background and the red lettering are exclusive to this incomparable



43

1898 first-edition Michelin poster, one of only a handful of first-edition examples to have survived. In 1899, Michelin changed their house colours to blue and yellow, and the subsequent, simplified editions of this poster bore their new colours in the place of the green and red of the first edition.

42

SIR ALEC ISSIGONIS (1906-1988) MINI MINOR AN ORIGINAL SKETCH CONCEPT DRAWING

signed in blue ink 'A Issigonis', undated, depicting a four-stage transition design from 'box to a mini', black felt-tip pen, numbered 1-4, in black, red and blue, mounted in clip frame, 38 x 31cm; together with 'The Mini Story' by Laurence Pomery, Temple Press, 1964, a publisher's proof copy with printed soft cover, with dedication to flyleaf 'To Peggy, this or some parts may amuse you, from Alec', signed in blue pen, importantly, contained within are his personal amendments, comments and annotations in his own hand, mostly in blue pen, and with sketches to rear flyleaf one comment reading 'having established design concept acceptable to the public - we never intended to change this image by a bigger car, such as stupid developments tend to do. Hope to make 3-4 million by detail improvements', together with 'The Mini Story', publisher's book 1964, signed to flyleaf 'A Issigonis' in blue pen, the final text incorporating the changes made to proof copy and a design museum letter dated 10 June 1999 thanking a former owner for the loan of these items for the Mini: 40 Years of a Design Icon exhibition display (3)

£1,600 - 2,200

€1,900 - 2,600

43 AR

DEXTER BROWN, (BRITISH, 1942-); 'LAMBORGHINI COUNTACH 5000',

signed, acrylic on canvas, 42 x 60cm, mounted and framed.

£1,000 - 1,800

€1,200 - 2,100

44

HANS JOACHIM MOSER (1904-1951) 'TYPE 51 BUGATTI RACING AT DONINGTON',

signed and dated '35, watercolour and charcoal on paper, 60 x 52cm, mounted, framed and glazed.

£1,500 - 2,000

€1,800 - 2,300

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44

According to information supplied by the vendor this painting was purchased 70 years ago in a Brighton junk shop for 2/6', and has remained in the same ownership to date.

45

AN ASTON MARTIN WINGED EMBLEM AND LETTERING,

Constructed from stainless steel facing, backed on Black plastic, 2.2 metres in length, old tape and residue present, some old marks, cracks and scratches throughout, The large letters 24cm in height, the small letters 8.5cm in height. (23)

£800 - 1,200

€930 - 1,400

46

A RACING CAR CERAMIC PLAQUE, BY J MARTEL, FRENCH 1920S,

signed 'J Martel' to lower right corner, numbered '5/20' to lower left corner, rectangular plaque with Cubist style design in relief of a speeding vintage race car with driver, 14 x 44cm.

£900 - 1,200

€1,100 - 1,400

See Bonhams Paris 6 Feb 2014, sale 21768, lot 64.

47

FREDERICK GORDON CROSBY (BRITISH, 1885-1943), 'LE LONG CHEMIN DU RETOUR',

signed, bronze cast in relief, depicting Crosby at the wheel of an open tourer with a hapless passenger as they weave their way back home, 36 x 27.5cm, mounted on a wooden backboard.

£1,500 - 2,000

€1,800 - 2,300

This bronze is not recorded in any known library of Crosby's work, it is believed to have been made by Crosby as a gift for the as yet unknown passenger after they had shared a hair-raising adventure together out on the roads in in France.



45



46



47



49



50



51



52



48

48 †
FREDERICK GORDON CROSBY (1885-1943), 'SAMMY DAVIS 1930', signed, rare and important bronze sculpture by the famed motoring artist depicting a car being driven at speed, with driver and co-driver side by side, fixed in intense concentration, the car is set on a textured bronze socle 30.5cm long, and mounted on a figured marble base with swept edge, 37 x 25cm overall.
£10,000 - 15,000
£12,000 - 18,000
To be sold without reserve

The original bronze of this sculpture was commissioned from Frederick Gordon Crosby by friends of S.C.H. 'Sammy' Davis. The finished work was presented to him while he was in hospital recuperating from a crash at Brooklands Easter Monday 1930. The mould was later re-cast for use as the Brooklands Trials Championship Trophy as well as other castings for decorative use. Crosby used generic features of Aston Martin, Riley, Alvis and MG cars to create this bronze.

A similar casting of this bronze appears in John J Zolomij: The Motor Car in Art (see page 140).

49♦♦♦

A HAND-PAINTED 'MR BIBENDUM' STANDING FORECOURT DISPLAY FIGURE, modern, fibreglass construction, depicting the Michelin advertising figure with 'Le Pneu Michelin' sash, for garage display, 120cm high.
£800 - 1,000
€930 - 1,200

50♦♦♦

A HAND-PAINTED 'MR DRIP' STANDING FORECOURT DISPLAY FIGURE, modern, fibreglass construction, depicting the Esso advertising character, for garage display, 120cm high.
£800 - 1,000
€930 - 1,200

51♦♦♦

A HAND-PAINTED 'MRS DRIP' STANDING FORECOURT DISPLAY FIGURE, modern, fibreglass construction, depicting the Esso advertising character, for garage display, 120cm high.
£800 - 1,000
€930 - 1,200

52♦♦♦

A HAND-PAINTED 'JUNIOR DRIP' STANDING FORECOURT DISPLAY FIGURE, modern, fibreglass construction, depicting the Esso advertising character, for garage display, 100cm high.
£600 - 800
€700 - 930
To be sold without reserve

53

A RARE RAF OPERATIONS ROOM SECTOR CLOCK, 1942,

the painted dial with some over-painting, in good order with some staining and wear, the case stamped RAF to the back box, with spun brass bezel and correct Elliott movement in working order stamped AM (Air Ministry) 1942, together with a pendulum, winder, key, pendulum hatch key and a spare box peg.

(6)

£2,000 - 3,000

€2,300 - 3,500



53



55

54

AN AIR MINISTRY STANDARD SIZE BELL, 1943,

English, with foundry marks to top bracket, cast in bronze bell-metal, marked with crown and A.M. 1943 to one side, 27cm diameter, 28cm high together with 26cm long clapper,

Station or 'scramble' bells like the present example would have been used on British airfields by the RAF during the Second World War. Ringing the bell would signal the threat of incoming enemy aircraft and to get planes into the air.

The Dates on Air Ministry bells relate to the commissioning date of the aerodrome that the bell is dedicated to.

£2,200 - 3,000

€2,600 - 3,500



54



56

Station or 'scramble' bells like the present example would have been used on British airfields by the RAF during the Second World War. Ringing the bell would signal the threat of incoming enemy aircraft and to get planes into the air.

The Dates on Air Ministry bells relate to the commissioning date of the aerodrome that the bell is dedicated to.

55 †

A ROLLS-ROYCE DESK-SET CHRISTMAS GIFT FOR 1927, STERLING SILVER CLOCK BY SAUNDERS & SHEPHERD,

the 8-day brass-cased clock with square-dial and Swiss movement, mounted within a sterling silver case by Cornelius Saunders & Francis Shepherd, hallmarked London, 1927, in the form of a Rolls-Royce radiator, with engine-turned grille decoration, red enamel badge and miniature Spirit of Ecstasy mascot, engraved initials 'T.C.' to the front of base, in working order, 13.5cm high overall, in maroon leather presentation case.

£4,000 - 6,000

€4,700 - 7,000

To be sold without reserve



57



58

56 †

A ROLLS-ROYCE DESK-SET CHRISTMAS GIFT FOR 1929, STERLING SILVER INK WELL BY SAUNDERS & SHEPHERD,

hallmarked London, 1929, designed as a radiator header tank with cap and mascot, with red enamel badge, initialled H.Y.N. to the front, 15cm wide, together with a modern presentation case.

£2,500 - 3,500

€2,900 - 4,100

To be sold without reserve

57 †

A ROLLS-ROYCE DESK-SET CHRISTMAS GIFT FOR 1932, STERLING SILVER INK BLOTTER BY SAUNDERS & SHEPHERD,

hallmarked London 1932, with Spirit of Ecstasy handle, the end engraved A.P.G., 14cm long.

£2,500 - 3,500

€2,900 - 4,100

To be sold without reserve

58 †

A ROLLS-ROYCE DESK-SET CHRISTMAS GIFT FOR 1933, STERLING SILVER BAROMETER BY SAUNDERS & SHEPHERD,

square dial, mounted within a sterling silver case by Cornelius Saunders & Francis Shepherd, hallmarked London, 1933, in the form of a Rolls-Royce radiator, with engine-turned grille decoration, black enamel badge and radiator town cap, 13.5cm high overall, the base engraved J.H.K..

£3,000 - 5,000

€3,500 - 5,800

To be sold without reserve

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



61

59 †

A ROLLS-ROYCE DESK-SET CHRISTMAS GIFT FOR 1934, STERLING SILVER LIGHTER BY SAUNDERS & SHEPHERD,

hallmarked London 1934, the machine turned hexagonal pillar surmounted with a miniature Spirit of Ecstasy, with patented lever striking mechanism, 16cm high, overall.

£3,000 - 5,000

€3,500 - 5,800

To be sold without reserve

60 †

A ROLLS-ROYCE DESK-SET CHRISTMAS GIFT FOR 1936, STERLING SILVER ROSEBOWL BY SAUNDERS & SHEPHERD,

the bowl, with a removable lattice cover surmounted by a Spirit of Ecstasy, Hallmarked London, 18cm high overall.

£5,000 - 8,000

€5,800 - 9,300

To be sold without reserve

The Rolls-Royce desk set Christmas gifts. An annual Sterling Silver 'Objets de Bureau' commissioned by Rolls-Royce Motors 1926-1937.

It is reasonable to argue that few companies in the automotive world have a richer corporate heritage than Rolls-Royce Motors, whose legendary 'Spirit of Ecstasy' mascot was created in 1911 by the renowned British sculptor Charles Sykes R.A. (1875 - 1950).

The Spirit of Ecstasy mascot has now adorned Rolls-Royce automobiles for over 110 years and is one of the world's most readily identified images. In 1926, following the successful introduction of their New Phantom model (later known as the Phantom II), the Directors of Rolls-Royce Motors decided to commission a Christmas gift, to be produced in a small quantity.



59

The piece in question was a cigar ashtray of conventional circular form, surmounted by a reduced size Spirit of Ecstasy, the whole in Sterling silver. A small number of these ashtrays were presented by Rolls-Royce as Christmas gifts that year. The fortunate recipients of the ashtray were evidently highly delighted with their gifts, and Rolls-Royce decided to commission another piece - a desk clock - for presentation the following year. This, too, was very well received, and so the 'tradition' of commissioning a different piece each year evolved.

With the exception of 1931, each of the following years, until 1937, saw the creation of a different piece, always in Sterling silver and always incorporating the Spirit of Ecstasy as its decorative theme or inspiration. It is thought that no piece was commissioned in 1931 due to Rolls-Royce's acquisition of Bentley Motors that year, and the economic depression prevailing at the time.

Rolls-Royce chose the London silversmiths Messrs. Saunders and Shepherd as manufacturers, and all the pieces, with the exception of the ashtray which was made by Crown jewellers Garrard of Regent Street, and the pieces bear Saunders and Shepherd's hallmark and year letter from the London Assay Office.

The pieces which comprise the 'Desk Set' were never available for sale - they were strictly the gift of the Company and as such were presented only to those considered particularly important by Rolls-Royce Motors.

Pieces from the Desk Set appear very infrequently on the market and are prized by collectors and enthusiasts of the marque. Some of the pieces such as the Cigar Ashtray are for whatever reason, more easily found than others, such as the Rose Bowl for 1936, of which only three examples have 'surfaced' since 1979. A full set comprises:-

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.

1926 ashtray, 1927 desk clock, 1928 cigarette box, 1929 inkwell, 1930 bon-bon dish, 1931 (no gifts were issued in 1931 due to the acquisition of Bentley Motors and financial recession), 1932 ink blotter, 1933 desk barometer, 1934 desk lighter, 1935 salver, 1936 rose bowl and 1937 bookends. Little is recorded about the production of the desk lamp and very few examples exist, but it is known that the 1938 desk lamps were not presented as Christmas gifts.

Recipients of desk sets included Clyde Automobiles of Glasgow, Watson of Liverpool, Cockshoot of Manchester, Rippon Bros of Huddersfield, Car Mart of London, Roltes of Maidstone and Croal of Edinburgh.



62



63

61 †
A ROLLS-ROYCE DESK-SET CHRISTMAS GIFT FOR 1937, STERLING SILVER AND MARBLE BOOKENDS BY SAUNDERS & SHEPHERD,

the silver miniature Spirit of Ecstasy mascots, Hallmarked London 1937 by Saunders and Shepherd, mounted on marble demi-lune stepped base supporting fluted half column, the base fitted with silver plaques (not engraved), 13cm high.

(2)

£3,000 - 5,000

€3,500 - 5,800

To be sold without reserve

62

A PIRELLI 'EROTICAR' BELT BUCKLE AFTER SALVADOR DALI (1904-1989), ITALIAN FOR THE NORTH AMERICAN MARKET, CIRCA 1970,

solid brass, with cast signature to lower right corner, numbered 'NR 0158' to lower left, with erotic motoring scene design, small version, 7.2 x 4.5cm, the reverse marked 'Made in Italy'.

£800 - 1,200

€930 - 1,400

63 †

ALFA ROMEO 158 ALFETTA VICTORY ASHTRAY, 1950

made to commemorate what was a highly successful year in Alfa Romeo's racing history, cast alloy, with anodised 'red' car, square tray with five rests, miniature model of the Alfa 158 Alfetta of Dottore Emilio Giuseppe 'Nino' Farina (1906-1966), Formula 1 World Championship winner at Silverstone that year, 18cm wide.

£1,500 - 2,500

€1,800 - 2,900

To be sold without reserve

Alfa Romeo achieved a staggering 11 victories in 11 races in 1950, with a racing team consisting of (in addition to Farina), Juan Manuel Fangio, Reg Parnell and Constalvo Sanesi. These ashtrays were made as a celebration of the year's achievements and would have been presented as gifts.

64 †

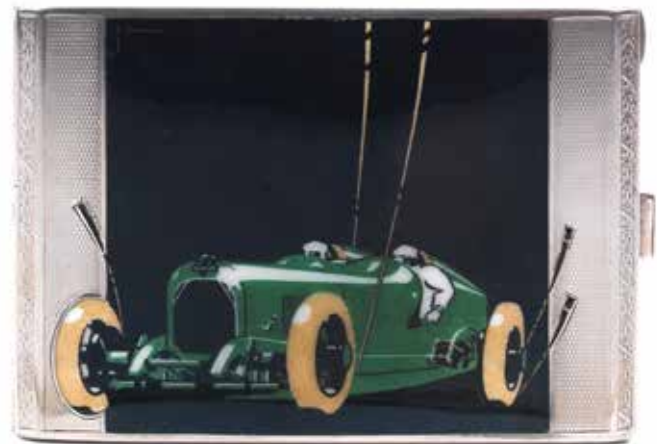
AN AUSTRO-DAIMLER CIGARETTE CASE BY F. ZWICKL, AUSTRIAN, CIRCA 1928,

magnificent Sterling silver and enamel cigarette case depicting a classic stylized Art Deco Daimler racing car in green, the reverse with vertical lines of engine turning, and foliate borders to each end on both sides. Signed in the enamel F. Zwickl, the case stamped 1028 inside, 8 x 11cm.

£2,500 - 3,500

€2,900 - 4,100

To be sold without reserve



64



65

65 †

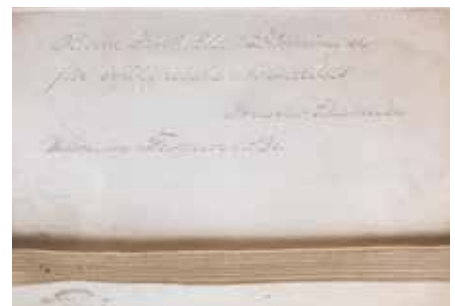
AN AUSTRO-DAIMLER CIGARETTE CASE BY F. ZWICKL, AUSTRIAN, 1931,

magnificent Sterling silver and enamel cigarette case depicting a classic stylized Art Deco Daimler racing car in blue, the reverse with vertical lines of engine turning, and foliate borders to each end on both sides. Signed in the enamel F. Zwickl, the case stamped 15967 to the inside and engraved to Willy Linninger from Austro-Daimler, Wein in Februar 1931, , 8 x 11cm

£2,500 - 3,500

€2,900 - 4,100

To be sold without reserve



65 (Detail)



66

66*

A FINE CAST BRONZE MODEL OF THE 1954-55 GRAND PRIX MERCEDES-BENZ 'SILVER ARROW', PRODUCED BY THE HANS MAYER FOUNDRY OF MUNICH, 1955,

solid cast bronze sculpture of the famed W196, one of a strictly limited number of only 50 examples commissioned by Daimler-Benz AG of Stuttgart and Streamliner engineer Ludwig Kraus from a design by chief sculptor Helmut Hiltmann, produced in 1956-57, depicting the car in Streamliner guise, measuring 27cm long, mounted on a grey marble base with plaque to front edge inscribed 'Mercedes-Benz Grand Prix Rennwagen Gebaut Nach der Formel I 1954 und 1955', measuring 30.5cm long overall.

Of the 50 examples of this presentation sculpture produced, some were presented to Formula 1 VIPs and dignitaries including Heinrich C Wagner (former CEO of Mercedes-Benz 1953-1953), with two examples presented to Works drivers, Juan Manuel Fangio and Karl Kling, and another presented as the 'Alfred Neubauer Trophy' to 1968 World Champion Graham Hill.

£3,000 - 4,000
£3,500 - 4,700

Of the 50 examples of this presentation sculpture produced, some were presented to Formula 1 VIPs and dignitaries including Heinrich C Wagner (former CEO of Mercedes-Benz 1953-1953), with two examples presented to Works drivers, Juan Manuel Fangio and Karl Kling, and another presented as the 'Alfred Neubauer Trophy' to 1968 World Champion Graham Hill.



67

67

A 1933 MG MAGIC MIDGET TABLE LIGHTER,

chrome plated, engraved to the nose and on one side and stamped underneath, S&M, patent 373219 (for 1932), battery operated (untested) 20cm long.

£1,400 - 1,800
€1,600 - 2,100

68 †

THE 1921 XII TARGA FLORIO WINNER'S PLAQUE BY DUILIO CAMBELLOTTI (1874-1960), FORMERLY FROM THE FAMILY OF COUNT MASETTI,

awarded to Count Giulio Masetti upon his victory in the Targa Florio in May 1921. The bronze commissioned by Count Vincenzo Florio who conceived the race, sculpted by the Italian Futurist artist, who also designed Florio's superb 'Rapiditas' magazine in 1908. The plaque, cast by the Florentine bronze foundry Picchiani e Barlacchi, This large and important example of Italian Futurist design, by one of its acknowledged masters, 29 x 42cm, exquisitely framed, with engraved plaque to front, 43 x 56cm overall.

£25,000 - 30,000

€29,000 - 35,000

To be sold without reserve

The 1921 Targa Florio was won by Count Giulio Masetti (1895-1926), a young nobleman and scion of an ancient Tuscan family, driving his powerful F.I.A.T Tipo S.57. He had bought this from motor-racing legend Antonio Ascari for the 1919 Targa Florio, in which he finished 4th. He triumphed in 1921 and 1922, dominating the event through the early 1920s, but sadly perished in 1926 after overturning his Delage in that year's Targa Florio. The race was discontinued as a competitive event for safety reasons in 1977.

69 †

A SCARCE LARGE SCALE DIE CAST MODEL OF THE FERRARI '500' GRAND PRIX MONOPOSTO BY TOSCHI, ITALIAN, CIRCA 1952

created as a presentation gift to Ferrari-team personnel and to dealership outlets, well-detailed and with rubber tires on pressed tin 'spoked' wheels, the upper half body removable originally containing a bottle of liqueur/cherries, which when removed enabled conversion to a powered toy with rubber-band drive via geared differential to rear axle, (lacking bottle, some very slight age-wear to paint finish and plated parts), 53cm long.

£6,000 - 8,000

€7,000 - 9,300

To be sold without reserve

70*

A TINPLATE CLOCKWORK TINPLATE MODEL OF AN ALFA ROMEO P2, BY CIJ (COMPAGNIE INDUSTRIELLE DU JOUETS), FRENCH, CIRCA 1929,

a second series example, in original blue French National racing colour paintwork and wearing number 2, with wire mesh grille, louvered bonnet with leather straps (one missing), front shock absorbers, dot tread Pneu Michelin solid rubber tyres and knock-off spinners, with opening filler caps, (missing Radiator cap) exhaust, and with front wheel steering and hand-brake, 52cm long, (paintwork spotted with some general wear commensurate with age, lacking key, clockwork inoperative).

£6,000 - 7,000

€7,000 - 8,200



68



69



70

71



72



73



74

71 †

A TINPLATE CLOCKWORK ALFA ROMEO P2 BY CIJ (COMPAGNIE INDUSTRIELLE DU JOUETS), FRENCH, CIRCA 1932,

a rare third series example of the Alfa Romeo P2 racing car toy by CIJ, with original silver paintwork and complete with filler caps, starting handle, handbrake, working steering and red painted spoked wheels with diamond tread tyres, 54cm long overall, Ranking among the best of the quality toymakers of the day, CIJ produced these child's toys between 1924 to around 1935, starting with the coveted first series, distinctive by its un-treaded rubber 'Balloon' tyres. Originally produced as a celebration of the hugely successful Alfa Romeo Grand Prix car evolved by the gifted Vittorio Jano in 1924, the original colours of the first series were intended to be representative of the racing countries – red for Italy, green for Great Britain, white for Germany and blue for France, amongst others. The second series of the toy was released in 1930, this time with treaded Pneu Michelin tyres.

To keep pace with the changing tastes and style of the era, new and exciting colour variants were produced – and the pursuit of these diverse colours has spurred present-day collectors to continue to seek out the vivid and unusual.

The third (and final) series was produced between 1931-1935, as a response to diminishing sales. The deluxe variants with working battery headlights were released and the hyper-rare bicolore (two colour) versions, are excellent examples of this 'swan song' series.

£10,000 - 15,000

€12,000 - 18,000

To be sold without reserve

72 †

A TINPLATE CLOCKWORK ALFA ROMEO P2 BY CIJ (COMPAGNIE INDUSTRIELLE DU JOUETS), FRENCH, CIRCA 1930,

a second series example of the Alfa Romeo P2 racing car toy by CIJ, with original red paintwork and complete with filler caps, starting handle, handbrake, working steering and black painted spoked wheels with spotted tread tyres, 54cm long overall, with key.

(2)

£6,000 - 8,000

€7,000 - 9,300

To be sold without reserve



75 (Detail)



76 (Detail)



75



76



73♦♦♦

AN AUSTIN J40 PEDAL CAR, BRITISH,
no chassis number visible to rear boot panel, pressed steel body painted red, chromed brightwork, treadle pedals, wheels with chromed hub discs fitted with Dunlop Cord tyres (deflated), opening bonnet revealing dummy spark plugs but lacking engine cover, seat pan detached but present and with four pieces of maroon seat covering for re-upholstery, and spare wheel, some playwear, for restoration, 150cm long.

£1,500 - 2,000

€1,800 - 2,300

To be sold without reserve

74 Ω

A FINE 1:15 SCALE MODEL OF A 1938 2.9 ALFA ROMEO LE MANS COUPE, BY GERALD WINGROVE,

finely detailed scratch-built 'curbside' model with hinged opening doors, constructed from mainly brass, copper and aluminium parts, believed post-2000 model inscribed to underside '1938 2.9 Alfa Romeo Le Mans Coupe by Gerald Wingrove MBE Model Engineer Spain', finished in red livery, with wire-spoked wheels shod with rubber tyres, 30.5cm long; contained in green baize padded plywood storage case with sliding lid.

(2)

£11,000 - 15,000

€13,000 - 18,000

75 Ω

A FINE 1:15 SCALE MODEL OF A 1933 ALFA ROMEO 8C 2300 MONZA AND MODEL ENGINE, BY GERALD WINGROVE,

finely detailed scratch-built model with hinged bonnet revealing engine, constructed from mainly brass, copper and aluminium parts, believed one of a series of 7 models produced in various guises by Wingrove from 1983-2002, inscribed to underside '1933 2.3 Alfa Romeo by Gerald Wingrove MBE (Model Engineer)', finished in red livery, with wire-spoked wheels shod with rubber tyres, 27cm long, contained in green baize padded plywood storage case with sliding lid; offered together with a 1:15 scale model of a 1932 8C 2300 Alfa Romeo engine by Wingrove, 10cm long, mounted on chromed metal base inscribed '1932 8C 2300 Alfa Romeo Phyllis & Gerald Wingrove'.

(3)

£8,000 - 10,000

€9,300 - 12,000

76 Ω

A FINE 1:15 SCALE MODEL OF A 1932 ALFA ROMEO P3 MONOPOSTO AND MODEL ENGINE, BY GERALD WINGROVE,

finely detailed scratch-built model with hinged bonnet revealing engine, constructed from mainly brass, copper and aluminium parts, believed one of a series of 9 models produced by Wingrove from 1979-2002, inscribed to underside '1932 P3 Alfa Romeo Gerald Wingrove (Model Engineer)', finished in maroon livery, with wire-spoked wheels shod with rubber tyres, 25cm long, contained in green baize padded plywood storage case with sliding lid; offered together with a 1:15 scale model of a 1932 Alfa Romeo P3 engine by Wingrove, 10cm long, mounted on chromed metal base inscribed '1932 P3 Alfa Romeo Gerald Wingrove'.

(3)

£8,000 - 10,000

€9,300 - 12,000



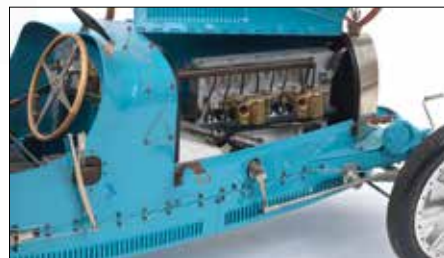
77



77 (Detail)



78



78 (Detail)



79

78 Ω

A 1:8 SCALE MODEL OF THE 1924 GRAND PRIX DE LYON BUGATTI TYPE 35 BY JEAN-PAUL FONTANELLE OF ART COLLECTION AUTO OF FRANCE, 1990S,

limited edition hand-built model, constructed from in excess of 700 mainly steel, brass and aluminium parts, finished in 'Bugatti Blue' livery, with opening bonnet revealing detailed engine, cockpit with leather seat, aluminium fascia with instrument panel, functioning steering, 'artillery' style wheels with rubber tyres, inscribed 'P.Fontanelle' to underside, measuring approximately 47cm long, displayed on a display base under a Perspex case, measuring 66 x 27 x 28cm overall. .

£2,000 - 3,000

€2,300 - 3,500

79 Ω

AN IMPRESSIVE 1:8 SCALE SCRATCH-BUILT MODEL OF THE 1937 LE MANS WINNING BUGATTI TYPE 57G "TANK" BY SEAN MCKENNA, 1990S,

finely detailed model constructed from mainly metal parts, one of a limited series of believed 10 proposed models, with model-maker's plaque to underside inscribed with facsimile signature and numbered 10/57, depicting the car as driven to victory by Jean-Pierre Wimille and Robert Benoist under the Roger Labric race team at the 1937 Le Mans endurance event, finished in two-tone blue race livery and wearing race number 2, with detailed cockpit, opening bonnet revealing detailed engine, wire-spoked rolling wheels and rear-mounted spare wheel with solid rubber tyres, turning front wheels and rear wheels with removable spats (one fitted, one detached but present), the model measuring 58cm long, several small parts detached but present and requiring re-fitting, offered with plywood transport case.

(2)

£6,000 - 8,000

€7,000 - 9,300

77 Ω

A FINE 1:15 SCALE MODEL OF A 1938 ALFA ROMEO 2.9 8C MILLE MIGLIA, BY GERALD WINGROVE,

finely detailed scratch-built model with hinged bonnet revealing detailed engine, constructed from mainly brass, copper and aluminium parts, believed one of 2 models produced by Wingrove from 1999-2002, inscribed to underside '1938 M.M. 2.9 Alfa Romeo by Gerald Wingrove Model Engineer Made in Spain', finished in red livery, with wire-spoked wheels shod with rubber tyres, 30cm long; contained in green baize padded plywood storage case with sliding lid.

(2)

£10,000 - 15,000

€12,000 - 18,000



79 (Detail)

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80

80 ♦♦

JAVAN SMITH A LIMITED EXCLUSIVE EDITION 1:5 SCALE MODEL OF THE 1964 PORSCHE 904GTS,

modelled upon the original Porsche 1:5 scale styling model, with the addition of full body and cockpit detailing, with display plinth and Plexiglas display case, this model presents as a highly impressive and exclusive display piece, numbered 4 of a guaranteed 4 examples. Together with a signed makers certificate, a signed Javan Smith Models card and a photograph depicting Ferdinand Porsche with the original styling model.

(Qty)

£5,000 - 7,000

€5,800 - 8,200

81 ♦

A 1:8 SCALE MODEL OF A JPS TEAM LOTUS 72 F1 CAR BY POCHER,

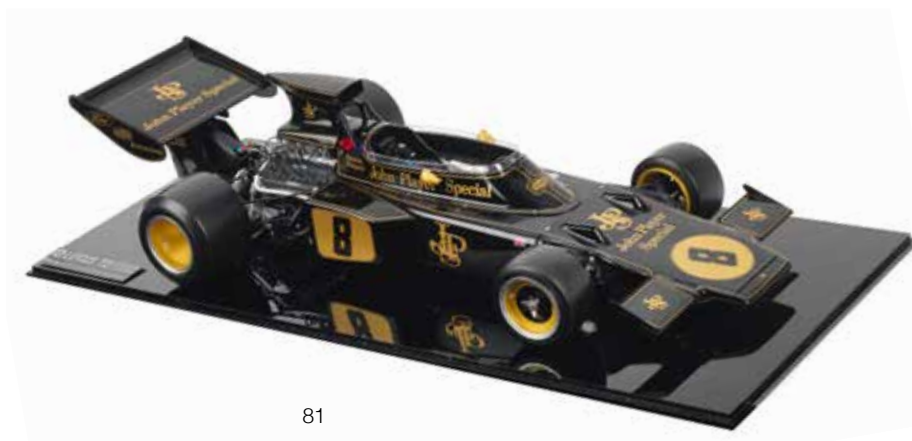
fully constructed model by Pocher of the Team Lotus F1 car in black bodywork, built to a very high standard with metal and plastic parts, with removable wheels, front nose, cockpit cowl, airbox and adjustable rear wing, 59cm long, mounted on display base within Perspex glazed case, measuring 65 x 27 x 16cm overall, offered together with the original box.

(2)

£1,000 - 1,500

€1,200 - 1,800

This model depicts chassis 72/7 which was driven by Emerson Fittipaldi in 1972 to victory at the British Grand Prix.



81





82 (Detail)



83



83 (Detail)



84

82 †
A STERLING SILVER 1:12 SCALE MODEL OF UU 5872 1929 4½ LITRE BIRKIN'S 'BLOWER' BENTLEY, BY GIL HOLT, 2020, finely detailed and immaculately recreated and modelled, features patinated silver tyres to resemble rubber, tread, a double hinged louvred bonnet, revealing fine engine detailing on both sides, well-observed dashboard with full instrumentation, 35cm long, mounted on a polished lacquered plinth, 45cm wide. The model is complete with bespoke green calfskin Bentley presentation case. Bearing makers marks and London hallmarks for 2020.
£20,000 - 25,000
€23,000 - 29,000
To be sold without reserve



Only four 'Team Blowers' were built for racing, and this registration UU 5872, was Tim Birkin's own team racing car, no.2, raced at Le Mans and went on to play a pivotal role in the Speed Six victory in 1930.

Based on 'UU 5872', Bentley Motors announced in 2019, the production of a 'continuation' series of 12 'Blowers' would be produced, as a faithful recreation of Bentley's own 'Team Blower', chassis number HB 3403. The original car would be disassembled, catalogued and meticulously scanned in three dimensions, the component parts then being



82

recreated using the original 1920s moulds, tools and jigs, alongside the latest manufacturing technology. The 12 continuation 'Blowers' would then be assembled by specialist Mulliner engineers over a period of two years, as close mechanically, aesthetically (and spiritually) to the original car.

83 †
A STERLING SILVER SCALE MODEL OF AN ALFA ROMEO MONZA BY THEO FENNELL (1951-), HALLMARKED LONDON 1990, fine and intricately made, complete with opening louvred bonnet revealing a highly detailed engine, full interior detailing and patinated silver 'treaded' tyres, fully hallmarked, TF London 1990, 24cm long, set on a plain black marble base 33cm long inset with circular silver maker's stamp to one corner, complete with a fitted black leather presentation case. Believed one of only 10 examples made in 1990.
£10,000 - 15,000
€12,000 - 18,000
To be sold without reserve

84 †
A FINE 1:8 SCALE LIMITED EDITION MODEL OF A 1929 4½ LITRE BENTLEY BY SAPOR MODELLTECHNIK OF GERMANY, 1998, finely detailed working model of the Bentley 'YU 3250', finished in British Racing Green lacquered paintwork, numbered '17' of a believed 25 examples, produced in 1999, constructed from approximately 4,000 individual steel, brass, aluminium and wooden parts, pressed metal bodywork with leather covering and chromed brightwork, detailed dashboard and cock-pit with leather upholstery, latched doors and bonnet opening to reveal white metal engine compartment, with functioning external handbrake, foot pedals and clutch operating forward and reverse gears, brake drums, suspension and rolling wire-spoked wheels with rubber tyres, designed to have working lights and horn (untested), and other details, the model measuring 58cm long
£10,000 - 15,000
€12,000 - 18,000
To be sold without reserve

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.



85



86

85 †

A FINE AND DETAILED 1:8 SCALE MODEL OF 1930 MERCEDES-BENZ SSKL BY SAPOR MODELLTECHNIK OF INGOLSTADT, GERMANY, 1990S,

the Super-Sport-Kurz-Leicht two-door roadster, all metal construction, coachwork painted white, exacting detail made from over 3,000 component parts including full engine detailing and dashboard instrumentation, accessories, suspension and other mechanical parts, black leather upholstery and black canvas hood, the model 85 cm long.

Footnotes

Made in limited numbers, these models usually sold out immediately, and the early Sapor editions included a 1904 Mercedes Simplex, a 1904 Rolls Royce and a 1913 Mercer 35J Raceabout and are widely accepted as the finest detailed models ever produced.



85

The Mercedes-Benz SSKL was based on the previous SSK, whose short wheelbase made it very light and manoeuvrable. Also known as the 'SSK, 1931 model', the SSKL was even lighter (hence the 'L') and was able to achieve a top speed of up to 235 km/h. The final incarnation of the SSKL was driven in the 1932 Avus Race in Berlin by Manfred von Brauchitsch, who with a modified streamlined body won the race with an average speed of 194.4 km/h.

£10,000 - 15,000

€12,000 - 18,000

To be sold without reserve

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86

A FINE SCRATCHBUILT 1/8 SCALE FERRARI 156 'SHARKNOSE' MODEL BY RENE DUMERIZ,

signed on the base of the model, metal construction, highly detailed, 54cm long, with working steering, displayed on a mirrored plastic base and Perspex lid (one end glue loose to lid).

£4,000 - 5,000

€4,700 - 5,800

RACE AGAINST DEMENTIA

The following lot is offered for sale on behalf of 'Race Against Dementia'.

Set up by three-time Formula 1 World Champion Sir Jackie Stewart OBE, in response to his wife, Helen's, dementia diagnosis, 'Race Against Dementia' calls on us all to help combat the crisis of our generation.

Over 55 million people worldwide live with dementia today with a new person diagnosed every three seconds. Race Against Dementia supports research into the prevention or cure of dementia.



87

The Race Against Dementia Fellowship Programme draws from the most promising early career scientific talent from around the world. We fund and support twenty Race Against Dementia researchers globally. Collaboration with forward-thinking teams in Formula, as well as other innovative organisations, brings the dynamic attitude, dedication and agility of Grand Prix teamwork to drive results in dementia research. The programme not only accelerates the researchers personal research agendas, but also aspires to catalyse a change in dementia research culture globally.

To find out more about Race Against Dementia or to donate please go to raceagainstdementia.com or follow @racingdementia.

Registered Charity Number 1165559

Contact: Shiryn Millard-Hill, (Chief Development Officer) Race Against Dementia Shiryn@raceagainstdementia.com

87

A LIMITED EDITION PHOTOPRINT, SIGNED BY SIR JACKIE STEWART, NUMBER 1 OF 2,

monochrome image taken by Peter Robinson depicting the driver wearing an unusual fire-proof race suit getting ready for a test drive of the Matra-Ford MS10 at Goodwood in 1964, printed on canvas, 31 x 41cm: together with written sheet of information relating to the background of the photograph and Stewart's drive for safer racing; Jackie Stewart 'A Restless Life' biography; a jpeg image (on SD card) depicting the photograph being signed and the original negative of the image, sold with copyright.

(5)

£600 - 800

€700 - 930

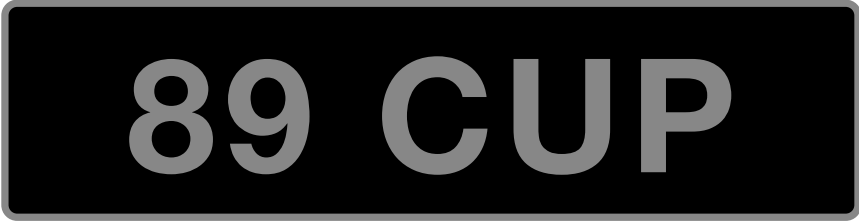
To be sold without reserve

VEHICLE REGISTRATION NUMBERS

IMPORTANT NOTICE

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

Buyers Premium is charged at car rates for Lots 88 - 90

A black rectangular plate with the text '89 CUP' in large, bold, white sans-serif capital letters.

88

88

'89 CUP', UK VEHICLE REGISTRATION NUMBER,

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

£3,000 - 4,000

€3,500 - 4,700

A black rectangular plate with the text '2 WAC' in large, bold, white sans-serif capital letters.

89

89

'2 WAC', UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 05 June 2034.

£20,000 - 30,000

€23,000 - 35,000

A black rectangular plate with the text 'WAC 1' in large, bold, white sans-serif capital letters.

90

90

'WAC 1', UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 05 June 2034.

£60,000 - 90,000

€70,000 - 110,000

Cars

Lots 101 - 191, at 13:00

Further images and information of each lot can be found at [bonhams.com/revival](https://www.bonhams.com/revival) or scan the QR code below.



£20,000 - 30,000

€23,000 - 35,000

Without Reserve



101

1945 Willys MB Jeep 'Shore Patrol'

Registration no. WJZ 445

Chassis no. J274257

- Formerly in service with the United States Navy
- Present ownership since 2021
- Previous ownership for 20 years
- Service bills for the last 20 years available



Although forever associated with Willys-Overland, the original Jeep was developed by American Bantam. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of un-skilled maintenance, Bantam's prototype Jeep was up and running by 1940. The Pentagon, though, doubted the firm's ability to meet the military's post-Pearl Harbour demands, so the major contracts went to Willys and Ford.

Produced by the million, the Jeep saw service in every theatre of the Second World War and continued in military service for several decades thereafter. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

This Willys Jeep is believed to have served during WW2 at the United States Navy's Motor Torpedo Base 17 at Bobon Point, Samar, Philippines. It later returned to the USA where it was purchased by vendor in 2021 and shipped to the UK.

The previous owner had kept the Jeep for 20 years, having bought it from a friend who had owned it for 10 years. Understood to be very original, the Jeep is offered with a V5C document and service bills for the last 20 years. A canvas top is included in the sale.

£18,000 - 25,000

€21,000 - 29,000

Without Reserve



102

1936 Triumph Vitesse 14/60hp Saloon

Registration no. DGF 863

Chassis no. 1221031

- One of only 13 survivors with original saloon coachwork
- Extensively restored with restoration records available.
- Recent bills from Blue Diamond Riley Services for over £33,000



First registered in London in August 1936, 'DGF 863' has had just six custodians to date. The previous owner, a former Standard Triumph service engineer, acquired the Vitesse in 1996. Despite being restored in the 1960s, it was in a sorry state. The new owner proceeded to carry out a thorough body-off restoration which took over seven years to complete. All the original outer panels were carefully restored, while the ash frame was almost completely renewed. The interior was retrimmed, a new wiring loom fitted, the dashboard instruments overhauled as necessary.

Post-restoration it was found that the cylinder block had cracked and in 2006 the engine was rebuilt around a replacement block by Cotterell Engineering of Derby at a cost of £2,447. In addition, the cylinder head was rebuilt and converted to run on unleaded fuel for an additional £1,164; the carburetors overhauled, the radiator re-cored; a new water pump fitted; a solid-state regulator conversion carried out; the wheels refurbished; and new tyres fitted all round. Bills on file total well over £25,000.

Our vendor was sold the car via Brightwell's in 2018. Since this time, further significant expenditure has been carried out, with bills from Blue Diamond Riley Services Limited totalling over £33,000 (available on file). It comes with a substantial history file containing extensive restoration records; various black-and-white photographs of the car from the 1960s; an original owner's handbook; and a parts catalogue.

Only 20 Vitesse models survive today; according to the Pre-1940 Triumph Motor Club, only 13 of them retain their saloon bodywork, which makes 'DGF 863' an extremely rare car.

£20,000 - 50,000

€23,000 - 58,000



103

1968 Daily Express London to Sydney Marathon Rally participant **c.1967 MGB Roadster**

Registration no. UMD 534F
Chassis no. G23N003222F
Engine no. 18GD-U-H12251

- Winner of the 1968 Marathon Rally's sports car class
- Built around a works-supplied bodysell
- Restored by the MG Car Club's MGB Register
- Refinished in original Marathon Rally livery

'UMD 534F' is a BMC works-prepared MGB roadster delivered as a new bodysell in British Racing Green to the London garage of Jean Denton (latterly Lady Denton of Wakefield) and Tom Boyce.

The MGB had come via Abingdon Special Tuning, where it is believed to have been seam-welded. Tom Boyce modified the engine, which was balanced and rebuilt with a lower compression ratio than normal. To counteract the weight of extra equipment carried at the rear, the lever-arm shock absorbers were upgraded to adjustables, and extra coil springs with rubber top mounts fitted.

The MGB was a private entry in the Daily Express London to Sydney Marathon Rally of 1968. 98 cars left Crystal Palace in London at 23.00 hours on 24th November to tackle the 7,000-mile first leg, with 72 arriving in Bombay on 1st December to board the SS Chusan and continue to Perth, Australia, arriving on 15th December to complete the last 2,500 miles to Sydney by 18th December. The MGB finished 42nd out of 56 finishers, winning the sports car class.

Little is known about the car following its return from Australia until it was rediscovered and restored by the MG Car Club's MGB Register in Abingdon-on-Thames, its original birthplace. The restoration sought to preserve and reuse all the special competition parts to retain its historic rallying heritage and originality. Once again finished in the livery it wore during the 1968 Marathon Rally, the car never fails to draw attention at Historic Marathon Rally Group and other events.

£35,000 - 45,000

€41,000 - 53,000

Without Reserve



YD1/1580 being used in competition



104^{*N}

Tulip Rally Competitor 1959 & 1960, Ex-Paul Channon **1959 MGA Twin Cam Roadster**

Registration no. not UK registered

Chassis no. YD1/1580

- Period competition history
- Rare and desirable UK-delivered RHD
Twin Cam example
- Enthusiastically campaigned

- Well-documented history
- Stored and maintained as part of an
important collection since 2012
- Remaining in lovely condition

This car, chassis number 'YD1/1580', left the factory on 16th March 1959 for delivery to Leeds dealers Isaac Swires & Sons Ltd. Just over one month later the car was competing in the first of the two Tulip Rallies that it would contest in the hands of owner Harry Mainz, co-driven by R Vicat-Cole, a member of the famous artistic family. Although not a true 'works' entry, it was numbered in sequence with the factory cars, the Gott/Tookey car ('SBL 707') being numbered '28', John Sprintzel/Stuart Turner ('RMO 101') number '29' and this car number '30'. This is illustrated in a period photograph contained in the history file together with a letter from MG Competitions Department staff member, Bill Price. The file also contains the original Tulip Rally timing and results books from 1959 and 1960 plus the car's original buff logbook that documents the registration number change from 'XWU 285' to 'JRD 333'. Around 1985 the car was purchased by Mr Paul Channon, a well-known motor racing personality and garagiste who held the BMC agency for Bournemouth, and rebuilt by him (see photographs on file). He rebuilt the MGA to a high competition standard with special camshafts and 9.9:1 compression pistons, sourced from well-known Twin Cam expert, Peter Wood

From 1986 to 2005 Mr Channon competed in 46 rallies with much success, achieving 25 class wins, eight 2nd in class and four 3rd in class, including nine top three overall finishes (and only two DNFs). This period competition Twin Cam was bought by the current owner in Belgium in 2012, residing in an important collection. Passing the technical inspection there in 2013, the owner's intention was to road register the car in Belgium, which never happened. The car has hardly been driven, indeed, less than 100 miles in over 11 years. Dry-stored in the best conditions like the rest of his collection, the car has been carefully started up again by the collection mechanic just 2 months ago after a long period of storage. We're advised the car runs very well and is exactly how the owner bought it in 2012, remaining in lovely condition. It comes complete with and old FIA-document, HSCC and VSCC papers, plus RAC logbook, current Belgian 'demande d'immatriculation' and it's old (cancelled) UK V5. Interested parties should note that should the car remain in the UK, it will be issued with a UK V5C with an age-related number plate. The original registration JRD 333 could be applied for with the DVLA but is not guaranteed.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

£30,000 - 40,000

€35,000 - 47,000

Without Reserve



105

1971 Austin Mini Cooper 1275 S MkIII Sports Saloon

Registration no. XOB 818J
Chassis no. XAD1-377256A
Engine no. 12H397/FH1247

- Ex-Newton Commercial show car
- Three owners from new
- Restored in 1983 (new BMC bodyshell)
- Present ownership since 2017
- Engine rebuilt and tuned (85bhp)

One of 792 Cooper S MkIII models made for the UK market, this example was first registered in April 1971 by a US airman. The second owner, Richard Newton, purchased the car in 1978. Richard founded the classic-car interiors company Newton Commercial having previously worked at BMC's Competitions Department and Downton Engineering, and also ran a racing team in Hamburg: D L Wooding and Co, racing two Mini Coopers, both black and one with gold and one with silver roofs. By 1983 the Mini had started to deteriorate so it was restored using an original BMC bodyshell and new 'dry' suspension. The Mini was then used as a show car for Newton Commercial and appeared in their catalogues and website. It was shown a number of times on their stand at the NEC and also at shows in Essen, Germany. In 2009 the car was refreshed; found to be still rust free, it was repainted black with the addition of the gold roof referencing the D L Wooding look.

The paintwork remains in excellent condition despite being 15 years old. The interior retains the original unique Newton Cooper S reclining seats trimmed in black with gold piping and matching carpets, and a Moto-Lita steering wheel. Other notable features include new old-pattern 10" Minilite wheels in gold; a MkII Mini quick-release grille; and a reversing light. 'XOB 818J' was featured in *Mini Magazine* (1st January 2017 edition) where the vendors spotted it and struck a deal with Richard Newton for its purchase. On receiving the car they had the engine completely overhauled by CCK Classics including a balanced crankshaft; Swiftune SW5 camshaft; gas-flowed cylinder head with larger inlet valves; and high-compression pistons. The car has been set up on a rolling road and now develops 85bhp. Offered with bills and a V5C document.

£60,000 - 80,000

€70,000 - 93,000



106

1971 Maserati Ghibli 4.7-Litre Coupé Coachwork by *Carrozzeria Ghia*

Registration no. FMW 450J

Chassis no. AM.115.1214

Engine no. AM.115.1214

- Iconic Italian Gran Turismo
- Present family ownership since the mid-1970s

- Barn-stored since the mid-1980s
- MoT'd in 2023 but not driven on the road

A strong contender for the 'most handsome car of the 1960s' title, Maserati's Ghibli debuted in coupé form at the Turin Motor Show in November 1966. Styled at *Carrozzeria Ghia* by maestro Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivalled the Ferrari Daytona for straight-line performance - its top speed was close to 170mph (275km/h) - while beating it for price and, arguably, looks. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it.

Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tyres did not foul the wheelarches. The roofline fell away from the top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli's contemporaries. Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon's tubular steel chassis in its live-rear-axle form.

Ghibli production ceased in 1973 after approximately 1,149 coupé and 125 spyder models had been built. High-profile owners included Jean-Paul Belmondo, Sammy Davis Jr, Henry Ford II and Peter Sellers. A left-hand drive model, chassis number 'AM.115.1214', was purchased by the vendor's father circa 1974 when it was registered 'FUD 270J'. The personalised plate '193 MPH' was added soon after and the car kept barn-stored from the mid-1980s onwards.

Presented in unrestored condition, the Maserati was MoT'd in 2023 but has not been driven on the road and may well require additional recommissioning before further use. Our vendor describes the Ghibli as in good order mechanically, with bodywork good for its age and paintwork, interior and electrics as 'moderate'. Accompanying documentation consists of some old MoTs, and old-style logbook (1987), and a current V5C Registration Certificate. Offered from long term ownership it will be rewarding to see this Ghibli back on the roads once again.



£90,000 - 130,000
€110,000 - 150,000



107

1937 Riley TT Sprite Recreation

Registration no. DNF 795

Chassis no. S6722578

Engine no. GA772

- Built using the Riley Special 'DNF 795' as the basis
- Incorporates many pre-war Riley Competitions Department components
- Considered by many to be the most accurate TT Sprite re-creation ever produced
- VSCC Buff Form

This Riley 'TT' Sprite Re-creation Special has been constructed using the Riley Special 'DNF 795' as a basis and combining many pre-war Riley Competitions Department components collected over many years. Based on the vendors' previously owned original factory Riley TT Sprite 'AVC 19', this car is considered by many in the Riley world to be the most accurate re-creation ever produced, due in most part to the many original factory competition department parts used in its construction.

Original components used in its construction are as follows:
Front axle, including hubs, Racing steering box with reduced oil volume., Rear axle, including factory lightened banjo, magnesium nose piece and carrier, 4.75:1 crown wheel and pinion, Factory lightened prop shaft, French instrumentation, reputedly from Riley's French agent (Eudel), Steering wheel and hand controls, Headlights (Marchal), reputedly from Riley's French agent (Eudel) and sidelights, Twin 1.375" bronze 'tulip' SU carburetors, Body and wings (removed from Riley TT Sprite 'AVC 19' when its original 1935 body was acquired).

The tub and birdcage grille are reputed to have come from 'AVC 17' some years ago, Twin Zenith bronze fuel filters, Dynamo, Starter, Water pump, Refurbished magneto, Bronze engine mounts, Front André Hartford shock absorbers, Racing specification Riley 12/4 engine fully refurbished and sleeved back to standard with cross-flow cylinder head boasting large valves; race cams; high-compression pistons; new con-rods; re-profiled and balanced crankshaft; and magnesium racing sump and sub-ump, Close-ratio gearbox with remote gear change (restored by Steve Hughes), Lightened flywheel. New components:., Front and rear springs, Borg & Beck clutch, All bushes, bearings, seals, shackle pins and kingpins, Rear André Hartford shock absorbers, Front and rear 14" magnesium brake backplates, Front and rear 14" cast-iron and steel ventilated brake drums, Front and rear 14" brake shoes, 19" Front and rear wire wheels shod with 5:50x19" Brockley tyres and racing tubes, Stainless steel four-branch exhaust, SU fuel pump, Racing 'Red Top' battery, Wiring and plumbing, Rear axle magnesium trunnion mountings. The vendors confirm that the car has a VSCC Eligibility Document (Buff Form) No. 124457 and is UK road-legal with a current UK V5C Registration Certificate.



£95,000 - 115,000
€110,000 - 130,000



108

c. 15,000 miles from new

2006 Ferrari F430 Coupé

Registration no. SSF 157
Chassis no. ZFFEZ58C000148598
Engine no. 107178

- Rare manual gearbox
- Carbon interior pack

- Present ownership since 2017
- Full history available

Introduced in 2004 at the Paris Motor Show, the 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 360, 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 Tipo 156 Formula 1 car of 1961. The open Spider version featured an electrically operated retractable roof, while the fully leather-trimmed interior - a visual feast - could be ordered with either aluminium or carbon fibre embellishment to customer choice. Beneath the F430's transparent engine cover there was an entirely new 32-valve V8 power unit displacing 4.3 litres. More compact than its predecessor, this new engine developed a maximum of 483bhp, with 80% of the 343lb/ft of torque available below 3,500 revs, quite an achievement for a normally aspirated engine.

A traditional manual transmission was still available but most buyers opted for the F1-style paddle shift version. One of the F430's more significant developments was the 'E-Diff', a computer-controlled limited-slip differential. As *Autocar* explained: "with this much power it's quite possible to come to a turn too fast, but in sports mode the diff and its electronics maintain traction, minimise understeer, and assist in the creation of that fast-flowing fluency that keen drivers dream of." And the F430 was certainly fast, with a top speed in excess of 315km/h (196mph) and a 0-100km/h (0-62mph) time of around 4.0 seconds. Helping keep this outstanding performance under control were Brembo brakes and their associated Bosch electronics package. Carbon ceramic discs were an option. Finished in Rosso with Crema leather interior, this F430 is rare in having the optional manual gearbox, fitted by the factory to special order. Other notable features include inset shields, carbon interior pack, and a yellow rev counter. Purchased by the current owner in July 2017, and described by him as original and in 'A'-rated condition throughout, the car comes with a V5C document, current MoT, and full history.

109

1965 Abarth-Simca GT Coupé

Registration no. to be advised
Chassis no. 136/0125

- Ultra-rare long-nose duck-tail body
- Sold by the factory to Radbourne Racing in 1968
- Fitted with a Simca 1200S Coupé Bertone engine
- Converted to right-hand drive
- Professionally restored by DTR Sports Cars 2019-2021
- Only some 1,000 miles since completion

£145,000 - 175,000
€170,000 - 200,000





The first of these Abarths had short-nose, round-tail bodies and either 1,300cc or 2,000cc Abarth engines, but during the next three years the body changed to the much more modern and attractive duck-tail design and eventually, from the end of 1964, the more aerodynamic long-nose cars. It is estimated that only some 15 of the latter were built. Bodied in aluminium by *Carrozzeria Sibona-Basano* of Turin, the duck-tail was one of the first cars to have an integral rear spoiler.

Following the end of their successful 1965 season, Abarth retained the 30 cars they still had at the factory. They remained there until 1968 when a deal was struck with the UK Abarth concessionaire, Radbourne Racing, and all 30 were sent to England, after being stripped of their mechanicals. All were left-hand drive and none had any provenance or evidence of racing history. This Abarth Simca is one of those cars, only seven or eight of which had long-nose duck-tail bodies, and at least three of which were quickly sold abroad.

It was bought by an enthusiast and built up into a usable road car over the next few years, receiving a Simca 1200S Coupé Bertone engine and being converted to right-hand drive. The Simca engine is a perfect fit since it and the sub-frame were designed for each other in the first place, and with its two twin-choke Solex carburettors produces around 90bhp. Weighing only around 660kg, and with a 150bhp/ton power-to-weight ratio, the car has surprisingly sparkling performance, and with its reproduction Campagnolo wheels, excellent handling. The Abarth is believed to have been first registered in 1979 in that form. The builder is believed to have kept the car until his death, when it passed to his grandson, who eventually sold it on. It was then acquired by DTR Sports Cars in Coulsdon, Surrey, one of the UK's leading restorers of Italian cars.

On the vendor's behalf, DTR undertook a incredibly extensive and meticulous restoration of the entire bodywork and mechanicals, commencing in 2019 and completing the work in August 2021.

The car has covered only some 1,000 miles since then and is said to remain in very good condition. (Although the windscreen is delaminating a little at the right-hand side, a new windscreen comes with the car.) Reproduction 2-litre engines are available, and should a buyer prefer left-hand drive, it would be relatively straightforward to return the car to that configuration.

Finished in period Rosso Alfa, the car has a 2000GT chassis number, '136/0125', and has been fitted with all the correct body parts and badges. Only two Abarth Simca long-nose cars have come onto the open market in the past 10 years, so the chance to acquire this beautiful professionally restored example is quite possibly a once-in-a-lifetime opportunity.

Interested parties should note, the private registration is being retained by the seller, and a new V5C with an age related number plate has been applied for.

£80,000 - 120,000

€93,000 - 140,000



110

1953 Lancia Aurelia B20 GT Series III Competition Coupé

Registration no. OFV 570

Chassis no. B20-2849

Engine no. 5415

- Iconic Italian Gran Turismo, Mille Miglia and Le Mans Classic eligible
- 3 times Goodwood Revival veteran
- Registered in the UK since 1958
- Restored as a race car in the 1990s
- Thorough body restoration in 2018, Up-rated engine, transaxle, suspension and brakes
- FIA Historic Technical Passport for racing and rallying valid until 31/12/2029
- Recently re-commissioned with twin harnesses and extinguisher up to date



This B20 GT Series III was produced on 29th October 1953 according to Fiat Archivio Storico, finished with green coachwork. The DVLA V5 shows the date of first registration in the UK as 24th January 1958, possibly in the Blackpool area given the "FV" number plate. An image within the car's history file shows it, painted red, at auction in 1985. Four keepers are recorded before the current vendor's acquisition in early 2017 as a well-sorted race car, back in its original green. A thorough body restoration took place early 2018. Photographs are available on file. B20-2849's competition history goes back to 1990, including Chimay, Monza and on three occasions at Goodwood Revivals as well as numerous UK club events.

The vendor raced in the 2018 Goodwood Revival Fordwater Trophy with onboard data showing over 100mph along Lavant Straight. Race upgrades include an Aley Bars half cage, alloy foam-filled fuel tank, custom steel wheels to enable fitment of 15" tyres, external electrical cut-off, polycarbonate side windows, rear centre rain light, hand-held fire extinguisher along with an in-date 2.25L fire extinguisher and Spax telescopic shock absorbers. Front brakes are twin leading shoe 5th series internals, with bespoke aluminium angled-fin drums for improved heat dissipation and lighter unsprung weight, professionally balanced at Vibration Free.

The engine built utilises a 5th series block for extra rigidity, shell main bearings and big ends, 79mm pistons, plus Tim Burrett's race-developed camshaft profile, timing chain tensioner, cylinder head and valve gear rework giving enhanced performance, continuing beyond 5000rpm, whilst retaining reliability and road flexibility. The transaxle, operated by a Nardi floor change, has a close ratio gear set with Flaminia drive shafts. The seals were refreshed and the clutch re-lined in early 2023 by Tim Burrett. Breathing is helped by an original Nardi inlet manifold with dual twin-choke Webers, complimented by tubular exhaust manifolds leading to a Bell stainless steel twin silencer system. Further improvements include an aluminium-cored radiator with Kenlowe fan, lightened flywheel, external oil cooler and spin-on oil filter adaptor.

New period-style black leather bucket seats have been installed with twin Schroth FIA-homologated road legal harnesses for race, rally or road, date valid to 2026. Hand-held fire extinguisher is in date to end of 2025. A new speedometer cable (original Brantz timer interface supplied separately), and horn have been fitted and fluids replenished amid other general recommissioning work in 2024, although the buyer should perform their own checks before further major competition. Eligible for a host of prestigious historic events, this beautiful Aurelia B20 GT is ready to enjoy. The Le Mans Classic and Vernasca Silver Flag hillclimb were part of the vendor's future plans but regrettably that has had to change, hence being offered for sale. This delightful Aurelia is ready for further use.

£40,000 - 60,000

€47,000 - 70,000

Without Reserve



111

The ex-BMC Competitions Department **1959 BMC 5-Ton Race Transporter** Coachwork by Marshall's of Cambridge

Registration no. 168 UXS

Chassis no. 5K1774-147447

- Originally a BMC Service School vehicle
- Later transferred to the Competitions Department
- Restored in the late 1990s/early 2000s
- Cummins six-cylinder turbo diesel engine and six-speed transmission
- Significant recent expenditure
- Comprehensive history file



Manufactured in October 1959, this BMC 5-ton PSV chassis was one of approximately 20 commissioned by the company's management to serve as mobile Service Schools, which travelled around the dealership network training mechanics in the procedures required to maintain the newly introduced, front-wheel-drive Mini. This example is one of the later models, which were slightly longer and consequently roomier inside. Designed by Pinin Farina and built by Marshall's of Cambridge with all-aluminium coachwork, they were equipped to a very high specification. When this particular unit's training function ended, Basil Wales transferred it within the company to the Competitions Department where he worked. In its new role the vehicle was used to store and transport display boards with Special Tuning parts mounted on them, while also serving as a mobile stores and workshop on UK rallies carrying spares, welding equipment, a Hydrolastic pump, etc. After the Leyland merger with BMC, the 5-tonner was refinished in Unipart livery and used during 1975 as a race transporter by Leyland ST, which was running a team of Triumph Dolomite Sprints and a Morris Marina for promotional purposes. The prior owner discovered the vehicle at a disused railway station at Rednal near Oswestry, Shropshire in the early 1990s, but four years would pass before he finally managed to persuade the then owner to part with it. When found, the rear of the body had been removed: a modification believed to have been made by a former owner who had used the vehicle to transport his race/stock car. For various reasons the restoration took nearly ten years and was not completed until 2005, during which time the previous owner contacted Basil Wales, formerly employed in BMC's Competitions Department.

Basil was very helpful and soon discovered that this particular truck was his: the one used to sell Special Tuning parts and to support the works rallying programme. In the course of rebuild the original BMC 5.7-litre engine and five-speed gearbox were replaced with a 6.0-litre Cummins 180 six-cylinder turbo diesel engine and its associated six-speed transmission, which had already done 80,000 miles installed in a truck. The standard two-speed rear axle has been retained and works as it should. We are advised that the cruising speed remains much as before, the conversion's principal benefits being much improved acceleration and driveability, while the provision of an easy-to-use hydraulic tail-lift further enhances the transporter's practicality. The original engine and gearbox are included in the sale. The current vendor purchased '168 UXS' at Bonhams' Goodwood Revival sale 2018 (Lot 249). It was previously sold by us at The Festival of Speed sale in July 2011 (Lot 465). Between 2011 and 2018 then the vehicle has benefited from £14,000 spent on making it reliable and useable. During previous ownership it has been driven to several race meetings with a trailer attached and reported that it goes very well even when towing, cruising comfortably at 60-65mph all day long. The distance from the partition behind the rear passenger seats and the loading door is 20 feet, so with little modification the interior would take two Mini Coopers, an Austin Healey fits comfortably. All seven tyres were refreshed in 2018. Described by the vendor as in generally very good condition, this historic ex-works BMC 5-tonner is offered with a comprehensive history folder and V5C document. A transporter is the ultimate paddock accessory and this one is eminently suited to the role of Goodwood support vehicle.

112

1938 Aston Martin 2.0-Litre 15/98 'Short Chassis' Sports Tourer

Coachwork by Abbey Coachworks Ltd

Registration no. CWU 11
Chassis no. C8/852/SO

- Desirable short-chassis model
- Rare 2/4-seater sports tourer variant
- Known ownership history
- Restored by Ecurie Bertelli
- Present ownership since 2021
- Maintained and improved with no expense spared



£170,000 - 200,000
€200,000 - 230,000



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

Come 1933 and racing was still at the forefront of company policy under the stewardship of new owner Robert Gordon Sutherland, and the 1936 Le Mans race was chosen for the new 2-Litre model's public debut. Basically the same as the existing 1½-Litre model, two works cars were produced, only for the '36 Le Mans to be canceled as a result of strikes in France. However, Speed Models did subsequently compete at Le Mans, the Ulster TT, Spa Francorchamps, the Mille Miglia, Brooklands and Donington Park, as well as speed events and hill climbs all over Europe, proving to be fast, reliable and competitive. Known as the 'Type C', the last examples were bodied immediately prior to WW2 by Enrico Bertelli and given aerodynamic coachwork.

Although sold in strictly limited numbers, the Speed Model did provide the basis for the more successful '15/98', some 125 of which were sold between 1937 and 1939. The 15/98 reflected Sutherland's policy of developing a more refined and luxurious product that had begun with the preceding 1½-Litre Mark II. A new 2.0-litre version of Aston's overhead-camshaft, four-cylinder engine - first seen in the 1936 Speed Model - powered the 15/98, albeit with the flow through the cylinder head reversed. The model took its name from the long-stroke, wet sump engine's RAC-rated horsepower (15) and the actual output at the crankshaft (98), and could touch 85mph flat-out. Short and long-chassis models were built, both featuring a Moss synchromesh gearbox, Girling rod-operated brakes, and Luvax hydraulic rear dampers. Early examples were bodied by E Bertelli, subsequent chassis by Abbey or Abbott. The overall design of the chassis and particularly the front suspension endowed the 15/98 with exceptionally good handling and a very smooth ride. Aston Martin's well-documented trials and tribulations of this period kept production disappointingly low - a mere 176 2.0-litre cars of all types were completed between 1936 and 1939 - and today the 15/98 is both rare and highly sought after.

Built on the short 15/98 chassis, 'C8/852/SO' carries a 2/4-seater sports tourer body made by Abbey Coachworks Ltd of Acton, West London. It is believed that only some 20 cars were completed with this type of body.

Laid down in 1937 and first registered in March 1938 as 'CWU 11', the Aston was first owned by Thornton Engineering (Barracrough) of Mirfield. Copies of original factory paperwork on file list the second owner as P L Jackson of Knottingley (1947) and the third as F E Jarvis of Norwich (1949). Other documents list subsequent owners as a Mr Sanderson of Norfolk (1955-1982); K A Middleditch of Dorset (1992); Peter Smith of Dorset (1995-2000) and then the current vendor, who purchased the Aston from marque specialists Ecurie Bertelli. The AMOC Register notes that a 2.4-litre Riley engine was in the car during Peter Smith's ownership. (The unnumbered engine currently installed is a correct 15/98 unit.)

This particular car has had a complete restoration to a high standard and has been looked after by Ecurie Bertelli for many years. Ecurie Bertelli have upgraded the car in numerous ways including the installation of hydraulic brakes, alternator electrics, 'Speed Model' clutch system, an electric cooling fan and a more modern Moss gearbox with helical gears. While in the vendor's care the Aston has benefited from an extensive programme of maintenance and improvements at a cost of circa £32,000, with the works shared between Ecurie Bertelli and J Taylor of Derby (detailed list available). 'CWU 11' has covered only relatively few miles since restoration and is in immaculate condition throughout.

Our vendor is fulsome in his praise for the 15/98: "This is the perfect car for touring, rallying or concours, and is extremely comfortable and swift over long distances. The 2-litre engine has significant torque allowing effortless cruising, rapid hill climbing and high-speed driving. The handling is superb and the upgraded hydraulic brakes give great feel and stopping power. The upgraded Moss gearbox is a pleasure to use, and having helical gears is much quieter than the straight-cut 'boxes fitted to earlier models." Better for racing and perfectly useable, the old straight-cut gearbox is included in the sale together with the front bumper (removed for aesthetic reasons). The car also comes with a history file; hood; side screens; aero screens; bunch of keys (fuel filler and concealed rear storage); mesh radiator grille cover; miscellaneous spares; V5C document; and a page of notes on the starting procedure and driving hints and tips. Representing an exceptional opportunity to acquire a very rare example of a prestigious and highly desirable model, this beautiful 15/98 would make an important addition to any serious Aston Martin collection.

113
NO LOT



£35,000 - 55,000
€41,000 - 64,000



114

1956 Bristol 405 Sports Saloon

Registration no. VVO 614

Chassis no. 405/4039

Engine no. 100-B2-4291

- One of only 265 made
- Effortless high-speed cruising for four

- Previous long-term celebrity ownership
- Recently mechanically recommissioned

With the 1953 introduction of the short-wheelbase 404 coupé, the Bristol line at last lost its resemblance to the pre-war BMW, swapping that distinctive two-piece radiator grille for an equally unmistakable, aeronautically inspired air intake. The body was still an ash-framed, aluminium-alloy panelled structure, but the bonnet was now forward-hinging and for the first time the spare wheel was accommodated in the near-side front wing. Bristol continued to use the BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves, and this was available in either 105bhp or 125bhp form in the 404. The gearbox remained a manual four-speed unit with first-gear freewheel. In October 1954 at the Paris Salon Bristol introduced the 405, effectively a stretched four-door version of the 404, which otherwise it closely resembled. Unkindly dubbed 'the flying greenhouse' on account of its generous glass area, the newcomer featured overdrive transmission, electrically operated fuel reserve, radial tyres and a screen washer as standard equipment. Writing in *Motor Sport* magazine, Bill Boddy described the 405 as "a tireless car in which to drive over long distances, the passengers being able to relax in comfort and luxury, while the driver enjoys himself with the excellent controls and the sense of exceptional security".

The Bristol's aircraft-industry standard of construction did not come cheap however (it cost a little under £3,200 including purchase tax, making it almost £500 more expensive than an Aston Martin DB2/4) and only 265 examples found customers between 1954 and 1958. For many years 'VVO 614' belonged to a famous British menswear designer Paul Smith, who had seen the Bristol advertised for sale in December 1981. The seller was a gentleman in his seventies, who had owned the car for 17 years, during which period it had been kept in a centrally heated garage. Its owner used the Bristol as his daily driver for the next eight years, leaving it parked outside his house in all weathers. By then the car had started to deteriorate and so was despatched to the factory for restoration, which took nine months to complete and cost a then not inconsiderable £18,000 (see story in the *Independent* newspaper's Motoring section of 12th June 1993, copy on file). 'VVO 614' is well documented and features in the Bristol 405's price guide. Recently mechanically recommissioned, it comes with a selection of Paul Smith accessories and a V5C Registration Certificate.

£65,000 - 75,000
€76,000 - 88,000



115

1963 Alfa Romeo Giulia 1600 Spider

Coachwork by Pininfarina

Registration no. BPR 813A
Chassis no. AR372747
Engine no. 014570

- Present ownership since 2019 (previous since 1998)
- Restored circa 1998 (bills available)

- Kept garaged and always well maintained
- Ready to use

Described by *Cars Illustrated* as “probably one of the most delightful small sports cars which will ever be produced,” the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.

Delivered new in the USA, this Alfa Romeo Giulia Spider had already been fully restored when it was acquired by the immediately preceding owner from Bardini Automobiles in Paris in 1998. Subsequently the Alfa was kept in a dry garage and driven only some 1,000 kilometres each year, and never in the rain.

Our vendor purchased the Giulia at Bonhams’ Paris Sale in February 2019 (Lot 278), at which time we had been advised that it was in excellent condition having been always very well maintained by the same mechanics. Recent works had include fitting a new exhaust, new ignition system, and a front disc brakes conversion.

Since being brought to the UK the car has continued to be used sparingly; it has now been upgraded with a Bluetooth radio/phone system and comes complete with hood, tonneau, and a vehicle cover. Beautiful, usable, and fantastic fun to drive, this delightful Giulia Spider is offered with a V5C document and a file of invoices relating to its restoration in 1998.

116

★ *Numerous Jim Stokes Workshop invoices on file*

N

1932 Alfa Romeo 8C 2300 Corto Spider Re-Creation

Coachwork in the style of Touring Superleggera

Registration no. not UK registered

Chassis no. 2131096

- A high quality re-creation by English specialists
- More than £750,000 spent on labour and parts
- 2.9-litre eight-cylinder engine rebuilt in 2016 by Jim Stokes Workshop
- Comes with Belgian title

£475,000 - 650,000

€550,000 - 760,000





Alfa Romeo's first eight-cylinder road car was introduced in 1931 as a successor to the 6C 1750. This was the legendary 8C 2300, designed by the equally legendary Vittorio Jano, who was one of the first automotive engineers to create high-performance cars that were tailor-made for sustained full-throttle running at high speeds, all with the aim of keeping Alfa Romeo at the forefront of international motor racing. The first 8C-2300 appeared as a prototype at the 1931 Mille Miglia. Two examples of the Grand Prix model were then entered in the Monza Grand Prix where they finished 1st and 2nd. Capitalising on this outstanding success, the competition versions received the name 'Monza'.

From then on the Alfa 8C-2300 became the car to be reckoned with, winning that year's Targa Florio followed by three consecutive victories at Le Mans ahead of the frustrated Mercedes SSK and SSKL drivers. Added to this can be several victories at the Spa 24 Hour race and also at the Monaco Grand Prix, confirming the exceptional qualities of the Alfa 8C and 'Monza' on both road and racetrack.

The heart of this formidable machine is its supercharged, straight-eight, twin-overhead-camshaft engine, which Jano arranged in effect as two four-cylinder units with the cam drive gears between them.

Bore and stroke were 66x88 mm giving 2,336 cc, while the twin-lobe Roots-type supercharger was driven at 1.33-times crankshaft speed. The Corto (short) chassis had a wheelbase of 2.75 metres, and the Lungo (long) version one of 3.1 metres. Boasting a four-speed manual gearbox and powerful drum brakes all round, these Alfa Romeos were genuine 100mph cars, reliably producing over 140 horsepower at 5,000 rpm.

This engine is synonymous with both pure power and intentional docility, able to deliver all its horsepower on demand while remaining easy to control at lower engine speeds.





Only 188 examples of the Alfa 8C-2300 were assembled between 1931 and 1933, featuring almost as many different bodies by Touring, Zagato, Figoni, Pininfarina and others.

This Alfa Romeo 8C 2300 Corto Spider was built between 2006 and 2018 at the request of its current owner, using the expertise of the most famous British specialists, including Paul Grist and Terence Butler at Traction Seabert & Co, and the Jim Stokes Workshop, while period parts were sourced from the renowned pre-war Alfa Romeo specialist, Aldo Cesaro. Chassis number '2131096', this 8C was built to the highest possible standard with no budgetary limits, as evidenced by the numerous invoices on file. In total, over more than 10 years, in excess of £750,000 was spent to make this re-creation, which has to be one of the finest available on the market. From 2006 the chassis and running gear were initially assembled by Traction Seabert & Co.

The blown 2.9-litre engine was assembled by Jim Stokes in 2016, while all mechanical components such as the gearbox and differential were rebuilt between 2017 and 2018. In the meantime, the body was built in aluminium to Touring Superleggera's famous Spider design and assembled and painted in 2018, again by JSW. Since then, the finished car has been driven 6,000 kilometres by its owner, improving every detail to make it an extremely powerful and enjoyable car to drive. Although its slightly patinated appearance gives it a period aesthetic, this 8C is in near-new mechanical condition and ready to be driven, or even raced, in the many events for which it is eligible. Now registered in Belgium, this 8C comes with an expert appraisal dated 2020, as well as an extensive file of invoices that can be examined on request.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.





£90,000 - 140,000
€110,000 - 160,000

117

1963 Rolls-Royce Silver Cloud III Drophead Coupé

Coachwork by Pilkington in the style of H J Mulliner

Registration no. 815 NOJ
Chassis no. SCX871

- Converted into a drophead coupé in the 1980s by Pilkington Coachworks
- Originally a four-door saloon
- Restored by Chelsea Workshops in 2004
- Only circa 8,400 miles since conversion
- Offered from an R-REC member's private collection



The scarcity, and considerable cost, of an original H J Mulliner drophead coupé adaptation has seen several independent specialists offer soft-top conversions over the years, this example being by a former H J Mulliner craftsman. Originally a four-door saloon, delivered new to Mr W. Ivor Lewis of M O Lewis & Co. LTD (Cardiff) and registered 1 HHX. Several owners later, and now registered '815 NOJ' the motorcar was converted by Pilkington Coachworks in the 1980s and subsequently shipped to Hong Kong, briefly returning to the UK in 2004 to be restored by marque specialists Chelsea Workshops at a cost in excess of £20,000. The 'Cloud is now finished in Rolls-Royce Midnight Blue with blue-piped cream leather interior and dark blue fabric hood, the latter recently renewed. Other notable interior features include fitted woollen carpets and burled Circassian walnut trim.

The Silver Cloud was purchased by the present owner in 2018 having belonged to a fellow R-REC member. Used regularly for R-REC runs throughout Ireland, the car displays a total of 13,575 miles on the odometer and is said to be in excellent condition mechanically, with pristine interior, while the convertible hood operates efficiently. Only some 8,400 miles have been covered since the 1980s conversion and the car has been well maintained both mechanically and cosmetically, having been serviced annually by the enthusiast owner and stored in a heated garage.

Boasting four new tyres, the car comes complete with an original spare wheel and jack and is offered with records of the 2004 restoration expenditure, a V5C Registration Certificate, and a recent MoT certificate.



£18,000 - 24,000

€21,000 - 28,000

Without Reserve



Library Picture



Library Picture



Library Picture

118

Restored by Ant Anstead and his team for the new TV show, 'The Naked Mechanic'

1973 Lotus Elan +2S 130 (Type 50) Coupé

Registration no. HDL 269L

Chassis no. 73051375L

Engine no. P29892

- The most powerful and desirable model of Type 50 Elan: the +2S 130
- Originally a demonstrator for G S Cars in Warmley, near Bristol
- One the most attractive original colour combinations
- UK resident car all its life (only six owners)
- A very original car now ready to go

This particular car was built at Lotus' Hethel factory, Norfolk, and despatched on 24th May 1973, to G S Cars in Warmley, near Bristol, to serve as their demonstrator. G S Cars had a close association with Lotus and are well known for their the modified G S Europa's. Around 5,200 Type 50s were manufactured between 1967 and 1974, 2,088 of which were 130s. This example has been fitted with a five-speed gearbox, making it more usable on modern roads.

The Elan is fresh from comprehensive refurbishment by Ant Anstead and his team for a new TV series, *The Naked Mechanic*. It was purchased in good original condition, making it ideal for the show, but it had been standing for some years so needed recommissioning. Ant and the team began by carefully stripping the cream vinyl interior, retaining as much of it as possible because it was so charmingly original. The seats and other components were deep cleaned, carefully repaired and then refitted towards the end of the restoration, together with new carpets in both the cabin and boot,.

The chassis was thoroughly inspected and found to be in very good condition, retaining the factory chassis/body interface, which is only ever original once. The suspension had a complete overhaul and was restored to a high quality, with only the front lower wishbones requiring replacement with new items. The brake system was rebuilt with new callipers, discs, pads and hoses. The timing chain was replaced and engine fitted with a new cylinder head gasket. During this process it was noted the head had been gas-flowed to a high standard, meaning it picks up revs even more eagerly. Height-adjustable coil-over suspension is the only other notified modification. The glassfibre bodyshell, which so often cracks, was in unusually good condition and has been repainted to a high standard in the original colours - Metallic Silver over Lagoon Blue - so redolent of the era. The original Lotus alloy wheels were refurbished and diamond cut before being fitted with new tyres. Ant Anstead sums up the car: "Chapman was so innovative and achieved so much in so little time. Working on the Type 50 has been a joy because you can see how his fertile mind worked to keep everything so light. I love the noise that twin-cam makes as well! I'm proud of this car - it is ready to be enjoyed but retains its charming interior patina and feel."



£90,000 - 120,000
€110,000 - 140,000



119

1970 Aston Martin DBS V8 Sports Saloon

Registration no. FVG 719J
Chassis no. DBSV8/10016/R
Engine no. V540/026

- One of only nine delivered in Bahama Yellow
- Iconic 'Persuaders' aesthetics
- Automatic transmission
- Long-term enthusiast ownership 1975-2015
- Extensive restoration works
- Circa 46,000 miles recorded
- Extensive history file

The 16th production DBS V8 built, '10016/R' was ordered in Bahama Yellow with dark brown interior by Plough Motors and delivered new to Ashley, Ashley & Newbrook Ltd in Shrewsbury. The original green logbook is present together with an original instruction book and a copy of the build sheet. The latter documents servicing and maintenance work between 1970 and 1972, with the car apparently changing hands once before 1975. Mr Frederick Paul Brightmore purchased the DBS that year and would keep it for the next 40 years (see his letter on file). Some 8,000 miles were covered over the first 10 years of Mr Brightmore's ownership, but from 1987 the Aston was only used sparingly. Mr Brightmore was a mechanic and carefully and regularly maintained the car himself, as evidenced by the lengthy list of repairs carried out.

In 2015, Mr Brightmore offered the DBS for sale and in 2016 it was purchased by Stratton Motor Company, who placed it in storage. In 2020, Aston was sold to the current vendor.

The new owner decided to have the DBS resprayed in its original colour of Bahama Yellow, it being one of only nine to leave the factory in this striking livery. In addition, the interior was restored and retrimmed in black leather to recreate the same look as Roger Moore's DBS in the television series *The Persuaders*.

Since 2020 the owner has spent around £30,000 on recommissioning and restoration with Aston Martin specialists Stratton Motor Company, while a further £30,000 was spent on the retrim and repaint, taking the total to over £60,000. A further £6,177 was spent with Richards of England in 2023. The most recent service was carried out by Stratton Motor Company on 30th March 2023, while Richards of England undertook further repairs on 1st August 2023. Detailed records of all the works undertaken by Stratton Motor Company and Richards of England are contained within the accompanying substantial history file and include new polished sills, tyres, stainless exhaust, Chromework and much much more. MoT records show the mileage total increasing from 37,053 in 1977 to 46,151 in 2023.

120^{*N}

1970 Aston Martin DB6 Mk2 Vantage Sports Saloon

Registration no. not UK registered
Chassis no. DB6Mk2/4257/R
Engine no. 400/4653/VC

- Rare fuel-injected model from new
- Original right-hand drive UK-market car
- Matching chassis and engine numbers

- Offered from a large private collection
- Requires recommissioning



£160,000 - 220,000
€190,000 - 260,000
Without Reserve





With the introduction of the Mk2 development of the DB6 in June 1969, the final incarnation of the concluding DB Series, begun in 1958 by the DB4, had arrived. The option of AE Brico fuel injection, fitted to 46 of the 240 DB6 Mk2s made, was the most significant mechanical development, while flared wheelarches, necessitated by the adoption of the wider DBS wheels, were the most obvious. In a further effort at standardisation, DBS front seats were fitted to the DB6 Mk2, which now came with power-assisted steering as standard equipment. Elsewhere, the only significant changes concerned the transmission, which featured a larger clutch and lower bottom gear ratio.

The more powerful, Vantage engine had gone through a series of developments during production of the Mk1 DB6, finally arriving at 'VC' specification in 1967, in which form it was used for the succeeding DB6 Mk2, while all Mk2s fitted with the optional fuel injection came with the Vantage-specification, 9.4:1 compression ratio cylinder head.

Last-of-the-line models are always sought after by discerning collectors, and among Aston Martins few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series. A relatively rare fuel-injected model when new (since converted to carburetors), this DB6 Mk2 Vantage was built in right-hand drive configuration for the UK market in Olive with Natural trim. Since its acquisition by our vendor the car has been kept on static display overseas, and will require recommissioning before further use.

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.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.



The following three Lots are offered from the Bill Johnson Collection

Bill Johnson, a lifelong Jaguar enthusiast born in Liverpool, UK, has spent decades curating an exceptional collection of Jaguars that showcase the brand's rich history and timeless elegance. Now residing in Perth, Western Australia, Bill has decided to part with these cherished automobiles, each with its own unique story.

Throughout his years of Jaguar ownership, Bill has been an active member of the Jaguar Car Club of Western Australia, proudly showcasing these three remarkable vehicles that span the pre-war, post-war, and in his mind the brand's most iconic periods. As these cherished Jaguars now await their new homes, they stand as a testament to Bill's lifelong love affair with the marque and his unwavering commitment to preserving automotive history.



£70,000 - 100,000

€82,000 - 120,000



121^{*N} 1953 Jaguar XK120 Roadster

Registration no. not UK registered

Chassis no. 661049

- Delivered new in the UK
- Resident in Australia since 1984
- Present ownership since 2003



"We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days." - William Heynes, Chief Engineer, Jaguar Cars.

This XK120 Roadster comes with its original UK buff logbook dated 11th February 1953 when the car was registered to Kennings Ltd. There are six further keepers listed in the logbook. Also on file are various old MoTs for the registration 'PWB 300' dating from the late 1970s and early 1980s, together with a letter dated 1955 from a Mr Eske of Sheffield in relation to the XK, stating that the wire wheels and C-type camshafts were fitted by Jaguar. The letter also states that the XK develops 210bhp and that it returns 13-14mpg on high-speed drives. In 1974 the car featured on the cover of *Jaguar Drivers* magazine (November edition, copy on file).

In 1984 the XK120 was imported into Australia. Related customs documents are on file together with a letter dated 1985 from Yaldens PTY Ltd of Victoria to a Mr Wallis regarding his purchase of the car. Extensive invoices accumulated throughout the 1990s while the car was owned by Mr Wallis are on file. Our vendor purchased the XK120 in 2003 (bill on file). A committed Jaguar enthusiast, he is bringing the XK120 to the Goodwood Revival meeting to be sold.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

122^{* N}

1936 Jaguar SS1 SS90 Prototype Re-creation

Registration no. not UK registered

Chassis no. 18000

Engine no. Z1760

- Replica of SS Cars Ltd's experimental sports car of 1935
- Constructed in Australia
- Based on factory engineering drawings

- 3.5-litre Jaguar OHV engine
- Present ownership since 2005

£90,000 - 120,000

€110,000 - 140,000





Offered here is a replica of SS Cars Ltd's experimental sports car of 1935: the SS90 prototype. Mr Gordon Doering of Olinda in Victoria, Australia supervised the building of this vehicle between 1985 and 1995. Upon completion he used it very successfully in club sprints and hill climb events in Victoria.

All work has been based on factory engineering drawings. Comparison of this Doering car with photographs of the original prototype, which for many years has been garaged in Switzerland, supports the accuracy of this reproduction.

Finished in dark green with beige trim, the car is built on an original SS1 chassis and features SS100 rod brakes and a Jaguar 3.5-litre overhead-valve engine coupled to a Moss gearbox. Coachwork is aluminium on a timber frame, with original SS90/100 fittings throughout.

In 2005 the car was purchased from Mr Doering and brought to Perth, Australia where JCC member Derek Sealey, in consultation with Ed Nantes, supervised further works to ensure it would be a faithful replica of the original prototype. Our vendor, a lifelong Jaguar enthusiast, purchased the car in 2005.

The accompanying file contains various drawings and photographs, sketches, bills of sale, Council of Motoring Clubs WA reports, and a photographic album of the build. Has a more beautiful automobile ever been created?

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

123 ^{*}_N

Chassis 49. External bonnet lock example

1961 Jaguar E-Type Series 1 3.8-Litre 'Flat Floor' Roadster

Registration no. not UK registered

Chassis no. 850049

Engine no. R 1212-9

- The 49th right-hand drive Roadster built
- Delivered new in the UK
- Imported into Australia by the enthusiast vendor in 2004
- Restored condition

£180,000 - 250,000
€210,000 - 290,000





Introduced in 1961, the E-Type caused a sensation when it 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 (and other, more minor modifications) early in 1962.

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.

Manufactured in June 1961, this E-Type Roadster has the flat floors and external bonnet locks typical of these early cars. The 49th right-hand drive Roadster built, it was sold through Kennings Ltd of Shrewsbury, Shropshire to one G S Budge in North Wales. The car was finished in Imperial Maroon with matching interior and black hood.

In 2004 the car was imported into Australia by our vendor. The purchase invoice is on file together with some WA insurance documents and a Heritage Certificate. Also on file are numerous photographs detailing the restoration carried out by our vendor. The car is presented in restored condition. This early right hand drive external bonnet lock car is an incredible piece of Jaguars History, having arrived from an Australian Jaguar collector for the sale.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.





£40,000 - 50,000
€47,000 - 60,000



124

Further properties

1972 FIAT 500 Jolly Beach Car

Registration no. HWD 978L

Chassis no. 3083717

Engine no. 3409133

- Believed the only RHD example ordered
- Restored to factory specification in Norfolk 2017-2019

- Offered from long-term dehumidified storage
- Serviced and with a fresh MoT

The idea of the Jolly is said to have come from FIAT boss Gianni Agnelli, who wanted a beach car that could be kept on his yacht. As redolent of La Dolce Vita Italy as the immortal Vespa scooter, the 'beach car' is most famously embodied by Ghia's 'Jolly'. A novel and quintessentially Italian concept, the Jolly transformed humble saloons such as FIAT's 500 and 600 from basic transport into conspicuous indicators of wealth.

The Jolly found favour as courtesy transport for patrons of luxury hotels and golf courses, or for use ashore after one had docked one's yacht on the Italian or French Riviera. Lacking doors and equipped with wicker-work seats, it was only practical as leisure transport, thus confirming its owner's status as someone who could afford a car 'just for fun'.

This Jolly has been extensively restored to original factory specification and is believed to be the only right-hand drive example ordered. The car was restored in Norfolk between circa 2017 and 2019 by Mr P E Styles and various FIAT specialists, who helped over the years.

The Jolly has been in long-term dehumidified storage and is offered fully serviced and with a fresh MoT. According to our vendor, the car drives as it should and is in showroom condition: inside and out, top to bottom. Offered with a V5C document. It should be noted that the engine is not fully run-in.



£65,000 - 75,000
€76,000 - 88,000



125

1991 Porsche 911 Type 964 Carrera 2 Coupé to RS Specification

Registration no. H8 SMA
Chassis no. WP0ZZZ96ZMS404148
Engine no. 62M07365

- Converted by Ellis Group Ltd circa 2007-2009
- Engine, clutch, transmission and suspension modified

- Only some 3,000 miles covered in the last 13 years
- Recent service and MoT

Evoking memories of the legendary 2.7 and 3.0-litre RS and RSR 'homologation specials' of the 1970s, in 1991 Porsche introduced the Type 964 Carrera RS, which was a lightweight variant like its illustrious forebears. It was based on the 'Carrera Cup' competition car and sold in Europe only, though there was a lower-specification 'RS America' for the United States market. There was also a Touring version that kept most of the road equipment fitted to the standard Carrera.

Originally sold by JCT 600, Newcastle upon Tyne, this Type 964 Carrera 2 has had six previous owners. The last two owners converted the standard Carrera 2 Coupé into the 964 RS Touring-specification replica you see today, complete with Nomex seats and four-point racing harnesses.

The Porsche was purchased from Ellis Group Ltd, who carried out the main conversion work to Type 964 RS specification, including the engine, clutch, transmission, and suspension, the latter adjusted for correct ride height. The chassis is described as corrosion-free, having been Waxoyled over the years, while the bodywork and paint are reported to be very good, boasting factory shut lines and only minor stone chips.

Our vendor advises us that the car drives as a Type 964 RS should, being delightfully tight and with no known faults. It has covered only some 3,000 miles in the last 13 years, has just been serviced (including a new battery), and comes with a V5C document and fresh MoT.

£75,000 - 100,000

€88,000 - 120,000



126

c.1971 Mercedes-Benz 600 'Grosser' Saloon

Registration no. HFK 600

Chassis no. 10001222001839

Engine no. 10098022001923

- The ultimate in motoring luxury in its day
- Rare right-hand drive example
- Nine former keepers

By the commencement of the 1960s, Mercedes-Benz's ever-expanding model range was lacking in only one department: a super prestige saloon to rival the Grosser Mercedes of the past. This gap was filled in September 1963 with the appearance at the Frankfurt International Motor Show of the all-new 600.

Representing state-of-the-art automotive engineering in just about every department, the supremely well-equipped newcomer featured an overhead-camshaft, fuel-injected, 6.3-litre V8 engine - Mercedes' first - air suspension with variable ride control, four-speed automatic transmission, all-round disc brakes, power-assisted steering, central locking and separate air conditioning systems for front and rear compartments. Its cosseted occupants enjoyed the advantages conferred by multi-way adjustable seating powered by a sophisticated system of hydraulics that also operated the windows and assisted in opening/closing the doors and boot lid.

Despite its not inconsiderable weight the 600 was endowed with highly respectable performance, reaching 60mph in a little under 10 seconds and exceeding 125mph flat out. Only 2,677 examples were made, of which 2,190 were four-door saloons, 428 were Pullman limousines and 59 were landaulettes.

Finished in silver with black leather interior, this rare right-hand drive example of Mercedes-Benz's luxury flagship was first UK-registered on 16th April 1971 and has had nine former keepers. Whether driven by the fortunate next owner or his/her chauffeur, this high-performance limousine affords the prospect of an intoxicating motoring experience rivalling that offered by many of today's most expensive luxury cars.

£38,000 - 45,000
€44,000 - 53,000



127

1962 Lotus Elite Coupé

Registration no. NMX 72
Chassis no. EB2301912

- Restored 30 years ago
- Desirable ZF gearbox
- Detailed history dating back to 1977
- New suspension donuts, stainless steel exhaust, brakes, wheels and tyres

With the Elite, Colin Chapman demonstrated that his skills as a racing car designer and constructor could just as easily be applied to production road cars. The Elite was, nevertheless, conceived with competition in mind (Chapman was set on class wins at Le Mans and the Monte Carlo Rally) and incorporated technology developed in Lotus's single seaters. As innovative as Chapman's outright competition cars, the Elite featured a glassfibre monocoque body tub (the world's first), independent suspension all round and four-wheel disc brakes, the rears inboard. Its engine was the four-cylinder Coventry-Climax FWE, a single-overhead-cam unit of 1,216cc producing 75bhp. The work of Peter Kirwan-Taylor and aerodynamicist Frank Costin, the elegant body possessed an admirably low coefficient of drag (0.29) but made few concessions to comfort or noise suppression, not that that would have bothered the Elite's customers, for whom its 112mph top speed and superlative handling were of far greater importance.

First registered 1st August 1962, this Elite was restored 30 years ago and still presents very well indeed. The bodywork shows no signs of star cracking; the interior is all original; and the suspension donuts, stainless steel exhaust, brakes, wheels and tyres are new.

Written by the previous owner, its history covers two sheets of A4 paper detailing everything done going back to 1977. The last owner has carried this forward. Reported to drive very well indeed, the car comes with original instruction manuals and a Coventry Climax engine manual.

128

1955 Porsche 356 Pre-A Coupé Coachwork by Reutter

Registration no. 356 CPC

Chassis no. 53139

Engine no. P*012616* (see text)

- Delivered new to the USA
- Present ownership since 2015
- Offered from a private collection of Porsches

£130,000 - 160,000

€150,000 - 190,000





An old Pennsylvania title copy for the Antique Historic registration '64VB', shows that this Porsche once belonged to a Mr Montchal of Hershey, PA. There are also various insurance documents in Mr Montchal's name dating back to 1992, and sundry invoices from German Classic Cars (Dennis J Frick) dating back to 1995. (The engine number is listed as '74231' at that time.) They did much work on the Porsche in 2003, the bill amounting to \$8,400. Subsequently imported into the UK, at which time it belonged to a Mr Warlow of East Sussex, the Porsche appears to have gone to Maxted-Page & Prill for a minor service, while an invoice dated March 2003 from Karmann Connections confirms that Mr Warlow ordered front floors, seat mount jacks, and nearside rear and offside front reinforcing plates.

At an unknown date, presumably post-2003, the car was fitted with the 616/33-1 engine, number P*012616* Our vendor purchased the car in March 2015, since when it has formed part of his Porsche collection. '356 CPC' has taken part in a '356' parade in the UK and also been used for trips to the pub and occasional visits to Goodwood. Lack of use is the reason for sale. The car comes with the aforementioned bills; jack and tool roll; DVLA paperwork; various old MoTs; a V5C document; and a 1954 Pre-A factory brochure. The Porsche is finished in green metallic with beige interior, the latter equipped with a desirable Telefunken radio, and is 'on the button'.

£25,000 - 35,000

€29,000 - 41,000



129

1979 Gary Belcher 'Model T' V12 Hot-Rod

Registration no. to be advised
Chassis no. XHR128
Engine no. 323B

- Hand crafted by the late Gary Belcher
- 5.3-litre Jaguar V12 engine
- Manual transmission
- Winner of multiple concours awards
- Offered for sale by the Belcher family

This stunning and entirely hand-crafted 'Rod was conceived and built from scratch in the mid-1970s by the late Gary Belcher (the vendor's brother) and features a 5.3-litre mechanically fuel-injected Jaguar V12 engine coupled to a manual gearbox. Although completed in 1979, the car is licensed as a 1971 Jaguar. Already established as one of the UK's foremost builders of hot-rods, Gary originally intended to construct a Model T 'Rod powered by a Jaguar XK six-cylinder engine, but changed his mind when a couple of others broke cover before his was completed. Eschewing the all-too-common power plant alternatives of an American or Rover V8, he opted for the Jaguar V12.

Having designed and built the chassis for a 'six', Gary found that there was no room for a fan between the radiator and the V12 engine. This led to overheating; a problem solved by mounting two additional radiators beneath the chassis. The latter demonstrates other aspects of Gary's ingenuity and attention to detail: all the electrical wiring is routed inside one chassis rail while the other contains the steering linkage. Other key components hand-built by Gary include the body, front suspension, mudguards, seat, roll-over bar, hood, and exhaust headers. He even cast the aluminium support brackets for the screen surround and fuel tank himself.

Completed in 1979, Gary's V12 Hot-Rod won no fewer than 11 awards at that year's Custom Car Show and was featured on the front cover and centrefold in *Custom Car* magazine's May edition. In 1991 it again featured on *Custom Car*'s front cover and in the magazine's 'Hall of Fame' with the headline: "Just when you thought you had seen it all, along came Gary".

The Belcher Rod has also featured on TV, album covers, etc, etc. Incidentally, this wonderfully original piece of British motoring endeavour was once impounded by French Customs on one of the family's many trips to display the car in Europe (not as a motor vehicle but as a 'Work of Art') and was only released after a French magazine intervened on the owners' behalf. Proudly displayed for 28 years in the Haynes Motor Museum and then stored and unused for the majority of its life, the car is now back in the Belcher family's care. The vendor advises us that the car is running and has been serviced prior to sale. Many of the car's prestigious awards, magazines, etc are included in the sale. It should be noted that the registration '15 ROD' is not included in the sale but is available to the successful purchaser via private negotiation.

£35,000 - 45,000

€41,000 - 53,000



130

1951 Daimler DB18 Special Sports Drophead Coupé Coachwork by Barker & Co

Registration no. 443 YUY
Chassis no. 59035
Engine no. 40098

- One of only 500-or-so manufactured
- Coach-built exclusivity
- Fewer than 1,000 miles since restoration
- Ground-upwards restoration costing in excess of £80,000

"Strikingly good looking, and with a talent for rapid and exceedingly smooth long-distance travel, the Daimler is a car which anyone can appreciate. Responding also to intelligent handling of the controls by giving the ultimate in smoothly quick progress, is a simple-to-drive car which, nevertheless, has a very special appeal for the keen driver." - *The Motor*, 14th June 1950, testing the 2½-litre Special Sports Coupé. Daimler is one of the few manufacturers that can rightfully claim to have been established from the birth of the motor industry, and the marque existed in association with Jaguar until 2010 when the brand was terminated. The company's traditions of sound engineering, design and good workmanship were maintained throughout, hardly surprising therefore that Daimler enjoyed a lengthy association with Royalty as suppliers of the finest motor cars.

Development of the pre-war Daimler Fifteen had culminated with the DB18 model announced for 1939. Independent suspension appeared for the first time on a Daimler and the DB18 featured an enlarged, 2,522cc version of the overhead-valve six first introduced in 1933.

Daimler's customary fluid flywheel, pre-selector gearbox and worm drive rear axle comprised the transmission. A new drophead coupé appeared at the first post-war London Motor Show in 1948: the DB18 Special Sports. Stylish in a most un-Daimler-like manner, the Special Sports featured coachwork by Barker & Co, the latter, like Daimler and fellow coachbuilders Hooper, being one of the BSA Group's many companies.

The radiator grille was now curved and the alloy-panelled coachwork more streamlined, and the Special Sports also benefited from hydro-mechanical braking and a power output raised to 85bhp courtesy of twin carburettors. In short: a model combining all the usual Daimler refinements with increased performance. When DB18 production ceased in 1953, only 500-or-so of these elegant and refined Special Sports models had been completed. According to our vendor, this simply stunning example of Daimler's hand-built sports soft-top has covered fewer than 1,000 miles since a ground-upwards restoration costing in excess of £80,000. Undoubtedly one of the finest example of this marque, it comes with original handbooks, paperwork, photographs and DVDs.

131

1950 Bristol 402 Drophead Coupé

Registration no. UML 534
Chassis no. 402/718

- One of only circa 12 survivors of 20 or so made
- The first soft-top Bristol
- Off the road in the preceding ownership for 46 years
- Known ownership from new
- Professionally restored between 2015 and 2023



£100,000 - 150,000
€120,000 - 180,000





In 1946 the Bristol Aeroplane Company, finding itself with surplus capacity and skills, embarked on the manufacture of luxury cars. With the introduction in 1948 of the 401 - the first of its exquisitely styled aerodynes - Bristol began to move away from the pre-war design the company had inherited from BMW. *Carrozzeria* Touring provided the Superleggera method of body construction that overlaid alloy panels on a lightweight tubular-steel framework, while the low-drag shape was achieved after hours of experimentation in Bristol's wind tunnel. The 401, and its soft-top sister car, the 402, continued to use the preceding 400 model's running gear and BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves. The gearbox remained a manual four-speed unit with first-gear freewheel. Aircraft-industry standards of construction did not come cheap however - at £2,270 the 401 cost as much as an Aston Martin DB2 - and fewer than 700 found customers.

The 402 Drophead Coupé was even more exclusive, a mere 20-or-so being delivered between 1949 and 1950, of which around 12 are known to survive. Tony Crook, a highly successful racing driver during the 1940s and '50s had been involved with Bristol's car division from the outset and would become Chairman and Managing Director of Bristol Cars Limited in 1973. Crook won the first motor race to be held in the UK after the war driving a Type 328 Frazer Nash-BMW, a victory witnessed by one of his biggest fans: Stewart Granger. Granger bought a similar car, asked Crook to maintain it and so began a long friendship between the two men. Crook recalled: 'Granger owned a string of exotic cars and said to me he wished there was a convertible Bristol, certain that it would go down well in California. We, at Bristol Cars, had already decided to make a small run of convertibles based on the 401, and Granger was very excited about this. He and his future wife Jean Simmons were about to star together in the film *Adam and Evelyn* and Granger was keen to have "his and hers" identical Bristol cars.'

When 402 production began, two of the first cars built were sold to Granger: registered 'NPF 1' for himself and 'NPF 2' for Jean Simmons. The cars were handed over at Anthony Crook Motors in Caterham, surrounded by crowds of fans and photographers. 'We had police cordons to control the whole of Caterham,' said Crook, 'but they were more interested in getting autographs.'

This Bristol 402 was purchased by the immediately preceding owner, Gerald Clapshoe, in September 1969, by which time it had been upgraded with the more powerful 100A engine, believed fitted by 1954. The original exterior colour was Cambridge Grey.

'UML 534' was purchased new by Belgium Willy Dauppe, a Captain in No. 10 Commando during WW2, who registered it on 21st April 1950. In October 1960 he sold the Bristol to Dr Peter Wright, who moved to Maida Vale in 1966 leaving the Bristol in storage in Buckinghamshire as it was no longer taxed. In August 1968 he sold the car to David Constable, who sold it on to the aforementioned Gerald Clapshoe. Mr Clapshoe did little to the car before it was purchased by the current owner in 2015.

The history clearly seems to suggest that the indicated mileage shown of 26,439 could well be the distance covered from new. According to our vendor: "The mere sound of the engine and the driving experience would clearly seem to endorse this." A comprehensive restoration and bare-metal respray in Mercedes Nautikblau paint was undertaken by the current owner, a highly respected motor engineer of some 60 years experience. The interior was retrimmed by an accomplished Aston Martin expert, and a hood and tonneau cover produced by a local specialist trimmer. Reconditioning of the braking system, starter motor, dynamo, charging system, lights, etc was carried out by established specialists, as was the re-chroming and polishing, while the indicators were upgraded. The engine required little attention apart from an overhaul of the carburettors, while a comprehensive clear out restored the radiator, and refurbishing the clutch restored the transmission to working order. A stainless steel exhaust replaced the blocked and corroded original. Health considerations and other projects meant that the Bristol's rebuild was not completed until 2023.

The full story of the car's resurrection was recounted in an excellent article by Zack Stiling in *The Automobile* magazine (June 2023, edition, copy on file). Quoting the vendor: "It's beautifully styled, one of the most attractive Bristols ever made, and it's a useable four-seater for the summer months. It runs beautifully, it really does. I'd drive it to wherever and back quite happily."

This is a rare opportunity to acquire a very rare car that should give the new owner many years of enjoyment. A history file including the original buff logbook comes with this most exclusive of Bristols.

132

1939 Bentley 4¼-Litre Vanden Plas-style Tourer

Registration no. FLK 969

Chassis no. B-143-MX

- Late MX overdrive chassis
- Body replicates Vanden Plas design '1459'
- Circa £240,000 spent on restoration
- Serviced recently and ready to use
- Stunning condition

£120,000 - 160,000
€140,000 - 190,000





Offered here on the Derby Bentley's late, MX, overdrive chassis is an amazingly accurate reconstruction of Vanden Plas' design number '1459'. Only four of the latter were produced in period, one of which was used as a reference point to create the car we see today. Extraordinary attention to detail has gone into its construction, perfectly replicating the myriad details of the original car, even down to the spring-loaded screw fittings securing the side screens. Chassis number 'B-143-MX' was delivered to its first owner in July 1939 carrying four-door sports saloon coachwork by Park Ward. Its first owner was a Captain John B Vaughan. Many years later the Bentley was found in a barn in dilapidated condition, seemingly having covered only 69,000 miles from new. Examination of various mechanical and other components indicated that the mileage was likely genuine; indeed, when measured, the crankshaft was found to have no discernible wear.

The car was still in its faded pale green livery when the rebuild commenced in 2013. Once the body had been removed, the chassis was found to be beautifully preserved with no serious corrosion and only light surface rust.

The car was completely disassembled down to its component parts and a painstaking 4,000-hour restoration then ensued. A beautiful new ash frame was constructed, again with reference to an original car, taking some 700 hours to make, while the body was hand-formed in aluminium on an English Wheel by a master craftsman. In total, the project cost some £240,000 in parts and labour (bills on file).

'FLK 969' is finished in maroon over black with stone-coloured leather upholstery and matching carpets. A full set of tools is located under the front seats and also in a fold-out panel in the passenger foot well. The boot has a storage area for the side screens when not in use. There is also a useful fold-out panel, as per the original cars, enabling additional luggage to be carried with the boot open. The car also comes with a full set of side screens; a two-part tonneau cover with dividing zip for the front; and a hood bag. As befits a fine example of 'The Silent Sports Car', 'FLK 969' is said to drive beautifully, running effortlessly in modern traffic. The engine is reported as powerful, while the Marles steering box is said to be a revelation, representing a major advance over the non-overdrive cars and making the steering light and direct in operation.

Our vendor purchased the Bentley from Bonhams' Goodwood Revival auction in September 2022 (Lot 305) at which time it had covered only a few hundred shake-down miles since the restoration's completion in 2021. On receiving the Bentley in October 2022, the new owner sent it to Trevor Farrington Ltd in Knutsford Cheshire, specialists with cars of this type, for a full mechanical inspection and service.

There are five invoices in the box file detailing the work done over this period, which included the following: brakes relined; wheel bearings dismantled from hubs and re-greased; new fuel pump fitted; four new tyres and tubes; and a full service. Since then the car has been used quite regularly, covering around 1,500 miles. In May 2023 Farrington's serviced the Bentley again and carried out a few other minor jobs (invoice on file). The car was then driven for a further 500-or-so miles last year, since when it has spent most of the time in the garage due to both the poor weather and the arrival of a new Bentley GTC, hence the vendor's decision to sell. Beautiful and unique, this wonderful 'Derby Bentley' would grace any collection of fine sporting motor cars.

133

Single family ownership from new

1986 Porsche 911 Type 930 Turbo SE 'Flat Nose' Coupé

Registration no. to be advised
Chassis no. WP0ZZZ93ZGS000371
Engine no. 67G000384

- Ultra-rare Porsche 911 variant
- One of only 18 'flat nose' RHD cars built for the UK in 1986

- 12,610 miles recorded
- Recently serviced and ready to go



£160,000 - 200,000
€190,000 - 230,000





Combining the turbocharged engine with bodywork in competition style, the 911 Turbo SE 'flat nose' is one of the rarest and most desirable of modern Porsches. Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930': the legendary 911 Turbo. In production from April 1975, the Type 930 Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph (250km/h). But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph (62km/h) in 14 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph (257km/h). Originally sold only as a closed coupé, the Turbo became available for the first time in both Targa and cabriolet forms in 1988.

The 911 Turbo's raison d'être - the racing Type 935 - had pioneered what would come to be known as the 'slant' or 'flat' nose, and this new look was soon in demand from 911 customers. Kremer Racing offered a conversion, and this service as later taken up by the factory's own Customer Department to special order (Sunderwunschen) from 1981, becoming an official option only in 1986.

The front wings were steel, incorporating cooling vents and pop-up headlamps (early examples had them in the air dam) while the rears had extra cooling intakes. There were different sills and along with the body modifications came an even more luxurious interior.

An ultra-rare variant of an already exclusive model, this right-hand drive Porsche 911 Turbo SE 'flat nose' coupé was purchased by the lady vendor's late husband at the 1986 Epsom Derby Day horse race meeting from the Lancaster Group, which had the car on display. It has been owned by the same family ever since. Displaying a total of 12,610 miles at time of cataloguing, the Porsche has been serviced recently, is ready to go and comes with a V5C document. (It should be noted that the private plate 'UUP 1' is being retained by the vendor).





£500,000 - 700,000
€580,000 - 820,000

134^{*N}

The Works Demonstrator, From the Estate of David L. Van Schaick

1935 Aston Martin Ulster

Coachwork by Bertelli

Registration no. not UK registered
Chassis no. B5/551/U
Engine no. L48/900/U (see text)

- One of only 31 Ulsters built, 10 of which were Works Team Cars
- Extensively documented
- An aesthetically iconic Aston Martin racing model
- Eligible for Mille Miglia, Goodwood, Le Mans Classic and numerous retrospective events
- Works demonstrator for the model



B5/551/U is presented from the Estate of David L. Van Schaick, who was one of the foremost exponents of the marque in America, and long-term president of the American Aston Martin Owner's Club. Mr. Van Schaick vociferously researched his motorcars and retained literally anything connected with them that he could find. For this reason, the car retains a most comprehensive history which is clearly laid out in the Palawan Press Aston Martin Ulster book and we repeat here, it is supported by a comprehensive portfolio of correspondence, photographs and even its original and continuation UK road registration log books.

As new the car was built on February 5th, 1935 and in its earliest completed form can be seen at the Feltham Works alongside the Works Tourist Trophy Entries, LM 21 and LM 20. Matching the guise of the TT cars it wore the iconic Two Seater bodywork with which the Ulster model is so well identified, and the mere existence of this image might lead one to think that it may have been slated as a reserve car for that event planned in September 1935, this is not certain, however we do know that the car was the Works Demonstrator for the model, and it was registered for the road to Aston Martin on July 30th, with the distinctive British plate CMF 934, a Middlesex number. Like the Works Cars, it was painted red.

By the end of that year, as the Works demonstrator 'CMF 934' was the subject of an extensive road test in *The Light Car Magazine*. Exercised at the famed Brooklands racetrack, its sub-heading states 'Replica of TT Car Shows Great Paces. Road Holding and Cornering Par Excellence'.

This feature article is extremely complimentary about the car, and includes such soundbites as 'There is, as everyone knows, a perfectly good law which limits the pace at which a corner of given radius may be turned, no matter what the vehicle. Without plunging into the whys and wherefores, it need only be said that this one suffers itself to be cornered at speeds which one had wrongly supposed to be well on the mortuary side of the limit!' and describes it as the 'driver's own guardian angel'; 'There are good brakes and there are good brakes... When the Ulster's brakes go on 160 sq. ins of Ferodo come into play. The result is wholly exhilarating'; 'In a dozen little details of equipment there is evidence of the distinction between an ordinary sports car and a road racing machine built almost regardless of cost : aero screens which detach and form side panels for the main screen when occasion demands; the "telephone exchange" switch panel – eight little switches in a row; the quick action bonnet-strap fixings...'; and 'to one who has ridden in it, there comes a new understanding or the marque's repeated successes in long-distance road events'.







While this journalist clearly enjoyed and raved about the car, a subsequent freelance journalist was less capable it seems, and was responsible for crashing B5/551/U a few months later. At this point the car returned to the Works, and languished in its damaged form, until a Scotsman, Alex Riddell Innes noticed it there. Writing to later owner Richard Scates in 1958, he recounts 'being thoroughly nose and very interested in the crashed model, I asked Astons what future it had and they said they were going to rebuild it. As a 2/4 seater body was a more practical proposition to me I then asked if they would be prepared to rebuild it with this body and if so I would be interested in purchasing the car. It was then and there agreed this would be done and I later on became the owner of CMF 934 rebuilt with the 2/4 seater body on painted black instead of scarlet, which I thought would be less conspicuous'.

The car has retained this coachwork ever since, and it is exactly in this form that it left its manufacturer, sold through Winter Garden Garages on July 17, 1936. It is suggested that the discarded Two Seater Ulster body loitered around the Works and ended up on a Speed Model in 1937, but since the bodies are not numbered, this is not definitively known.

Up to 1940, the Ulster lived 'North of the Border' in Scotland, passing from Innes, through A. & J. Guthrie of Hawick, the Motor Engineers run by famed motorcycle racer Jimmy Guthrie, to William Douglas Rutherford of Selkirk on August 5, 1937, then from the Spring of 1938 it was re-advertised and passed eventually to Lindsay Burns of Fife. Throughout the 1940s, the Aston was registered with one family, that of John E. Kidd, who moved between Edinburgh and St. Albans in the South, and his wife Margaret Kidd also.

On the 2nd day of January 1950, its new owner became Duncan Chisholm and the car returned to the London area, Chisholm also being at Brasenose College Oxford, later that summer it passed to Donald Joseph Matthias who would exercise the car for its first true competition use in the St. John Horsfall Trophy in 1951. In September 1951, at 86,300 miles, the Works noted that they had supplied a 2 Liter unit as a replacement engine for the car, that unit being L48/900/U, the original unit returned went into the Le Mans chassis F3/287/S at this point.

Through the 1950s a succession of owners around the UK enjoyed the Ulster, and actively toured, showed and campaigned the car generally. It was displayed at the AMOC Concours in Ascot in October 1959 and 1960 by then owners Richard and Peggy Scates, as well as used for continental touring and even Vintage Sports Car Club Driving Tests. Mr. Scates actively researched the history of the car, writing to many of its former owners including Innes, all of which are on file. On May 27, 1963, their

tenure ended and more active owners followed. When it came to the Jubilee year in 1970, at an AMOC gathering A.C. 'Bert' Bertelli himself was reacquainted with the car and pictured in their A.M. publication.

It continued this way in the UK until 1977, when Ron McBride of Woodbridge, New Jersey acquired the car from noted London Mews dealer Dan Margulies and brought it to America for the first time. By this stage the colour was changed from Black to the Blue that it continues to sport today. Mr. McBride used the Aston for roughly 6 years, before it was extracted from him by David Van Schaick in May 1983.

For the next 3 decades, the Ulster would find true long-term companionship in Mr. Van Schaick. The car was absolutely cherished and campaigned in all manner of events from AMOC activities to the Colorado Grand, and VSCCA Races around the country. We understand that at some point, its engine was rebuilt with a new block and competition camshaft, the previous block which is believed to be the works supplied L48/900/U accompanies the car, but is not clearly stamped as such.

David Van Schaick sadly died in 2016, being the sole reason for this and his other Aston Martin being for sale. As a Works Demonstrator which was originally equipped with two seater coachwork, this 'changing of the guard' might provoke the opportunity to restore it to this original guise. Or indeed one may decide to continue to enjoy it in its current form, that being the way in which it has been for 84 years providing a consistent racing and touring since it left the Works.

Offered alongside the Aston in its present form, is a two-seater Ulster body, which can trace its lineage back to the pre-war era. Those who have inspected this body, including people very familiar with the model and particularly their construction, all feel that it is likely to have been removed from one of the Ulster Two Seaters at some point, and of course, B5/551/U having started life in this form would be one of those potential candidates. Details such as the louvered hood with double retaining straps, holes for mountings of exhaust and of course the beautiful tail are all key features, intriguingly there is also evidence of this body being painted red at some point.

In any form, an Aston Martin Ulster is a truly iconic motorcar, one that has the mythical status of being known by a single name over and above its brand, alongside a 'Blower' an '8C' and the like. By definition given the huge array of events that Ulsters were used for in period, they are today eligible for their retrospective reenactments, such as the Mille Miglia, Le Mans Classic, Goodwood Revival.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

135

First owned by the late Peter Sellers

1962 Mercedes-Benz 300 SE Cabriolet

Registration no. 1105 PK
Chassis no. 112023 22 000939
Body no. 112023 22 00001

- Original logbook in Peter Sellers' name
- Known ownership history
- Automatic transmission
- Present ownership since 2004
- Formerly on display at Mercedes-Benz World
- The first right-hand drive example produced

£130,000 - 180,000

€150,000 - 210,000





Although Mercedes-Benz's S-Class saloons - first seen at the Frankfurt Auto Show in 1965 - used the so-called 'New Generation' bodyshell, the Coupé and Cabriolet kept the timelessly elegant coachwork that had debuted back in 1959 on the 220 SE and, as befitted top-of-the-range luxury models, came equipped with air conditioning, electric windows and stereo radio as standard. The 300 SE employed a fuel-injected version of Mercedes-Benz's new, overhead-camshaft, seven-bearing 'six' displacing 2,996cc and developing 170bhp (DIN) at 5,400rpm. There was a choice of four-speed manual or automatic transmissions, while the rear suspension featured Mercedes-Benz's hydro-pneumatic self-levelling system. Thus equipped, the 300 SE was good for 120mph, with 60mph reachable in 12 seconds. Today all examples of these classic Coupés and Cabriolets are highly sought after.

Finished in Old English White, and retaining its original contrasting red leather interior, this beautiful example of Mercedes-Benz's luxury flagship was first owned by the late Peter Sellers, founding member of *The Goons* and one of Britain's greatest comic actors. Sellers was a prolific collector of motor cars - it is estimated that he owned more than 120 during his lifetime - and all were in some way special.

Sellers ordered this Mercedes off the importer's stand at the 1962 Earls Court Motor Show. The car was retailed via Woking Motors Ltd, and a copy of the cheque Sellers wrote to purchase it is on file. The first right-hand drive example produced, the Mercedes was first registered, as '1105 PK', on 9th November 1962. The original buff logbook is on file also, listing Sellers as first private owner and signed by him. One Horace Walter Cutler of Middlesex is recorded as the next owner (from 1963 to 1973), while other documentation on file indicates subsequent ownership as follows:

Mr Richard Perrins (1973 onwards)
Mr P Semon
Mr Tony Collins
Mr Julian Trim (1989 - 2001)
Mr John Fitzgerald (2001 - 2004)

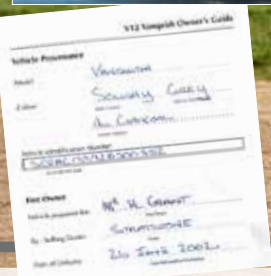
Our vendor has owned the Mercedes since 2004. More recently '1105 PK' was on display from 2008 for approximately six years at Mercedes-Benz World in Weybridge, Surrey alongside a photograph of Peter Sellers polishing the Mercedes star (see file). Since retrieving the Mercedes it has been kept in the vendors' garage.

As well as the foregoing, the history file contains invoices totalling almost £16,000 for work done during the 1970s, mostly by Normand in Mayfair or EJS Autos in Essex. In 2002 £13,000 was spent on further restoration work. There are also MoT certificates (some, not all) dating back to 1976 plus other information relating to the time that Peter Sellers owned the Mercedes. Correspondence includes arrangements that were made at the time of purchase and subsequent correspondence with fellow Goon Harry Secombe, one of Sellers' closest friends, who remembers how proud Sellers was of the car during his ownership.

There are also magazine articles about the Mercedes-Benz 300 SE and '1105 PK' in particular, plus a couple of owner's manuals and other original Mercedes booklets relating to the 300 SE. A wonderful opportunity to own one of Mercedes' most iconic models of the 1960s, boasting impeccable celebrity provenance and being the first ever produced in right-hand drive, body number 00001.



Hugh Grant pictured with his Vanquish when new
© Anthony Jones/
UK Press via Getty Images



£55,000 - 65,000
€64,000 - 76,000



136

First owned by actor Hugh Grant

2002 Aston Martin Vanquish 2+2 Coupé

Registration no. to be advised
Chassis no. SCFAC13392B500352
Engine no. AM3/00419

- Good service history (13 Aston Martin main dealer stamps)
- Serviced by Aston Martin Works in 2019 after a period of storage

- Serviced subsequently by Harwoods Aston Martin, Chichester
- 39,300 miles from new
- Aston Martin-approved Yokohama tyres all round

This Vanquish was originally ordered by actor Hugh Grant following the making of the film, *About A Boy*. It is understood that co-star Nicholas Hoult, who played the young boy Marcus in the film and is a keen car enthusiast, advised Hugh on what sports car he should purchase. Originally registered on Mr Grant's well-known plate, 'APE V12', the Aston was ordered in 2+2 configuration finished in Solway Grey with Charcoal interior. Other notable features include a built in phone system; satellite navigation; stereo system with CD player; air conditioning; and a tracker. The original umbrella may be found in the boot. Hugh Grant's name appears in the owner's guide/service book, the latter boasting 13 stamps from Aston Martin main dealers.

The car was serviced by Aston Martin Works in 2019 after a period of storage, and subsequently by Harwoods Aston Martin in Chichester. New suspension arms and associated components were fitted front and rear in 2020, while the coolant was changed and new coolant hoses fitted that same year. Aston Martin-approved Yokohama tyres are fitted all round. The car was serviced and MoT'd on the 22nd March 2022 at Harwoods. Since its acquisition by our vendor in April 2022, the Vanquish has covered fewer than 1,000 miles and been stored under cover (the current odometer reading is 39,300 miles). Described by the vendor as in good/excellent throughout, the car is offered with sundry bills, MoT certificates, current MoT and V5C, and two sets of keys.



£70,000 - 100,000
€82,000 - 120,000



137

1963 Bentley S3 Continental Sports Saloon Coachwork by James Young

Registration no. 9257 PE

Chassis no. BC32XB

Engine no. 16BBC

- One of only 12 in this particular style
- Present ownership since 1979
- Only being sold due to lack of use
- Substantial restoration carried out by Rolls-Royce in 1990/1991

The Continental had begun life exclusively as a two-door car but in 1957 H J Mulliner was sanctioned to build a four-door design on the S1 Continental chassis, this elegant six-light model being known as the 'Flying Spur'. James Young of Bromley responded with its own equally appealing four-light, four-door saloon design, which was later revised in six-light style, continuing on the V8-engined S2 and S3 Continental chassis virtually unaltered apart from changes made to accommodate the latter's quartet of headlamps.

Delivered in September 1963, right-hand drive chassis number 'BC32XB' is one of only 12 bodied in this four-door style by James Young, which ceased coachbuilding soon after. The car was originally registered '300 YKT' and first owned by one W Stromeyer. Purchased from Robbins of Putney on 11th September 1979, it has been in the vendors' ownership for well over 40 years. The vendors' considerable professional activities have seen the Bentley used very little over the last few years, other than for servicing and MoTs.

We are advised that it ran very nicely a few weeks ago when everything seemed to be in good working order, but no professional inspection has been made prior to auction. Due to its lack of activity, the vendors feel that now is the time for the car to go to someone who will use it.

There is some history from the early days of the current ownership: E E Beaumont of Pinner carried out bodywork repairs and a complete repaint in 1981/1982, while substantial other restoration works were carried out by Rolls-Royce at Crewe in 1990/1991 (records available). Thereafter the Continental has been serviced and repaired as required, but the vendors have not kept a file of over 40 years' worth of invoices, etc. However, Rolls-Royce and Bentley specialists have been used throughout. The interior is in original condition. Finished in dark blue with grey leather interior, this rare four-door Continental is described as in generally good condition and offered with a V5C registration document, a handbook, and the aforementioned restoration records.

138

c.1965 Catman XJ13 Re-creation

Coachwork by Rod Jolley

Registration no. 6003 MX
Chassis no. 1B3265DN

- Faithful evocation of Jaguar's one-off sports prototype
- Full aluminium bodywork by Rod Jolley
- 5.3-litre Jaguar V12 engine
- Known ownership history
- Offered for sale by the late owner's family



£120,000 - 200,000
€140,000 - 230,000





The XJ13 developed from a program that started in the 1960s to develop a V-12 for Jaguar road cars. By 1964, a prototype quad-cam, 5.0-liter V-12 with SU carburetors had been fitted to a Mark X sedan for testing. From the beginning, engineers also worked on a race variant of the V-12 fitted with a newly developed Lucas mechanical fuel-injection system. Chief engineer Bill Heynes, wanted to get the factory back into racing and gained approval from Jaguar boss Sir William Lyons to build a Le Mans prototype around the new V-12.

This faithful re-creation of Jaguar's legendary - and unique - XJ13 sports-prototype is based on a Catman tubular spaceframe chassis, and is one of only two completed before the company folded. It was built over a six-year period by Chris Denton, who commissioned the all-alloy body from Rod Jolley, one of the most respected coachbuilders in the business (photos on file). Jaguar specialist Bryan Wingfield supplied the correct alloy wheels, while the MotoLita wood-rim steering wheel is a faithful copy of the original. The power unit is a Jaguar V12 fitted with Lucas fuel injection and a quadruple 3-into-1 exhaust system, but otherwise standard.

Having enjoyed the XJ13 for a number of years, Chris Denton sold the car to Jaguar specialist Peter Hugo, owner of Winspeed Motorsport in Guildford, who sold the car to its next owner, Tim Waddingham. Another Jaguar specialist, Tim tragically died in February 2012 while attempting to rescue his dog from a frozen lake. The XJ13 has not moved since Tim's death and will require recommissioning before returning to the road.

The story of this XJ13 was recounted in *Octane* magazine (No.129, March 2014, copy on file) by the magazine's international editor Robert Coucher, a friend of the late Tim Waddingham. Accompanying documentation consists of photographs of the build, some expired MoTs, and a V5C Registration Certificate (the car's registration identity is that of a 1965 Jaguar S-Type). Interested parties should note, this XJ13 is also supplied with a hardtop, making it eminently more useable. This unique Catman XJ13 is waiting for its new owner to fire up that V-12 and listen to its tantalising roar once more.



139

1927 Bentley 4½-Litre Vanden Plas Tourer

Registration no. YU 6281
Chassis no. SL3061
Engine no. XL3122 (see text)

- Originally a Gurney Nutting-bodied coupé
- Known ownership history
- Restored by the previous owner
- Present ownership since 1994
- Extensively rallied in both the UK and Europe
- Very good history file
- Fitted with overdrive

£300,000 - 400,000
€350,000 - 470,000



W O Bentley proudly debuted the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model which was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, has become the archetypal Vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis rather than accept the expense and complexity of Bentley's 6½-Litre 'Silent Six', led to the introduction of the '4½'.

The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit.

Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-'head' architecture, but reverted to the front-end vertical camshaft drive of the 3-Litre. Bentley Motors lost no time in race-proving its new car.

It is believed that the first prototype engine went into the 3-Litre chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-Litre chassis for that year's Grand Prix d'Endurance at the Sarthe circuit.

The original 4½-Litre car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up. The 4½-Litre was produced for four years, all but 10 of the 667 cars being built on the 3-Litre's 'Long Standard', 10' 10½"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all Vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.



Chassis number 'SL3061' was completed in December 1927 with coupé coachwork by Gurney Nutting and first owned by a Dr Bulcock. In Dr Clare Hay's definitive work, *Bentley The Vintage Years*, the Vanden Plas body is recorded as ex-HB3424 and the engine as ex-XL3122. On file is a hand-written list of all owners from Dr Bulcock up to Gordon Self, who purchased the Bentley from Julian Ghosh in 1974. Our vendor acquired 'YU 6281' from Gordon Self in 1994, since when the Bentley has been known as 'Bertie'.

While in the current ownership the Bentley has resided in Jersey, Channel Islands, making frequent expeditions to various locations throughout the UK and Europe including a BDC rally in Yorkshire; a trip to Le Mans in 1997 to celebrate the 70th anniversary of Bentley's famous win in 1927; a tour of the Loire Valley; and a South of England rally.

In a letter to Dr Bulcock's son, dated 13th January 2000, our vendor has this to say: "Some time ago Andrew Frankel, the current editor of *Motor Sport*, took the wheel and he was kind enough to say Bertie was the best handling vintage Bentley he had ever driven. High praise indeed!

"Gordon (Self) did such an excellent job of restoring the car that I have been left with comparative little work but the braking system was overhauled last year and some of the paintwork has been re-sprayed. Other than that and some routine maintenance Bertie has been trouble-free."

The extensive history file contains invoices for works undertaken during Gordon Self's restoration in the 1980s and all bills accumulated since 1994, while others date as far back as the 1950s. Also on file is in-period correspondence between past owners; two old-style buff logbooks; expired MoTs and tax discs; a V5C document; and a full set of starting and running instructions.

Since 1994 the Bentley has been maintained by Blackmore Engineering Company of West Sussex; Le Riche in Jersey; and Clayton Motors of Jersey, the latter from the 1990s to the present day (they have been the most used company for servicing and repairs). Some £12,000 was spent on the engine in 2018, while Clayton's last full service was carried out in 2019. The car has been professionally stored since 2022.

140 ^{*}N

*From the Collection of the late Peter Briggs.
The ex-works team car credited with use by Tazio Nuvolari, Captain George Eyston, Count Giovanni 'Johnny' Lurani and Mrs Elsie 'Bill' Wisdom - as winner of the 1933 RAC Tourist Trophy at Ards, 1100cc class 1933 Mille Miglia and 3rd place 1933 International Trophy, Brooklands*

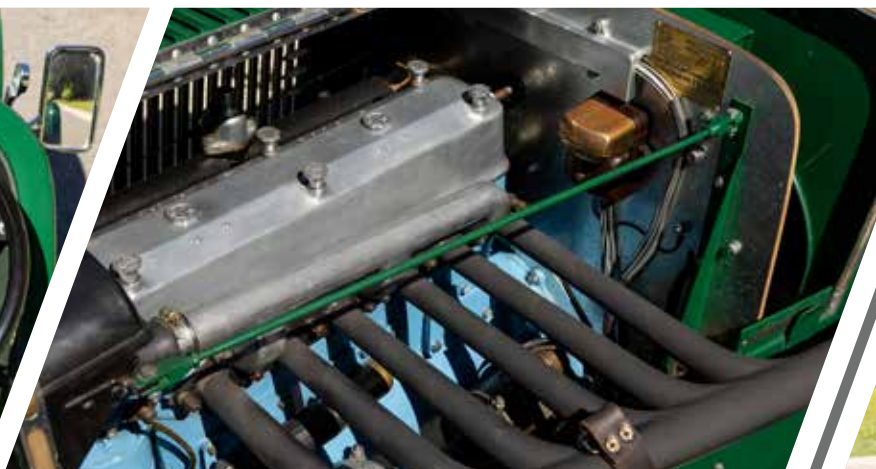
1933 MG Magnette K3 Supercharged Sports-Racing Two-Seater

Registration no. not UK registered
Chassis no. K3003 (see text)
Engine no. R772 AC

- Credited with use by Tazio Nuvolari, Captain George Eyston
- Credited with winning the 1933 RAC Tourist Trophy at Ards and 1,100cc class 1933 Mille Miglia



£700,000 - 800,000
€820,000 - 930,000





Here we offer this highly significant and important example of the MG K3 breed, the 1100cc supercharged cars from Abingdon-on-Thames which did so much to enhance the prestige of the British motor industry. The K3 offered here spent many years on display in the Fremantle and York Motor Museums, Western Australia, and is considered from available evidence to be the car handled by the legendary Italian superstar driver Tazio Nuvolari in winning the greatest British sports car race of the era – the RAC Tourist Trophy on the Ards circuit in Ulster, the Mille Miglia class win and results at Brooklands and Shelsley Walsh. This car's two race wins in Ulster and Italy marked the high point of MG in international competition, not bettered by a British car until the rise of Jaguar in the post-war years. The legendary K3 is the most sought after MG of the pre-war era. The car now known simply as a K3 by the MG fraternity is powered by a supercharged 1,087cc overhead camshaft six-cylinder engine with cross-flow cylinder head. The high-boost blower, fed by a single SU carburettor, is mounted in front of the radiator and the combination could generate in excess of 120bhp at 6500rpm in factory tune. The K3 features a four-speed ENV Wilson Pre-Selector transmission, semi-elliptic springs and live axles. This innovative gearbox enables fast gear changes on demanding road courses.

The cable operated drum brakes are 13-inch magnesium with bolted-in liners. Steering is split-track operated by the unique K3 Bishop-cam steering box. Double acting André shock absorbers are fitted, two at the front and four at the rear. The complete package marked a great step forward in British sports/racing car design and made the K3 competitive with the best small sports/racing cars of the era from France and Italy. Two prototypes (K3751 and K3752) were constructed and tested, followed by three team cars for the MG team to race in the 1933 Mille Miglia. Their chassis were numbered from 3001-3003. The car we offer here features the 'Mille Miglia' body with trademark gutter around the cabin area which was added to the design after testing a prototype in Italy. It also has twin aero screens, dashboard-mounted Kigas to assist starting, leather bonnet straps, and spare wheel.

The interior is trimmed in green leather, with a full complement of instruments. The car sits on four triple-laced wire wheels retained by knock-off spinners. Finally, it is equipped with an enormous slab-tank fuel tank with twin quick-filler caps. The first chapter in the story of the K3s is of their appearance as a team contesting the ultimate sports car racing challenge of the day, the 1933 Mille Miglia (1,000-mile) round-Italy road race.

This event had been dominated by Italian marques. The challenge to Italian supremacy was underwritten by the English aristocrat and frontline racing driver, Earl Howe, who convinced Sir William Morris that MG could create a car which would be highly competitive in this international arena. Lt. Col. John Thornley – postwar Director and General Manager of MG – wrote of the K3 in 1950 when recollecting the race: "The members of the team, Earl Howe, Sir Henry Birkin, Captain Eyston, Bernard Rubin, Count 'Johnny' Lurani... and Hugh Hamilton...tested the prototype in Italy in January....Birkin (broke) the class record at the first control, 220 miles, by 25 minutes, then had to retire with a burnt exhaust valve... Birkin averaged 87.95mph for the 130 miles from Brescia to Bologna, and in places all three cars had exceeded 110mph. This – let us remind ourselves – was 1933; the race was 1,000 miles; the engines were less than 1.1-litres. With Birkin out, Eyston and Lurani took the class lead and continued the headlong dash through the rest of the day and most of the following night, with Howe and Hamilton in second place. As, by shortly after half distance, both cars had overtaken all the runners in the smaller classes, the two MGs were the first cars on the course and were, in fact, the first cars to reach Brescia again and the finish. This they did after 18 hours of the hardest possible driving, with but 90 seconds between them, having averaged 56.9 and 56.82mph respectively..." This underlines the tremendously usable character of these great little supercharged six-cylinder-engined MGs although Thornley did go on to observe that "...speeds would have been much higher had it not been for constant stops to change plugs.





Eyston and Lurani fitted 157 new sparking plugs in the course of the 1,000 miles....sufficient oil had to be fed to the (*Powerplus) supercharger to keep it happy under high-speed, full-throttle conditions, and this proved excessive on over-run...the MGs received the Team Prize (and) by the time the Italian dust settled, series production of the K3 was under way...four were entered for the JCC International Trophy (at Brooklands)...second, third and fourth places at speeds for the 260 miles in excess of 80mph...in August, Whitney Straight scored a dramatic win over a flock of single-seat Maseratis in the Coppa Acerbo at Pescara; a fortnight later Nuvolari won the RAC Ulster TT; a fortnight later still E.R. Hall came first in the BRDC 500-mile race at Brooklands and in the following month Whitney Straight captured the Brooklands Mountain lap record". The much-publicised victory at the RAC Tourist Trophy on the Ards circuit in Ulster was a tribute to the diminutive, then 40-year old, Nuvolari's transcendent skills but also to the qualities of the MG K3 which withstood the immense stresses to which he subjected it.

The Magnette's average speed for the race was 78.65mph, well over 4mph faster than the best car in the same class the previous year. This great victory, with Hugh Hamilton's MG finishing a very close second – established the MG K3 Magnette's place in British motor racing history. During this particular car's long preservation at the Fremantle and York Motor Museums, historian Graeme Cocks produced a lavish and very well-received book on the 1933 K3 team cars, 'The Mighty MG Magnettes of '33', sub-titled 'The Cars, the Drivers, The Mystery' which references the long discussion about the fate of what has become the most successful and storied K3. It is accepted from contemporary works records that MG K3 chassis 'K3003' had been driven by Captain George Eyston/Count Giovanni Lurani to win the 1100cc class in the Mille Miglia so narrowly from team-mates Earl Howe/Hugh Hamilton in K3 '3001'. The victorious 'K3003' was then recorded as having been the outright-winning Nuvolari/Hounslow mount in the Ards TT, for which it was fitted with a different lightweight body to meet RAC regulations. After the Nuvolari victory in the prestigious RAC Tourist Trophy race, it spent some months on an MG dealer tour for sales-promotional display. It was lightly damaged in an accident apparently en route to the Shelsley Walsh hill-climb.

At about this time, Theodore Fork from Germany agreed to buy K3003 if it were returned to 1933 Mille Miglia specification so he could compete in the 1934 event. The British MG historian and former MG employee, Mike Allison, was told by the head of the Competition Department at that time, Reg Jackson, that as K3003 was on a promotional tour and unavailable, the MG engineer HN Charles instructed that a new car be built up and fitted with an original Mille Miglia body. This new car was then given the identity of K3003 and sent to Herr Fork in Germany. The car passed to Herr Fork for 1934 had not used the actual Eyston/Nuvolari chassis at all, but "a better" replacement using the road 'identity' (presumably registration 'JB 1475') of the original.

Reg Jackson maintained that the Fork sale – in which the customer had insisted upon acquiring "the Nuvolari car" – had actually become "a bit of a fiddle". Mike Allison wrote a statement in 2010 confirming the elements of a conversation with Mr Jackson who had told him: "The car after the TT was sent on a round of dealers. I had it cleaned a bit, took out the carburettor needle, although actually it was a standard RM8, and removed the rotor arm: we didn't want any of the clowns giving driving tests of the car...Anyway off the car went, in October for a three month trip around the country. I then got a message that someone in Germany wanted that car returned to Mille Miglia trim for him to use in the '34 race in April. In the event, what with transport difficulties and so forth, I found the car wasn't due back in Abingdon until February at the earliest. I appealed to HN (Hubert Noel Charles), and he just said 'Build him another car'. So we did just that using all new chassis and running gear, built a new engine up, and fitted one of the Mille Miglia bodies. It was given the road identity of the original car, which George (Eyston) had driven in the '33 race, and it was despatched to Jack Woodhouse about the time the Nuvolari car came back to Abingdon, but well in time for this guy Fork to drive in the '34 race."

Mr Jackson's memory was that the original car was pirated for parts at the factory in 1937 and was eventually sold. He told Mike Allison that the original number had been partly ground down (to delete the zeros on the chassis) giving the new identity K33. In 1938, one Ronald Victor Robinson of Sandstead bought a K3 – with the non-standard-style chassis number 'K33', strongly suggesting that two zeros had been filed off and it was the car mentioned by Reg Jackson. The car came with bodies in both two-seat and ex-Goldie Gardner single-seat form – from famed London sports car and aircraft dealer, Jack Bartlett. Australian author Graeme Cocks explains: "The chassis was identified as K33 which was atypical of the numbering system used by the MG Car Company. The original chassis number (K3003) was, according to Jacko, on the car which was sent to Germany, so a new identity would have had to have been created for the car in England. It was a simple matter to remove a couple of numbers from the dumb iron – K3003 became K33".

Just postwar, Robinson sold the car to Toulmin Motors of Hanworth, Middlesex. Unable to find a buyer for it in single-seat form, they converted the car to two-seat sports configuration with HRG aerodynamic bodywork and advertised the result for sale in 'Motor Sport' magazine, December, 1950 issue. The car remained road taxed in the UK until July 1959 and was subsequently retrieved from a scrapyard by Tom Davis of Toulmin Motors. MG enthusiast Mike Ellman Brown acquired it and set about the task of establishing exactly what he had in his garage. He had a Police forensic examiner investigate its partially ground-off original frame stamping. Mr Ellman Brown stated that the tests concluded the stamp read 'K3003'. In 1966, he sold the car to Dr Stuart Milton, from whose estate it passed in early 1972 to Philip Bayne-Powell.



It presented a formidable restoration project, but Mr Bayne-Powell had it running by 1975 when Captain George Eyston – the renowned former MG team member who became the Land Speed record-breaking ‘Fastest Man on Earth’ and was universally respected and popular - drove it at a Brands Hatch MG Car Club meeting.

As Graeme Cocks wrote: “Despite the question marks raised by doubters, Philip Bayne-Powell embarked on a five-year career of historic motor racing...The car enjoyed several race wins and was always competitive...”. In 1984, it was sold to British-born Australian businessman, entrepreneur and fine car enthusiast, Peter Briggs, for his developing York Motor Museum. The price paid was £45,000 and this striking MG finally arrived in Western Australia in 1986.

Mr Briggs then had Acting Senior Sergeant R.A.Warburton of the Western Australia Police Ballistic Section apply the latest available detection technology to establish what original chassis number had been stamped into the K3 chassis frame’s front dumb-iron. The officer’s report of his three-hour forensic test, dated March 22, 1994 reported that “The details restored are as follows: ‘k3-0-3’ appearing “...to be a four (4) letter/number sequence”. Content with this finding, Mr Briggs felt fully justified in presenting this car as the restored version of the original Eyston Mille Miglia/Nuvolari Ards TT K3. He raced it hard in Australian and New Zealand historic events, displayed it in the Fremantle Motor Museum 2002-2007, and had it restored and maintained by the respected specialist, John Hunting. During restoration, Mr Hunting dismantled the car and carefully photographed the chassis and running gear. He identified elements of the chassis which conformed with the other very early production team cars and supported the conclusion that, on the balance of all the historical and physical evidence, the car was indeed 1933 team car K3003.

It is perhaps understandable that the K3 restored by Philip Bayne-Powell has been the subject of a great deal of debate. K3003 was, after all, the most successful MG in international motor sport during the 1930s and the car which typified the spirit of MG and its sports/racing reputation. For decades its history has been subject to much study and speculation by many in the MG movement. Hard evidence supports the conclusion that this is indeed the immensely successful 1933 Nuvolari/Eyston/Lurani car.

- The rolling chassis has the attributes of the very first K3s produced and two forensic chassis-stamp examinations support the belief that the frame is indeed that of K3003.
- The historical evidence provides a plausible timeline from 1933 to its Bayne-Powell restoration.
- The car has been faithfully restored and genuine, original components have been documented as part of the process.

Mr Briggs shipped the car to Italy for the 2013 Mille Miglia retro event, starting as No 65 with wife Robin as his intrepid passenger. Today the car is offered here, fresh from running at the Goodwood Festival of Speed where it ran on the hillclimb as one of the feature cars celebrating the Centenary of the MG Car Company. It is sold with several spares including the early spec tailshaft (which helps identify it as one of the early team cars), supercharger cover etc. As an early 1933 MG K3 with team car pedigree and a fascinating history, we recommend it for serious consideration as an immensely useable and enjoyable Post-Vintage Thoroughbred competition car linked to two of the most important race accomplishments by a British team and a British car, and not least when driven by a future ‘Fastest Man on Earth’ and by Italy’s ‘Greatest Racing Driver of All Time’.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

141^{*N}

*From the Collection of the late Peter Briggs.
The ex-Captain George Eyston, George Bagratouni,
Ex-York Motor Museum, Australia*

1934 MG NE Magnette Sports-Racing Two-Seater

Registration no. not UK registered

Chassis no. NA/0520

Engine no. 760 AN

Original Body no. 'NA0521'

- MG/Eyston Team car. Ex-Captain George Eyston
- 1934 Ulster Tourist Trophy
- Class Winner - Brighton Speed Trials 1935 & 1936

£225,000 - 275,000

€260,000 - 320,000



September 1, 1934 - RAC Tourist Trophy, Ards, Ulster - Sideways racing motor-cyclist Wal Handley in his protesting MG NE before its gearbox failed at half-distance.



Post-Vintage spirit - pounding round the uneven Brooklands Outer Circuit banking, MG NE versus Invicta. The NE used an overhead camshaft 1271 cc 6-cylinder engine





The tremendously successful MG sports car marque was founded in a 1920s sales promotion sideline of Morris Garages, an Oxford-based retail sales and service centre owned by entrepreneurial industrialist - and philanthropist - William Morris, later to become Lord Nuffield. His manager there was sporting-orientated, Cecil Kimber, who had a series of modified standard production Morris Oxford cars specially built for similarly sporting clients and named them the MG Super Sports.

Great Britain's most important single motor race through the 'tween-war years 1919-1938 had been the RAC Tourist Trophy, run upon a rural road circuit based upon the market town of Ards in Ulster. It was a handicap event and had been won by MG in both 1931 and 1933. This fine-history MG NE Magnette we now offer here - 'JB 4748' - was one of the quasi-works machines specially built for the 1934 TT, and entered in it by prominent British racing personality Captain George Eyston's independent racing team.

Every winning TT car since 1928 had used a supercharged engine. The 1933-winning MG K3 Magnette - famously driven by the Italian superstar Tazio Nuvolari - had been virtually a pure sports-racing design. For 1934 the race organisers opted to restrict entry to more standard unsupercharged and fully road-equipped models, hopefully to encourage entries from more British manufacturers than had become the case.

MG at the time had no unsupercharged sports car available for racing. Both the N-Type Magnette and the P-type Midget were in production, but neither fitted TT regulations, as their bodies were too wide. Instead, Cecil Kimber and his engineers opted to modify their N-Type. They retained the lower half of the 6-cylinder engine, and fitted new narrow bodywork as required by the RAC's race regulations.

With uprated camshaft and carburettors, power was increased by some 30 per cent. MG backed two three-car TT teams. The Eyston team cars including 'JB 4748' offered here were painted cream, with brown mudguards and two narrow body-long stripes. The eventual race winner - by the narrow margin of just 17 seconds from Eddie Hall's special Bentley - proved to be contemporary racing motor-cyclist-cum-racing driver Charlie Dodson in his Eyston-entered MG NE. Only seven such TT NEs were built, the six team cars plus one spare, making this model the rarest racing MG produced, rarer than the QA (eight built), J4 (nine built) and RA (10 built).

But since the NE's usefulness was greatly restricted for other races, three of them were fitted with surplus K2 bodies to become successful trials and rally cars. Three, however, were then sold to the Evans Bros of Bellevue Garage, London, converted back to racing NE trim and prepared for the 1935 Ulster Tourist Trophy. Meanwhile, 'JB 4748' here was sold to British-resident Georgian aristocrat and private owner/driver George Bagratouni, nom de course for Prince George Imeretinsky of Georgia.

From some 25 events contested between 1935-37, Bagratouni achieved eight hill-climb and speed trial class wins, before replacing this MG with an exotic Alfa Romeo. He sold 'JB 4748' via Australian dealer/enthusiasts John Snow and Jack Saywell to John Sherwood of Sydney. He wanted it for the 1938 Australian Grand Prix at Bathurst.

The car retained its TT body, painted light blue at time of import, and John Sherwood later finished second in Bathurst's Easter long-distance race before winning the later Castrol Trophy event.

The car passed to Tom Lancey for Bathurst, 1940, and while advertised for sale during the WW2 years it did not sell until 1946, when acquired by C.H. (Ced) James of Sydney. He campaigned it in the January, 1947, Marsden Park Airstrip Races, the 1948 Springwood and Hawksbury Hillclimbs, and the Mount Druitt races of both 1948 and '49 when driven by former Bugatti exponent, 'Buddy' Luke.

Through the 1950s the NE passed through numerous ownerships - inheriting a Holden engine - until purchased by Fred Gray c.1963, when he registered it with the Triple M Register of the British MG Car Club. At the time the car's body number was incorrectly recorded as 'NA 0521', and it was not until that machine was discovered in Scotland in 1968 that the number was corrected.

Fred Gray sold the car to John Caddy, who in the late-1960s sold it to Lance Dixon. In 1971 he found an N-Type engine and gearbox in England fully restored the car in original TT style. Upon completion it was Victoria State-registered '70.382', and later 'NE 934'. Lance Dixon and his wife Yvonne used it frequently in MG and Vintage events, until in 1982 it was acquired by Peter Briggs for display at his York Motor Museum in Western Australia, punctuated by regular Vintage outings. At the MG National Rally in Perth, it won its Concours d'Elegance class, placed third in the speed event and third in class in the Motorkhana. John Hunting restored the car again for the MG National Rally, Perth in April 1995, it being driven to all events and again winning its Concours class.

The car is now offered here from the late Peter Briggs's York Motor Museum collection where it has resided for the last 40 odd years with a substantial history folder it is time for a new custodian to be part of this motorcar's illustrious and well documented history.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

142

1969 Aston Martin DB6 Vantage Sports Saloon

Registration no. SUA 299G

Chassis no. DB6/3596/R

Engine no. 400/3979/VC

- From a private collection in the UK
- Matching engine and chassis numbers
- Original Vantage specification
- Offered in its original colour combination
- Mk2 style wheel arch flares

£180,000 - 240,000

€210,000 - 280,000





"On taking over the DB6 one is immediately astonished by its flexibility. In spite of multiple carburettor chokes, it will idle through traffic like a dowager's limousine and will accelerate on a high gear in a manner which is rare even among the biggest V8 power units." - John Bolster, *Autosport*, 21st October 1966, reviewing the Aston Martin DB6 Vantage.

Dispatched new to dealer Arnold G Wilson and first registered on 14th March 1969, this Aston Martin DB6 Vantage is offered in its original colour combination of Dubonnet Rosso with Natural Connolly hide interior, and retains its original engine.

Purchased by the current vendor in 2019, the Aston has been used as its maker intended, completing multiple lengthy tours throughout the UK. The vendor reports that the car is in good working condition; that the engine is strong and the ZF five-speed gearbox is working well.

The paintwork retains a deep shine but is showing some blemishes in places, as one might expect with an enthusiastically campaigned example. The interior is generally in very good order: the seats and carpets present well, as do the instrument panel and dials, showing a light patina.

Dry stored within the current vendor's private collection, this example has been maintained by marque specialists throughout the present ownership and comes with a sizeable history file containing many old maintenance bills; the original Aston Martin Heritage Certificate; various old MoTs; sundry recent bills; and the current UK V5C registration document.

£70,000 - 90,000
€82,000 - 110,000



143

c.1965 Proteus C-Type

Registration no. MCZ 536

Chassis no. 118544DN

Engine no. W9568-8

- Aluminium bodywork
- 3.4-Litre Jaguar XK120 engine block

- Present ownership since 2009
- Generally very good condition

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

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

An acknowledged master in this highly specialised field is Proteus Sports & Racing Cars Ltd of Silchester, Berkshire, which since its foundation in 1985 has established an unrivalled reputation for quality reproductions of classic sports cars. This C-Type was purchased in 2009 by the current owner having been owned previously by one Christopher Beauvoisin, who is believed to have raced it. Unfortunately all other history has been lost.

Our vendor describes the car as in generally very good condition, the engine in running order and the transmission and electrics working. Offered with a V5C Registration Certificate (the car's registration identity is that of a 1965 Jaguar MK II right hand drive saloon, the W engine number dictating an XK120 block), tools, and two Jaguar manuals.

£30,000 - 40,000

€35,000 - 47,000



144

1966 'Meyers Manx' Dune Buggy

Registration no. JUE 832D

Chassis no. 11/6816027

Engine no. 0799177

- Iconic American recreational vehicle
- Based on a 1966 Volkswagen Beetle 1300
- 1,600cc engine
- Six former keepers

This vehicle is believed to be a Meyers Manx dune buggy; certainly, it is very accurate and the applied Bruce Meyers signature is real. The Meyers Manx dune buggy is a small recreational vehicle, designed initially for desert racing by Californian engineer, artist, boat builder and surfer, Bruce F Meyers. Meyers' first such creation was called 'Old Red'. Meyers' buggy was produced by his Fountain Valley, California company, B F Meyers & Co, from 1964 to 1971, with limited production recommencing in 2000. That first design was marketed as a body kit for mounting on shortened Volkswagen Beetle chassis. The brand's name and logo were inspired by the tailless Manx cat breed, a reference to the short-wheelbase buggy's stubby appearance.

Meyers gained much valuable publicity when in 1967, driving a Manx, he beat the motorcycle record for the Baja 1000 in Mexico, one of the most prestigious off-road races in the world. Less than a week after setting the Baja record, a Meyers Manx featured on the cover of the April 1967 edition of *Car and Driver*.

Almost overnight the company received around 350 orders. Another significant milestone in the firm's history arrived in 1968 when Hollywood superstar Steve McQueen commissioned a custom Meyers Manx, modified to his own design, for use in the movie *The Thomas Crown Affair*. His spirited drive on the beach with Faye Dunaway on board is one of the movie's many unforgettable scenes.

The Meyers Manx dominated dune racing in its time, breaking records from the outset. It also provided the template for street-oriented models until the company's demise due to tax problems following Meyers' departure. New vehicles inspired by the original Manx buggy have been produced by Meyers' reborn operation, Meyers Manx Inc, since 2000. Their latest product is the Meyers Manx 2.0 Electric. This example is based on a 1966 Volkswagen Beetle 1300 and is registered as such. Recently serviced and up and running, this iconic piece of motoring Americana is offered with a V5C document.

£85,000 - 125,000
€99,000 - 150,000



145

1967 Jensen FF Mkl Coupé

Coachwork by *Carrozzeria Vignale*

Registration no. to be advised

Chassis no. 119/016

Engine no. 678/19B

- Car number '8' of only 12 built
- Restored in Sweden
- Offered from a private collection
- Substantial history file



Delivered new to Morgan Duff of Norfolk, this Vignale-bodied Jensen FF is one of only eight remaining cars out of 12 prototypes built at the company's factory in Italy. It represents an opportunity to purchase Vignale FF which is in its original colour combination, its original colour combination and coupled with the unique Vignale details including number '8' factory stampings on many components.

A major restoration that was carried out in Sweden at a cost of approximately £75,000. The original factory-supplied engine has been stripped and rebuilt, and its correct and original Carter carburettor overhauled. The brakes, suspension and automatic transmission have likewise been rebuilt. The bodyshell was treated to a bare-metal repaint in correct Mist Grey, and the interior re-trimmed in Vignale Steel Blue leather as per the original special order. The correct Rostyle wheels have been restored and new Avon Turbo Speed tyres fitted.

This FF enjoyed only two UK owners prior to being exported to Sweden where it had two further owners from 1988. The Jensen returned to the UK a couple of years ago and has been in a private collection ever since. The history file contains a copy of the original build sheet; an original workshop manual; old MoTs; newspaper articles; numerous bills/receipts; and correspondence from 1967 onwards.

The car has been stored as part of our vendors private collection, and will receive a service and MoT pre-sale. Interested parties should note that the private registration number is being retained at the time of cataloguing and the car will be supplied with an age-related UK number plate with V5C.

£80,000 - 120,000

€93,000 - 140,000



146

1980 Ford Capri 3.0-Litre Competition Saloon

Registration no. not registered

Chassis no. to be advised

- Newly built in 2020
- Race winner at Donington and Silverstone
- Offered from a private collection
- Pre-sale prepared and ready to race
- FIA HTP



This Ford Capri race-car was built in 2020 (with new papers) by Alan Henderson Racing (AHR) using a rust-free '3.0' chassis from Italy. The car has been painted showroom condition both inside and out, with no body damage or accidents in its history. It is presented in an exact copy of the iconic Eichberg Ford livery of Klaus Ludvig's Spa 24-hour-winning car in excellent condition.

The car was acid-dipped and built to full FIA specification including newest FIA welded-in roll cage. Appropriate chassis strengthening was undertaken in line with regulations, and the front chassis legs upgraded to achieve correct race geometry. The custom side-exit exhaust can be quick-fitted with additional muffler to meet noise regulations. The gearbox is a period-correct straight-cut unit with four hours since refreshment.

The engine is a new Rik Wood unit with fewer than four hours usage. Intake and camshaft modifications have been made to achieve a unique and fast setup. Safety equipment includes a full FIA carbon seat, six-point Sabelt harness, and electronic fire suppression, all dated until 2030. The boot-mounted stainless FIA tank is wired for two pumps in case of failure.

According to our vendor, this is simply the fastest Group 1 (or 1.5 with brake upgrade and slick tyres) Capri available. The class of the field every time it competed, the car was raced five times by the successful Jewell/Clucas partnership in 2021 and 2022 with the following results:

2021 and 2022 Donington Historic Festival, P1, fastest lap both years
2021 and 2022 Silverstone Classic, back-to-back wins with fastest lap and lap record

The Capri has remained in the vendors private collection; as he now resides in California, the car has been dry stored in a climate-controlled area at his UK storage facility. The car comes with two differentials (one longer-g geared for long circuits); three sets of wheels; and various anti-roll bars, brake components, and springs.

Lightly used and in excellent condition, this iconic race car is available at a fraction of the build cost and comes with the all-important FIA papers that are becoming increasingly difficult to obtain. This class of car can be enjoyed at 'Blue Riband' events such as Goodwood, Peter Auto and Silverstone Classic. The Capri is presented ready to race and be fully prepared before sale by the current team AHR, who remain ready to support the fortunate purchaser. Let's go racing.

147

1962 Porsche 356B Super 90 T6 Cabriolet Coachwork by Reutter

Registration no. 632 XWB

Chassis no. 157491

Engine no. 806262

- Delivered new to the USA
- Restored over the course of some 30 years
- Rebuild completed by Roger Bray Restorations
- Matching numbers Super 90 example



£100,000 - 125,000
€120,000 - 150,000





Delivered new to the USA in October 1962, this left-hand drive Porsche 356B Cabriolet has the 90bhp Super 90 engine, the most powerful apart from the 130hp four-cam Carrera 2 unit. The T6 model entered production at the end of 1961 with the new-shape nose and squared off bonnet, plus a flat fuel tank in the luggage bay and fuel filler flap on the right-side front wing, making it easier to fill up. There was also a larger twin-grille engine lid. Apart from these subtle changes the most obvious was larger front and rear screens on the coupés. The T6 also has the luxury of variable-speed wipers and a gear lever lock.

The previous owner purchased the Porsche in 1990 and spent 30 years restoring it with the aid of various specialists. There are numerous documents, photographs, correspondence and history available, including a letter of conformity within the file. The owner's aim was to finish the project during his retirement but realised it was going to be too much for him.

Worldwide respected marque specialists Roger Bray Restorations duly completed the rebuild, including repainting the car in original 6202 Ruby Red.

A matching-numbers example, the car comes complete with radio, jack, tool kit, full tonneau, ski rack, and a full set of original keys to the ignition, glove box, gear lever lock, door handles and front hood lock – all very rare. This beautiful T6 Cabriolet is reported to drive very well indeed, and one would expect having just been through Roger Bray's workshop. The more time you spend in a 356, the more you fall under its spell. The steering is light, and accurate, and mated to the desirable Super 90 engine it will happily cruise on a motorway, and is rewarding on a twisted B road. Finished in its original colour combination, this wonderful cabriolet is worthy of closer inspection.



148

The ex-Hawkins/Cannon, Brooklands 200 Mile Race 4th Place and GN Team Award winning, **1922 GN 'Akela' 1,100cc 200 Mile Racer**

Registration no. XL 6458
Chassis no. 3092
Engine no. 3092

- Former GN works car
- In-period Brooklands race history

- Known ownership history
- One of only two overhead-cam 'V-Drive' GN's

£120,000 - 160,000
€140,000 - 190,000



Designed by H R Godfrey and Archibald Frazer-Nash, the GN was Britain's first and best-known cyclecar. The two young engineers set up shop initially in Hendon, North London from whence the first GN emerged in December 1910. An unusually large proportion of the car was manufactured in house and GN used proprietary JAP and Peugeot v-twin engines before commencing production of their own in 1911. The chassis was a simple ash framework in which the engine was mounted fore-and-aft, driving via a twin-chain transmission system that would continue on the later Frazer Nash. Weighing only 400lbs (182kg), the GN made the most of its relatively modest power output and was capable of reaching 60mph, a highly respectable performance at the time.

From 1913 the engine was mounted transversely with the cylinder heads protruding from the bonnet sides, and that same year GN entered a team in the French Cyclecar Grand Prix. Vitesse and Grand Prix sports models followed, and by the outbreak of WWI GN had sold approximately 200 cars.

After the war, GN was bought by the British Gregoire Company and production moved to larger premises in Wandsworth, South-West London in 1919. A steel chassis was adopted, and belt final drive replaced by chains, and for the next few years the little GNs sold well. In 1922 both Frazer-Nash and Godfrey left the firm, the former to set up under his own name while the latter went on to co-found HRG.

By this time GN was in serious financial trouble and production ceased in 1923, though a few cars were assembled under new ownership over the next two years.

The car offered here is one of three works GN 'Akela's' entered in the 1922 200-Mile race at Brooklands, in which it was driven by Hawkins/Cannon and finished 4th, helping GN secure the team prize. On file is a copy of the Frazer Nash Archives publication *The Overhead Camshaft GN Engines*, which has on its front cover a photograph of the GN team entries on their way to the start line, this car being No.1. In fact, the Hawkins/Cannon team car had been built for a scrap metal merchant named Pickett, the self-styled 'King of Boulogne'. Pickett was a racing enthusiast who created the Boulogne Speed Week.



'The Pickett Car' went on to enjoy an extended Brooklands career, participating in the 1923, 1924 and 1925 200-mile races driven by E Ringwood, reportedly Pickett's chauffeur. The car continued to run at the Boulogne voiturette race through 1926 where it was driven by 'Rogers'. Its other more recent competitive outings have included VSCC Prescott (2023) and Vintage Monthl ry (2024).

Just months after the 1922 200-mile race, Pickett's car was one of two GNs fitted with streamlined bodywork in an attempt to better the speeds set by Salmson. The fate of its streamlined body is not known.

In the late 1920s the car passed to H G Smith and then K Anderson, who campaigned it in highly modified form with a Power Plus supercharger, MG J2 front brakes, semi-elliptic front springs, and an aluminium channel-section chassis.

In 1938 the GN engine was removed from this special chassis and sold to W Craddock. What remained of the special was built into 'Rabelro' by Nigel Orlebar, including the aluminium chassis. Craddock then built up a car around the GN engine he had acquired, completing the project around 1964. In the process, Craddock had purchased the T-Drive engine from Preedy.

The GN was next owned by Arthur Gibson for many years. The car and the T-Drive engine then passed to Jon Rose and Sarah Owen. The Pickett V-Drive was rebuilt and returned to the running gear that Craddock had originally completed around 1964. The car has been with the current vendor since 2021 and has benefitted from extensive re-commissioning.

Chassis number '3092' is one of only two overhead-cam 'V-Drive' cars known to exist and is featured in *The Chain-Drive Frazer Nash* by David Thirlby under racing GNs (it is believed). The GN is described by the private vendor as in excellent condition throughout. An electric starter is the only modification notified. Offered with a history file and a V5C document.

£80,000 - 120,000
€93,000 - 140,000



149^{*N}

1959 Jaguar XK150 3.8-Litre Drophead Coupé

Registration no. not UK registered
Chassis no. S838422
Engine no. VA105619

- Delivered new to New York, USA
- Restored in New Zealand in 2004
- Converted from left- to right-hand drive

- Manual transmission
- Imported from New Zealand in 2016
- Only circa 14,000 miles since restoration

Representing the XK150 in its ultimate configuration, this 3.8-litre drophead coupé was manufactured in September 1959 and delivered to Jaguar Cars, New York, USA. Its accompanying Jaguar Heritage Certificate reveals that the car left the factory equipped with automatic transmission and was finished in cream with red interior and black soft-top.

The XK was imported from New Zealand in 2016 having been completely restored to concours condition in Auckland in 2004 and changed from left- to right-hand drive. It has also been fitted with a manual gearbox.

No bills are available but there is a photographic record of the rebuild present. On completion the car featured in a five-page article in a *Classic Car* magazine (copy on file). Our vendor purchased the XK in NZ in 2016 and brought it back to the Channel Islands.

Since its acquisition the owner has fitted a new dynator, distributor cap, radio, speakers, aerial, and passenger-side door catch, as well as extra fan for the radiator to improve useability. Only some 14,000 miles have been covered since the restoration.

The car comes complete with original tools, jack, spare wheel, handbook, workshop manuals (x2) and a 'touring kit' of useful spares. Accompanying paperwork includes a V5C registration document, a Jaguar Heritage Trust Certificate, and the aforementioned magazine article and photographs.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

£90,000 - 110,000
€110,000 - 130,000



150

1954 Lancia Aurelia B20 GT Series IV Coupé Coachwork by *Carrozzeria Pinin Farina*

Registration no. 47 ELF
Chassis no. B20-2991
Engine no. 3576

- Desirable Series IV example
- Previously owned (twice) by motoring authority Anthony Pritchard
- Mille Miglia eligible
- Professionally restored by Omicron Engineering (2011-2012)
- Maintained by Thornley Kelham with bills of £39,000 from 2023

This B20 GT is one of the first right-hand drive Series IV cars built. According to the official build records, it was released on 25th June 1954 finished in Grigio and fitted with engine number '3576', which it retains to this day. This car has been comprehensively restored by marque specialists Omicron Engineering Ltd and is now resplendent in pearlescent silver-grey paintwork and blue trim. It also features the desirable Nardi floor shift. A previous owner was the prolific and respected motor historian and author Anthony Pritchard, who was an authority on Italian racing and sports cars having written many books on Ferrari, Maserati, Lamborghini and the Mille Miglia. Pritchard bought a Series IV B20 GT from legendary Lancia guru Harry Manning in 1965 for £545. He sold the car sometime later. Fast forward to 2010 and Pritchard decided he wanted another of these cars. He instructed Omicron, the well-known Lancia experts, to find a suitable car. Omicron tracked down this example in Massachusetts, USA in the process of being restored. They bought the car on Pritchard's behalf and shipped it back to the UK. Omicron then completed the restoration including an extensive mechanical overhaul and engine rebuild with invoices totalling over £37,000. It was only when the Aurelia was back in the UK that Pritchard realised it was the very same car he had owned 45 years previously! He applied to the DVLA, who reissued the car's original registration '47 ELF', which it carries today.

There is a comprehensive history file with the car detailing the work undertaken by Omicron as well as further recent expenditure totalling some £13,000. After acquiring the car, the previous owner took it to Thornley Kelham, the Lancia Aurelia specialists based in Cirencester, and instructed them to do a vehicle health check and resolve any issued they could identify. Work carried out included fitting a new set of Michelin X tyres. The car has since returned to Thornley Kelham for annual servicing. In November 2022 it appeared on the Lancia stand at the NEC Classic Car Show, successfully completing the 180-mile round trip without issue. The car was sold to the current owner by Bonhams in November 2022. Since his purchase, the car returned to Thornley Kelham in January 2023. Works totalled circa £39,000 with them. Much mechanical work was undertaken, a new radiator installed with fan, the drive shafts were stripped and rebuilt. The brake drums were re-machined and rebuilt all round. A new starter motor was fitted, and other auxiliary parts replaced. The engine was then Dyno tested. An outlaw exhaust system was fitted at almost £4000. Some electrical works were carried out, including the fitment of USB sockets. Custom made seatbelts were also fitted. A full list of works is available within the cars file. Eligible for a host of prestigious historic events including the Mille Miglia, this beautiful Aurelia B20 GT is ready to enjoy.

151

Property of a deceased's estate, in current family ownership for nearly 50 years

1973 Porsche 911 Carrera RS Touring 2.7-Litre Coupé

Registration no. XBW 925L

Chassis no. 9113601383

Engine no. 6631343

- Original C16 UK-supplied car
- Factory fitted electric sunroof and electric windows

- Present ownership since 1976
- Extensive history file
- Matching chassis and engine numbers



£400,000 - 500,000

€470,000 - 580,000





Offered here is an ultra-desirable original right-hand drive Carrera RS to M472 Touring specification, boasting matching chassis and engine numbers. This C16 model-code car was delivered new to the UK on 7th June 1973 by Motortune Limited, Brompton Road, London SW3 to a Mr John Patrick Heyward of Little Haseley, Oxfordshire. The original exterior colour was Bahia Red, while the factory fitted options were as follows: 102; 409; 423; 569; 650; and 651. The current owner's late husband acquired the Porsche in May 1976.

The car has covered a documented circa 68,800 miles and still retains the orange colour of the enamel bonnet badge, a rare original feature. Servicing is recorded on 19th February 1974 by Motortune at 11,565 miles; by Hassop Motor Company in 1976 at 28,000 miles; by Hassop Motors (oil change) on 12th December 1976 at 29,403 miles; by Hassop Motors in 1979 at 35,400 miles; by Hassop Motors at 41,200 miles and by AFN in 1985.

In 1998, the car was subject to a bare metal respray by Kevin O'Rourke of Moto Technique, with photographs on file. Between 1998-1999, the engine was rebuilt by Winslow Motor Services and the gearbox was subsequently rebuilt in 2002 by JZ Machtech. Handwritten notes record oil changes in September 2014, February 2018 at 66,000 miles, and November 2021 at 67,900 miles. In 2021 new discs and brake pads were fitted all round at 67,779 miles and the car also underwent a service. In 2022 new Pirelli Cinturato tyres were fitted. It is offered with MoT certificates that verify the mileage from 1976 to the present day, significant invoices for the engine and gearbox rebuilds, invoices and photographs for the bodywork restoration and respray by Moto Technique, numerous parts from AFN, and sundry invoices until 2022. Recorded on the Carrera RS Register, this beautiful example has been cherished by the late enthusiast owner throughout almost its entire its life and is worthy of the closest inspection.





£20,000 - 30,000
€23,000 - 35,000
Without Reserve



152

1980 Mercedes-Benz 450 SEL 6.9 Saloon

Registration no. CHT 530V
Chassis no. 116 036 22 0007305
Engine no. 100 985 22 007428

- Rare and exclusive 'super saloon'
- Only three former keepers
- Comprehensively restored circa 2009

- Photographic records of the restoration available

In 1972 Mercedes-Benz replaced the S-Class family of large saloons, the successor W116 range having been on the drawing board since the mid-1960s. Much of the development programme had concentrated on secondary safety, to such an extent that its occupants were considered more likely to survive an accident in the 450 SE saloon (or its peers) than possibly any other car in the world. Base model was the 280 S equipped with a 2.8-litre twin-cam six, while for those with deeper wallets there was a choice of 350 SE or 450 SE V8s, both of which were available in long-wheelbase SEL variants. For plutocrats there was the 450 SEL 6.9; fast, well engineered and luxuriously equipped in Mercedes-Benz's finest tradition, the 450 SEL 6.9 first appeared in 1974. This new super saloon used the long-wheelbase bodysheet of the larger S-Class and was powered by an enlarged and developed version of the overhead-camshaft V8 engine found in its predecessor and the leviathan 600 models.

All Mercedes-Benz's latest safety developments were incorporated together with automatic transmission and self-levelling suspension as standard. Top speed was 140 mph with 60mph coming up in around seven seconds. Only 7,380 examples of this exclusive model were made between 1975 and 1980. This Mercedes-Benz 450 SEL 6.9 has had only three former keepers and was comprehensively restored circa 2009 by the previous owner. Notable features include a rare AMG front spoiler; AMG five-spoke alloy wheels; and a bespoke interior boasting electrically heated seats and an upgraded sound system with TV screens to the rear. The history file contains a photograph album and CD documenting the restoration, and the car also comes with its service booklet, handbooks, jack and a V5C document. Currently showing a total of 118,398 miles on the odometer, this beautiful Mercedes-Benz super saloon is described by our vendor as in good condition in every respect.



£70,000 - 80,000
€82,000 - 93,000



153

1954 Jaguar XK120 SE Drophead Coupé

Registration no. 738 XVD
Chassis no. S678338

- Rare and desirable Special Equipment (SE) version
- One of only 1,472 left-hand drive XK120 SE drophead coupés built
- Matching numbers
- Professionally restored in the USA
- Considerable recent expenditure

Its accompanying Jaguar Heritage Trust Certificate reveals that this rare and desirable matching-numbers XK120 SE drophead coupé (one of only 1,472 left-hand drive examples built) was delivered to Jaguar's West Coast distributor Charles Hornberg in Los Angeles in May 1954. The original colour was pastel green with suede green upholstery. The VIN number's 'S' prefix denotes the more powerful Special Equipment model (180bhp compared to 160 horsepower for the standard version). Known custodians are second-owner Mr Oliver Farinholt of Norfolk, Virginia, USA, who acquired the XK in 1987, and Mr Peter Harnik of London, who owned the car from December 2018 until the current UK-based vendor acquired it in October 2022.

During the period 2007 to 2013, while owned by Mr Farinholt, the car underwent a body-off restoration included the electrical harness, steering, hydraulics and exhaust. Further works included overhauling the differential; retrimming the convertible hood mechanism; and a repaint by Bill Bassett. The car is now painted silver with red leather upholstery and trim. The following accessory items have been fitted: Battery isolator switch; Hand-held fire extinguisher; After-market spot/fog lights; Tonneau cover. Since the car's acquisition by our vendor in 2022, the brakes have been restored, new brass bushes installed, and the steering box rebuilt at a cost of £10,000. A FIVA inspection was carried out recently and a FIVA ID card issued confirming all matching numbers, including the cylinder head.

£45,000 - 55,000
€53,000 - 64,000



LHP 288F as tested in 1968



154

1967 Triumph TR5 Roadster Prototype

Registration no. LHP 228F
Chassis no. CP1

- Featured at the Motor Show launch of the TR5
- Chassis CP1 - the only pre production car to exist
- Last owner since 2017
- Restored to original specification circa 25 years ago
- Reported to start and drive very well

Similar to the preceding TR4A - the first TR with independent rear suspension - but with Triumph's 2.5-litre, six-cylinder engine installed in place of the old 2.1-litre four, the TR5 was produced during the 1968 model year only (October 1967 to November 1968) pending the arrival of the restyled TR6. The bulk of production was built in TR250 export trim, with twin Stromberg carburetors to meet US emissions requirements and a reduced power output of 105bhp; UK models though, came with Lucas mechanical fuel injection and 150 horsepower. Good enough for a top speed of around 120mph, the TR5 (along with the early-model TR6) is the fastest of the six-cylinder TRs, its combination of traditional styling, superb performance and comparative rarity making the model highly sought after today.

Featured at the Motor Show launch of the TR5, this prototype was later sold through a Triumph dealer to its first owner. The last custodian has owned the car since 2017 (the V5C shows three former keepers). Restored to original specification circa 25 years ago, the TR5 features all-original trim; recently re-chromed brightwork; and new wheels and tyres. The history file contains original articles, magazines, and advertisements featuring LHP 228F, and a note from the TR Register stating that CP1 is the only pre-production model to exist. Recently our vendor drove the Triumph for some 200-300 miles and reports that it starts and drives very well, with working overdrive. CP1 is a unique and significant part of Triumph's History.

£45,000 - 55,000
€53,000 - 64,000



155

1954 Chevrolet Corvette Convertible with Hardtop

Registration no. to be advised
Chassis no. E54S00310

- Dating from the first full year of production
- One of only 3,640 Corvettes built for 1954
- Original 'Blue Flame 150' HP engine
- Recently recommissioned following 20 years of dry storage

Chassis number 'E54S00310' is notable as a particularly early Corvette, being one of only 3,640 produced in the first full year of production (1954), and is understood to retain its original 'Blue Flame 150' HP engine. Produced at the St Louis, Missouri plant, the Corvette is finished in Polo White, one of only four exterior colours available that year, and still has the correct red interior, with a beige hood. Imported into the UK in 1989, the Corvette featured in *Classic & Sports Car* magazine's October 1992 edition. Subsequently the car spent some 20 years in dry storage before its recent recommissioning, and is now said to drive very well. The last custodian had owned the Corvette since 2003.

The car is described by our vendor as highly original - including trim and brightwork - and is fitted with a very rare hard top, while the interior is original and the underside presents well. The accompanying history file contains a 2003 magazine article; old/ current V5/V5C documents; a few old photographs; and numerous bills from 'Luxury and Power' through the 1990s into the early 2000s. It should be noted that at the time of cataloguing the vendor is in process of retaining the private plate and UK period registration has been applied for.

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1957 AC Ace Roadster with Hardtop

Registration no. YBP 782

Chassis no. AE220

Engine no. CL2329W

- 2.0-litre AC engine
- Overdrive transmission
- Known ownership history

- Fully restored between 2016 and 2024
- Substantial history file

£200,000 - 250,000

€230,000 - 290,000





Chassis 'AE 220' was completed in right-hand drive configuration at AC's Thames Ditton factory on 30th October 1957. Powered by AC's own 1,991cc engine from new, the Ace was finished in Damask Red with a black interior and supplied new to marque specialists K N Rudd Ltd (Ruddspeed). The car was registered 'YBP 782', the registration it retains to this day.

In January 1958, Rudd sold 'AE 220' to a Mr Alan Bremner of Newcastle upon Tyne, who kept the Ace for one year before selling to Mrs Dorothy Morris of North London. When the Morris family moved to Heathfield the Ace went with them and was looked after by Seys Garages (Heathfield) Ltd (there are various handwritten invoices documenting the work in the history file).

The Ace then passed into the ownership of Dr A J B Missen and his family in 1967, with whom it would remain for some 43 years. Dr Missen had a scrupulous eye for detail, and there are some very entertaining letters and invoices detailing his experiences with AC Cars and the Ace within the history file. During Missen's ownership the Ace received an engine rebuild, bodywork repaint, a new exhaust system, interior retrim and rebuilt steering, while the braking system was stripped and overhauled.

In 2010, the Ace was bought by a Mr M Jopp, who lived near the Missen family; he would own 'AE 220' for two years before selling it to the founder of G A Fabrications, experts in AC bodywork. The new owner embarked on a lengthy programme of refurbishment, which would include a major restoration of the body: reshaping and profiling the wings and re-hanging the doors, boot and bonnet, which has resulted in excellent gaps and shut lines. The bodywork then received a bare-metal repaint in red. In addition, a new wiring loom was installed; the suspension rebuilt with new shock absorbers; and new foot boxes, floor pans, boot floor and a new transmission tunnel fitted.

The current owner bought 'AE 220' to add to his car collection, and immediately set about improving the car to make it drive as good as it looks. To that end the engine was rebuilt by renowned racing engineers CCK, while the gearbox and overdrive were rebuilt by Overdrive Repair Services in Derbyshire, probably the best restorers of Laycock overdrives. The dashboard had incorrect gauges fitted and holes made for previous gauges that were lost to history. The dashboard was repaired and re-trimmed in leather. Correct gauges were fitted and the existing gauges that were correct were restored to exacting standards.

The carburettors were restored by fuel systems specialists Burlen Ltd, including getting the thermostatic choke working as it should. Replacement windscreen glass was fabricated by Pilkington Classic (two spare screens made at the same time are included in the sale). The windscreen surround was re-chromed, as was the fuel cap, while the front and back bumper bars were re-manufactured by the original supplier. A new exhaust was fabricated by Hayward & Scott. As well as a hardtop, the Ace comes complete with hood, hood frame, and side screens.

The only notified modifications from factory specification are a gearbox angle-drive for the speedometer, a battery isolator switch, and a vehicle tracker. Described by our vendor as in 'excellent, fully restored' condition throughout, this beautiful AC Ace comes with a most comprehensive and well documented history to include restoration bills, an old-style logbook, a V5C Registration Certificate, etc.

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*The ex-Alan Mann Racing
ex-Graham Hill/Jackie Oliver/Peter Arundell, later Yvette Fontaine*
1968-69 Ford Escort 1.6 FVA Group 5 Racing Saloon

Registration no. XOO 346F
Chassis no. BB48GM11978
Engine no. FVA0144 (currently fitted)

- Significant Period Competition history
- Exceptional provenance
- One of six AMR team Escorts built-up during 1968

- FVA twin-cam engine delivering no less than 210bhp
- Beautifully restored and in outstanding condition



£180,000 - 250,000
€210,000 - 290,000

Amongst any touring car race-meeting paddock of the later 1960s the Alan Mann Racing team's impeccably-prepared and immaculate red-and-gold entries really commanded attention. The same is certainly true today of this remarkably original and beautifully restored Alan Mann Ford Escort. Of the six original AMR team Escorts built-up during 1968 - all registered in sequence - only three, including this superb example, retain their original bodyshell. These survivors are 'XOO346F' offered here, '344' and '349', and amongst this trio '346' is unique in having been the 1968 team's remarkable 'supercharged' Ford Escort whose modification from standard British Saloon Car Championship Class C form elevated it into the larger capacity Class D in which it was intended to deny points to the rival V8-engined Ford Falcon Sprints which might otherwise threaten Alan Mann team leader Frank Gardner in his bid for a second consecutive season's Championship title honours in a sister red-and-gold Escort.

Such tactical - certainly ingenious, and some might say devious - thinking was typical of Alan Mann's remarkably ingenious and immensely competitive team, racing upon the Ford Motor Company's behalf.

The so-called supercharging applied to 'XOO 346F's essentially Formula 2-standard 1600cc Cosworth-Ford FVA engine, plainly demonstrated AMR's remarkable level of lateral thinking. No conventional supercharger was fitted, the engine's induction instead being only mildly boosted by an electrically-engaged standard heater unit fan, from which mildly-compressed air was fed directly into the engine's induction airbox. Actual supercharge effect was minimal, but under the regulations '346' became a forced-induction car which meant its capacity should be multiplied by a factor of 1.4, putting it into the over 2-litre class in direct competition with the rival Ford Falcon V8s driven most notably that year by Australian Brian Muir and British veteran Roy Pierpoint, himself also a long-time friend and former garage-business partner of Alan Mann himself.

As offered here this extremely sympathetically restored projectile embodies 'XOO 346F's original 1968-season bodyshell, suspension, steering rack, pedal box and even the wheel rims, and is fully restored to 1968 race specification with its FVA twin-cam engine delivering no less than 210bhp at the rear wheels.

The car made its AMR-entered debut mid-season '68 for former Team Lotus Formula 1 driver Peter Arundell, making his return to racing after some 18 months' semi-retirement. The car would later be campaigned by no less than double-Formula 1 World Champion-elect Graham Hill, by twice RAC Rally-winner Roger Clark and (scoring its most significant success) by contemporary Team Lotus number 2 driver Jackie Oliver. He secured '346's best finish by taking second place at Brands Hatch on September 2, 1968, forcing Brian Muir's hitherto Championship-challenging Falcon down into third place and so enabling team leader Frank Gardner to clinch the British Championship title at that very meeting.

Former 'King of Formula Junior' Peter Arundell had driven this car upon its debut at London's tortuous Crystal Palace circuit on Whit-Monday 1968, before finishing fourth overall in it at Mallory Park. Roger Clark's brief appearance in the car, at Brands Hatch, ended in a mild collision, before Arundell re-emerged at Silverstone. Graham Hill then took over for Oulton Park, and he prompted the fitting of an ingenious feature restored to the car today which is a supplementary switch enabling the driver to switch off its brake lights mid-race "so as not to give away too much" to pursuing rivals!

Alan Mann was himself an enthusiast who had gone into the motor trade and set up the Wayside Garage at Rusper, near Gatwick Airport in Sussex with his like-minded friend Roy Pierpoint. They both raced at weekends, and Alan Mann aspired to an HWM which he entered in Formula 1.

While himself being an accomplished and capable driver with Ford Zephyrs and Anglias, in 1963 he prepared a Ford Cortina GT under the Alan Andrews Racing banner for British Olympic bob-sledder and future Ford competitions director Henry Taylor. Second place in the 1963 American Marlboro 12-Hours race then impressed Ford and Alan Mann Racing was formed as a Ford quasi-works team for 1964.

Their Ford Mustang won the year's prestigious Tour de France Automobile touring car division, and in 1965 Sir John Whitmore took the European Touring Car Challenge title in an AMR-entered Ford Lotus-Cortina. By 1967 the team was challenging for British Saloon Car Championship honours, its fine Australian driver Frank Gardner taking the title in their Ford Falcon Sprint, before making it two in a row through 1968, initially in a team Lotus-Cortina before the new Escort - as now offered here - replaced the older model.

After its Alan Mann Racing career, '346' passed to the Dutch Frami Racing team for drivers Frans Lubin, Hans Akersloot, Flemming Rasmussen and Jean-Pierre Ortman, before becoming a BP Racing Belgium entry most notably for the very highly-regarded driver Yvette Fontaine who really was an outstanding contemporary contender, frequently humbling the majority of her male on-track rivals.

Subsequently this much-raced car returned to British ownership, being campaigned widely at club level by Doug Niven (1971), Chris Meek and Bob Howlings (both during 1972) and later by Alistair Lyall (1976) and Tim Read (1977).

In 1981 the car passed rapidly through the ownerships of Vic Lee and Tim Swadkin to Mike Chittenden. In 1989 it was with Colin Raeburn and by 2004 began restoration with new owner and former Alan Mann Racing team mechanic Jim Morgan. He sadly passed away within months, whereupon the car returned to Alan Mann himself, who had regained his enthusiasm for motor racing after decades running his extremely successful Alan Mann Aviation helicopter business based at Fair Oaks aerodrome, just north of Woking, Surrey, and also a fish farming venture.

In 2006 Alan Mann passed the car to Grahame Goudie. He had been building and running cars from his workshop from 2002/3 and would continue to do so until 2009/10. Grahame then spent 4 years researching '346's history in definitive detail. He was greatly assisted by original AMR mechanics Brian Lewis, Lionel Whitehead and Marc LeSueur. Painstaking restoration then occupied the following 11 years 2010-21 — returning the car to the gleaming and as-original condition in which it is offered today.

The car features a 4-speed 'bullet' gearbox, and remarkably ingenious rear suspension. In its original 1300GT form it rode on leaf springs with inboard shock absorbers. AMR experimented with turreted coil springs before Jim Morgan suggested using Morris Minor torsion bar springs. Their operating levers could pass deep into the latest extra-wide 10 1/2-inch wheel rims. This feature widened effective leverage upon the rear axle compared to the standard coil-springs which the wider wheels had forced inboard on both sides. Front suspension is by MacPherson strut with separate coil-springs inboard of the strut each side.

So here is a truly outstanding, freshly restored yet still highly original racing saloon car from a truly revered racing team; one campaigned in period by truly premier-league star drivers and which absolutely bristles with 1968-style ingenuity, craftiness (e.g. Graham Hill's brake-lights cut-out) and colourful style. It is a car which will surely be in demand equally as a race or concours entry in the world's leading Historic events. We recommend it highly for the closest consideration...



X00 346F at Mallory Park, 1968 © Motorsport Images

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'The Last Waltz'; last to leave the factory

1988 Porsche 911 Type 993 Turbo Coupé

Registration no. not UK registered
Chassis no. WP0ZZZ99ZWS370750
Engine no. 61W01228

- Built to the first owner's unique specification by Porsche's Sonderwunsch (Special Wishes) department
- The last air-cooled 911 to leave the Zuffenhausen factory in period
- Porsche letter of authentication (copy on file)
- Only 11,029 kilometres from new



£700,000 - 800,000

€820,000 - 930,000





Finished in Ocean Blue, chassis number '370750' rolled off the Zuffenhausen assembly line on 27th March 1998, some four days before the scheduled end of production. The final car off the line, completed on 31st of March '98, was a Mexico Blue Carrera 4S that was sold to comedian and Porsche collector Jerry Seinfeld. Seinfeld's, then, would appear to be the last air-cooled 911 ever made.

However, '370750' had been ordered in 1997 by noted German author Clauss Vanderborg and was still at the factory, having just commenced what would turn out to be a near six-month stay in the Sonderwunsch (Special Wishes) department (now known as Porsche Exclusive Manufaktur). This car's completion date of 27th March 1998 is also the day when Ferry Porsche died at the age of 88. Vanderborg is understood to have been a friend of Ferry's, and he would go on to dedicate his car to the company's founder.

A wide-body coupé, Vanderborg's Turbo was already somewhat special before its arrival at Special Wishes. It was fitted with a 'WLS 2' uprated M64.60 engine producing 450PS, the same maximum output as the contemporary Turbo S.

The extensive options specified included a strut brace, twin-pipe exhausts, additional oil cooler, and 92-litre fuel tank, while the wheels and Brembo brake calipers were finished in matching Ocean Blue. Once in the Sonderwunsch department, the interior was fully trimmed in Night Blue leather, including switches, door latches, heater controls and even the instrument bezels, the dials being finished in a complementary shade of blue. This breathtaking bespoke interior is still in 'as new' condition today.





The in-car telephone and the rear wiper were deleted, while affixed to the dashboard is a metal plaque, inscribed: 'In memoriam Prof Ferry Porsche' and a quote in German from the popular 1944 film *Die Feuerzangenbowle* (*The Fire-tongs Bowl*): "Only the memories we carry with us are real, the dreams we spin and the desires that drive us true. But with that we can be satisfied."

The car also boasts sill covers bearing the inscription 'The Last Waltz', which is repeated on a sticker in the rear window.

Vanderborg took delivery of his unique Turbo - last Type 993 to leave the factory in period - on 5th September 1998 from Porsche Centre Altötting. Twenty years later Porsche would make the 'Project Gold' 993 Turbo from OEM parts, but that one-off was built for a charity auction and could not be road-registered, making 'The Last Waltz' the final true customer car to leave Zuffenhausen in the 'air-cooled' era. Altötting marked the occasion's significance with a secondary plaque of its own, fitted to the door reveal, reading: 'Claus Vanderborg today received the last classic Porsche 911 (993 Turbo) with an air-cooled Boxer engine.

The beat is yours forever!' 'The Last Waltz' also comes with a copy of Porsche's letter confirming that it is the last air-cooled 911 to leave the factory.

Less than a year later, Vanderborg sold the Porsche which was then exported to Japan, remaining there for the next 16 years. In 2015, 'The Last Waltz' was bought by Belgian dealers Nijsmans Classic Cars, who exhibited the Porsche in Europe for two years before selling it on. The car's next owner was based in the UK, and it is currently owned by an enthusiast in Belgium. Even now, some 26 years after 'The Last Waltz' was built, the odometer reading is only a little over 11,000 kilometres.

The Last Waltz' has a valid UK NOVA certificate and also comes with a Belgian title having previously been registered in that country, so no taxes will be payable should the car go to the EU.

With its desirable power train, unique specification and historical significance, 'The Last Waltz' has to be one of the most collectible Porsches of all time.





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1987 Ford Sierra RS500 Cosworth Sports Saloon

Registration no. E320 FLP

Chassis no. WF0EXXGBBEGG38626

Engine no. GG38626

- Two owners from new. Single ownership since 1987
- 17,244 miles from new

- Stored for 30 years
- Unmolested and outstandingly original



£100,000 - 150,000

€120,000 - 180,000





The Sierra RS500 Cosworth offered here represents an extremely rare opportunity to own what, arguably, is one of the most original cars of the 500 built, which has remained in continuous single ownership since 1987. First registered on 18th September 1987, this RS500 Cosworth is the 17th off the Aston Martin Tickford production line for homologation cars. 'E320 FLP' was supplied new by Dagenham Motors Uxbridge to its first owner, an insurance salesman in London, in September 1987 at a cost of £19,500. He owned it for a matter of weeks before having to quickly 're-arrange his finances' as the current owner was told, and they sold it to him in 1987 for £22,000, the equivalent of just over £77,500 today, accounting for inflation. The car was registered to the current owner's business in Hungerford before being re-registered in his name on 7th July 2003. Like millions of enthusiasts, the current owner had watched the RS500 Cosworth racing in the British Touring Car Championship (BTCC), which was televised by the BBC every Sunday during the summer. A great example of the old marketing adage: 'Win on Sunday, sell on Monday.'

'E320 FLP' is a totally unmolested and original example retaining its original factory paintwork; the original pair of Dagenham Motors, Uxbridge numberplates; and its original exhaust, interior and head unit. This car is as original as they come and was last on the road in 1994 (the tax disc in the windscreen is dated February 1994). 'E320 FLP' comes with its original service books and owner's manuals as well as numerous documents dating back to when the current vendor took ownership of the car as its second keeper. These documents include Ford service inspection reports from 1988, 1989 and 1991; a letter of agreement for the Ford Extra Cover warranty plan for three years from September 1988 with Ford Hendy Lennox in Southampton.

The original service book, recording the first owner in the front cover, has eight service stamps: two in 1988 (the 1,500-mile and 6,000-mile services), followed by one in 1989, 1990, and 1991 - all at Doves of Andover Ford - and then in 1997 at Peter Stirland Ford in Hungerford. There was a further service in 1999 at 17,213 miles and lastly in 2015 when it was taken from storage on a trailer to Cotswold Prestige Cars at 17,223 miles.

The car is wearing a matching set of Dunlop Sport D40 tyres, with a date stamp of '426', which it is believed refers to late 1986 when the car was new. In 1991, thieves attempted to break into the car, fortunately to no avail. To this day, it retains the marks on the passenger door frame and door, as well as the sunroof. The owner had planned to sort out these marks, but the car went into storage soon after and has been laid up ever since, a time capsule of the period.

The owner states that the mileage is 100% genuine, and says that the miles recorded were purely between 1987 and 1994, and that the car has not been on the road for 30 years. According to our vendor: "It's never been in any accidents or scrapes (apart from the attempted break-in) and the only thing I did to it was to pay a firm to put some red 'go faster' stripes down the sides by the sills, simply because when you watched the Cossies win their races on TV, most of them had those stripes!" These are vinyl stripes which can be removed should the successful purchaser so wish. This is an exceptionally rare opportunity to acquire an unmolested, totally original RS500 Cosworth, with single ownership since 1988 and a mere 17,244 miles from new. An inspection report has been conducted by one of the UK's leading experts in the RS500 and is available for interested parties on request.



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1935 Aston Martin 1½-Litre Mark II Long-Chassis Tourer

Registration no. BMG 521

Chassis no. D4/419/L

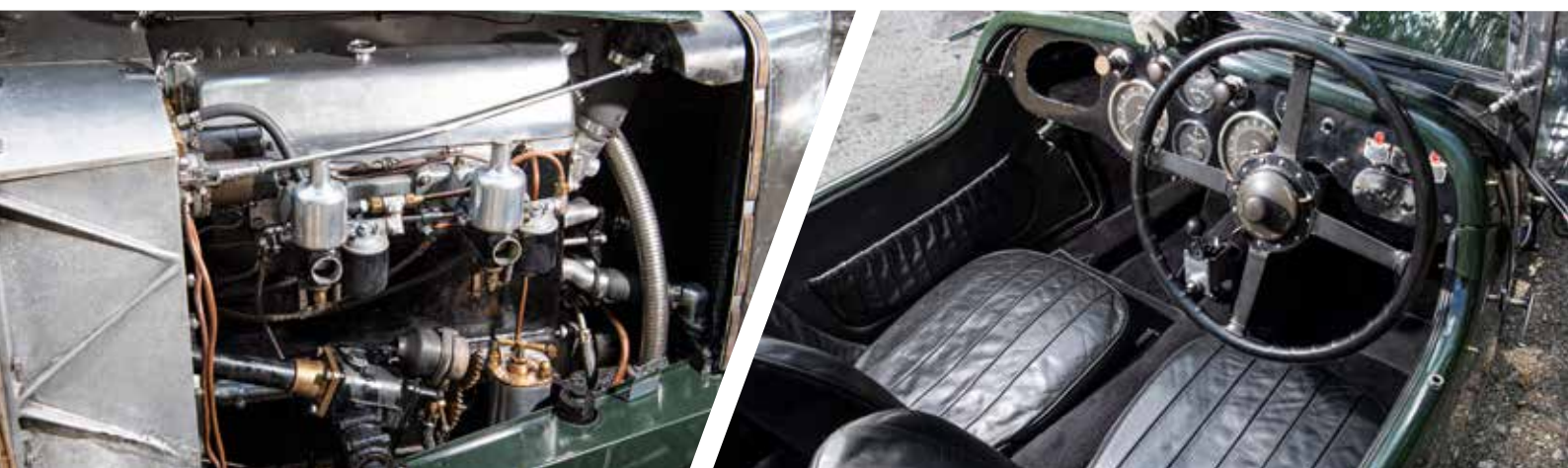
Engine no. D4/419/L

- One of only 166 Mark IIs built
- Extensive listing in the AMOC Register
- Owned by Tony Armstrong from 1968 to 2022
- Totally rebuilt in 1994
- Resprayed in 2023/2024

£150,000 - 200,000

€180,000 - 230,000





"Big-car enthusiasts are apt to think that effortless, fast touring is a quality exclusive to vehicles of high horsepower rating, but their views will be considerably altered after they have taken the Aston Martin over a 300 mile journey." – *Motor Sport* magazine on the Aston Martin Mark II.

Partners Robert Bamford and Lionel Martin registered the first Aston Martin in March 1915, the name's first part deriving from success gained by the duo's earlier cars at the Aston Clinton hill climb, near Tring. Resuming its activities at the end of WWI, the firm devoted most of its time to racing, with very little energy being expended on building cars for sale to the public. Financial crisis was the inevitable result, and in November 1925 the company was in the hands of the Official Receiver, having sold fewer than 60 cars. In October 1926, the firm of Aston Martin Motors Limited was formed by new owners John Renwick and A C Bertelli. The latter was an experienced automobile engineer, having designed cars for Enfield & Allday, and an engine of his design – an overhead-camshaft four-cylinder unit of 1,492cc – powered the new 11.9hp Aston. More ruggedly built than the Bamford & Martin cars, the newcomers, with coachwork by Bertelli's brother Enrico, made their debut at the 1927 Motor Show.

A firm that owed its reputation to competition success could not turn its back on the racetrack however, and while greater emphasis was placed on building cars for sale, the racing programme continued. One of the firm's early developments – dry sump lubrication – would stand them in good stead in long-distance sports car events, and this innovation duly appeared on the International sports model of 1929. The latter was so successful that the Standard models, which retained a wet-sump engine, were dropped, their place being taken by long-wheelbase versions of the sports chassis. Aston Martin's next phase of development – the Series II cars – commenced in 1932. Extensively revised, the Series II abandoned two of the marque's hitherto characteristic, if rather old-fashioned, features: the separate gearbox and under-slung worm back axle. Instead, the gearbox was mounted in unit with the engine, and the differential now contained spiral bevel gears.

Introduced in 1934, the Mark II sported a new, stronger chassis and a revised engine with a counter-balanced crankshaft. Short (8' 7") and long (10') wheelbase versions were built, the latter with its more generously proportioned interior being a very useable car for four people. Testing an Aston Martin Mark II alongside a Squire and an SS1 Jaguar for its December 1992 edition, *Classic & Sportscar* magazine found the Aston had 'roadholding the best of the trio, as is quality of construction'.

With only 166 built up to the end of 1935, the Aston Martin Mark II is exceedingly rare today. To say that 'D4/419/L' has been 'extensively campaigned' would be a gross understatement, for its entry in the AMOC Register for the period 1959 to 1999 runs to no fewer than 33 lines! All entries but the very first of 1959 date from the ownership of long-term custodian Tony Armstrong, who had bought the car in 1968 and kept it until 2022. As well as numerous races, rallies and other events, the Register records that the car underwent a 'total rebuild' in 1994.

This 1934 Aston Martin Mark II four-seater long-chassis sports car celebrated its 90th birthday this year by winning the prestigious Aston Martin Owners' Club's St John Horsfall Trophy at Silverstone on 9th August, 40 years after it last won the competition in 1984.

In 2023/2024 the car benefitted from a bare-metal respray, returning its colour to factory original green, and has benefited from many other improvements over the last two years including to its wheels and rear axle, while the interior has been refreshed. This charming Mark II will surely reward its fortunate new owner with a delightful driving experience, as well as the opportunity to continue the preservation of a particularly rare Aston Martin model eligible for a wide variety of prestigious historic motoring events. Here is your opportunity to continue this motorcars remarkable story.

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The ex-Eric Haddon / 1953 RAC Rally 1950 **Jaguar XK120 Competition Roadster**

Registration no. PPA 580

Chassis no. 660321

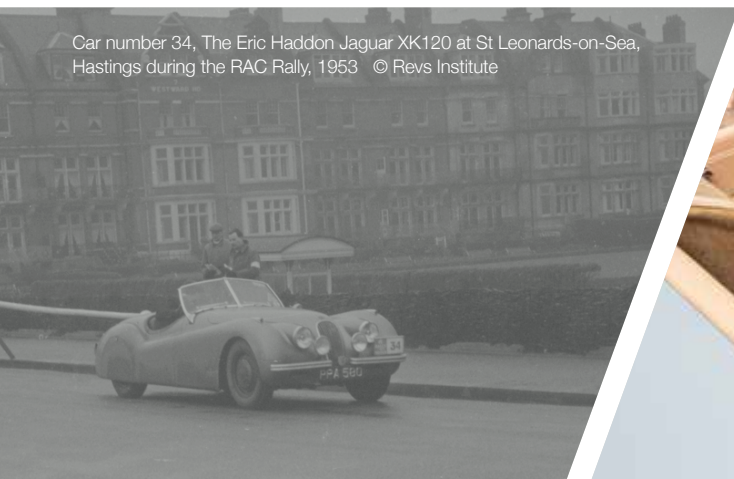
Engine no. F1579 8S

- First owned by privateer racer Eric Haddon
- In-period competition history
- Unrestored until three years ago
- FIA papers to follow



£115,000 - 135,000
€130,000 - 160,000

Car number 34, The Eric Haddon Jaguar XK120 at St Leonards-on-Sea, Hastings during the RAC Rally, 1953 © Revs Institute





"Haddon and Vivian drove prudently - in the 1954 Alpine Rally - sacrificing many road marks; but they were rewarded with a win in the over 2.6-litre class ... one of the last competitive international rally performances for a Jaguar XK120..." - Andrew Whyte, *Jaguar Sports Racing & Works Competition Cars from 1954*, Haynes, 1987.

'PPA 580' was first owned by Eric Haddon, one of the most accomplished privateers in the race and rally scene in the early 1950s, who was more than capable of mixing it with the 'works boys'. He owned the XK between 1950 and 1954, participating in the early RAC Rallies and racing the car at most of the well known circuits. The XK's subsequent history remains uncertain, but investigation is now beginning to reveal its participation in many early events. It is known to have participated in the RAC Rally and MCC Daily Express Rally, both in 1953, and in the Weston Rally (1952), Felixstowe Rally, Eastbourne Rally (1953) and Castle Coombe (1954). Photographs exist of 'PPA 580' competing in period.

Haddon also owned another XK120, 'RJH 400', which was driven by him and Charles Vivian in the 1954 Tulip and Alpine Rallies with entries handled by Jaguar's Lofty England. The duo shone in the Tulip Rally, finishing 12th overall and 2nd in class, and then finished 1st in class in the Alpine event. Another 1st in class was achieved in the MCC Redex Rally in November. In 1960, behind the wheel of an XK150S roadster on this occasion, he was again a class winner in the Tulip Rally

Quite remarkably, it appears that 'PPA 580' remained unrestored for some 50-or-so years until some three years ago. It is mentioned in a very early XK Register as being unrestored and owned by a Mr D P Williams of Milton Keynes. Some 25 years ago the car was purchased by a Mr John Turner in Somerset and again remained unrestored. In 2019 the car was discovered by XK specialists Twyford Moors. TM then sold it to the company founder, who over the last three years has undertaken a full restoration as a retirement project.

The original chassis and suspension, etc was in excellent condition and retains all its original correctly stamped numbers. Many of the original body panels were saved and repaired, but new front wings, doors and boot lid were fitted. The original engine's whereabouts remain unknown but a correct early XK120 engine was already in the owner's possession, and together with the gearbox was completely rebuilt by Twyford Moors to fast-road specification. The original engine number is still on the chassis plate and the current V5C, which can be changed should the next owner so desire. The XK retains its original ENV rear axle, and as appropriate for a competition car, the engine is fitted with 2" sand-cast SU carburettors. It is finished in an original colour of Dove Grey with biscuit and red interior finished in grand style by Mike Thomas Trimming.

The XK has recently been inspected and carries a certified FIA stamp enabling it to participate in the most prestigious events worldwide (paperwork to follow). Accordingly, the car has been prepared in the most correct manner to incorporate a cutout switch, rear fog lamp, front and rear tow hooks, race fuel pump, lowered suspension, and an alloy finished floor below the carpets, which can be easily removed.

Having had considerable experience in racing XKs, the owner has (subject to approval) prepared a list of potential improvements to enable the car to participate in racetrack orientated activities. This list is in the file together with a resume of all the works undertaken during the restoration. Being somewhat surplus to requirements, the car has been unused since the restoration's completion and will require careful running-in with all the usual checks prior to regular use.

The car comes with various spares including an unrestored pair of XK120 seats and rare competition side screens. A correct spare wheel is on board but an additional spare Vredestein-shod wheel accompanies the car. The competition seats are easily removed and the passenger seat is hinged to give access to the battery box. The car has FIA papers, a current V5C, and is taxed for road use. A wonderful opportunity to purchase a very early XK120 with in-period competition history.



£495,000 - 595,000
€580,000 - 690,000

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1985 Audi Sport Quattro Coupé

Registration no. B772 PLU
Chassis no. WAUZZZ8SZE905126
Engine no. KW000084

- Two UK owners
- Present ownership since 1994
- Extensive service history

- Recently serviced (including cam-belt) and ready to go





Having achieved significant successes with the original Quattro, Audi developed a more specialised rally car in the form of the Sport Quattro 'homologation special'. Weight saving had been one of the engineers' main aims in developing the Sport, which featured a turbocharged alloy-block engine of 2,133cc boasting a new double-overhead-camshaft 20-valve cylinder head. Maximum power went up to 306bhp. This new power plant went into a short-wheelbase chassis, while further weight savings were gained by using Kevlar for the wings, roof and front apron. ABS brakes made their appearance on a Quattro for the first time. With over 300 horsepower on tap in road trim, the Sport Quattro possessed supercar performance, boasting a 160mph top speed and 0-60mph time of only 4.8 seconds - truly outstanding figures even by today's standards. According to Eric Dymock's *The Audi File*: "214 were built; 164 were sold to customers, and 20 were used as competition cars by the Motorsport Department. The remainder were experimental and retained by the factory." The current vendor purchased this Sport Quattro in 1993 from Duncan Hamilton; the previous owner was Simon Draper, who had purchased the car from Audi in 1986.

It should be noted that the V5 registration document states that the car was 'previously registered and/or used overseas prior to first registration in Great Britain'. The Audi was 'declared manufactured 1985' and first registered in the UK on 11th April 1986. 'B772 PLU' has had two UK owners including our vendor. During his ownership the Quattro has covered around 12,000 totally trouble-free kilometres. He advises us that the car remains totally standard and as it left the factory, including a full set of factory harness seat belts and a set of original factory-specification Michelin tyres.

During his ownership the car has always been stored in a heated garage; to the best of his knowledge the paintwork has never required any attention and is all original. The Quattro comes with a fully stamped service book detailing all services carried out from 1985 up to the most recent major service by QST on 13th August 2024 at 65,786 kilometres, which included a cam-belt change. The car needs for nothing and is ready to go.



163^{*N}

1979 Mercedes-Benz 450SLC 5.0 'Rallyewagen'

Registration no. not UK registered
Chassis no. 107 026 12 000 626

- One of only seven works cars
- Rallied in period by Hannu Mikkola
- Restored by SLCRacing
- Offered from a private collection in Germany



£200,000 - 300,000
€230,000 - 350,000





In 1977, Mercedes-Benz shook up the international rallying scene with the introduction of the 450 SLC, a model built to meet the homologation requirements for the 1978 World Rally Championship. Under the bonnet sat an all-aluminium 5.0-litre V8 engine, while the body featured lightweight alloy bonnet and boot panels, engineered by the esteemed Dr Erich Waxenberger. The doors remained steel but were notably thinner than their production counterparts. Mercedes-Benz produced a limited run of only 19 cars specifically tailored for international rallying, with just seven designated as the 450 SLC 5.0, each featuring a specifically made automatic transmission.

This particular car, chassis number '626', was completed on 2nd February 1979 and is one of the seven works rally cars built. '626' made its debut in April '79, serving as a practice car in the Safari Rally, where Hannu Mikkola finished 2nd in another works 450 SLC. Later that year, in the penultimate rally at the Cote d'Ivoire, the car again served as a practice car for a race that would be historical for Mercedes-Benz: a 1-2-3-4 finish, with 2nd place for Bjorn Waldegard, helping him clinch the 1979 drivers' title.

'626' raced only once, at the 1980 Rally Codasur in Argentina, where Hannu Mikkola and co-driver Arne Hertz finished a worthy 2nd after 18 long stages. This podium finish helped Mikkola secure 2nd place in the championship that same year. A picture of '626', signed by Mikkola, will be included in the sale.

On 27th March 1981, '626' was recorded as 'verschrottet' in the records; the vendor believes it was dismantled. After the closure of the rally programme, Dr Waxenberger sold all the (partly dismantled) cars and equipment to Mr Albert Pfuhl.

According to sources, the transaction included six SLCs (including '626'), a quantity of spare parts, and 600 tyres.

In 2007, Slovakian company SLCRacing purchased the complete stock, including documents, parts and cars. According to a 2009 register from the Mercedes-Benz Club of America, SLCRacing owned two historical identities: this car ('107 026 12 000 626') and '107 026 12 000 837'. '626' has been completely restored by specialists SLCRacing and prepared as the original rally cars from the Mercedes-Benz rally programme in 1979 and 1980.

On 20th May 2008, the car was inspected by scrutineer Robert Lenner and received its FIA Historical Technical Passport. On 14th January 2016, the car was inspected by Cedric Douabin from Mercedes-Benz France, and a conformity document prepared. This historic Mercedes rally car is offered for sale from a private collection in Germany.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.



£50,000 - 60,000

€58,000 - 70,000



164

1956 Jaguar Mk 1 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, Advalem 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 carburettors; 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 updated.

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, 7/8/2022: Ecurie Classic, Hawthorne Trophy, Silverstone, 2nd in Class, 13/8/2022: Bentley Drivers Club, Hawthorne Trophy, Silverstone, 2nd in class

£25,000 - 30,000

€29,000 - 35,000



165

1956 BJR 500cc Formula 3 Monoposto

Chassis no. n/a

Engine no. n/a

- Unique 500cc Formula 3 car
- Considerable in-period race history
- Restored in the early 2020s
- Freshly rebuilt JAP 500cc engine
- Raced in 2022



In 1954-1955 Brian J Rowsell built the BJR 500, which incorporated a relatively sophisticated tubular chassis featuring wishbone and coil suspension at the front and swing axles at the rear, and was powered by a JAP engine. Brian was based in Kent and competed regularly in the BJR from 1955 through to 1963, but only at racetracks close to him: Brands Hatch, Crystal Palace and possibly (his son Ian believes) Goodwood. Brian Rowsell raced against seasoned competitors such as Stuart Lewis Evans, Jim Russell in the works Cooper, and Ivor Bueb, putting in some great performances. Numerous race programmes come with the car. Brian Rowsell had planned with his colleague and garage owner to build a series of F3 500's but he had entered the market too late with Cooper then being the dominant force.

The car then passed into the hands of John Bailey who raced the car 1962-1965. With the demise of 500-class racing and the inception of Formula Junior, the BJR was pressed into hill climbs and sprints up to the 1990s (The scrutineering labels are still on the inside of the car) by the then Competition Secretary of the Half Litre Club, Paul Harris. Brian Rowsell passed away a few years ago but his son Ian Rowsell has been in contact with the vendor, enabling him to build up a full history of the BJR, including some nice period shots from Ian's collection (see file). Brian Rowsell originally had the car painted, but then stripped the paint to achieve a polished aluminium finish as in the later photographs.

The BJR has since been restored/refreshed for current circuit racing regulations by Simon Frost, who is the technical advisor for the 500 Club and renowned for his work on Formula 3 500s. The car was back out in action in 2021 and 2022, and was reunited with Ian Rowsell at a meeting at Mallory Park where it was racing. Ill health has prevented the vendor racing in 2024 and he wants to see the car used considering all the preparation that has been carried out. The following works have been undertaken by the vendor: Complete overhaul of the braking system to include callipers, brake lines and master cylinder; Norton gearbox stripped and rebuilt with new gears to current specifications; JAP 500cc engine completely rebuilt by Godden Engineering with new head, Carrillo con-rod, Omega piston, new valves and polished cylinder head; Recon BTH Magneto New tyres and wheels refurbished; New fuel pump driven off axle as per regulations; New handmade aluminium fuel tank to current regulations

The BJR now wants for nothing and is ready to race following the engine rebuild. The car comes complete with a VIF (Vehicle Identification Form) from the 500 Owners Association verifying the build date and its eligibility to race in class. The BJR is altogether a much rarer car than the ubiquitous Cooper, and always attracts favourable comments whenever it appears at a meeting. The car was judged by Goodwood to be unique enough to attract an entry at Goodwood— see email on file.

166

1926 Bugatti Type 35T Grand Prix

Registration no. BF 5305

Chassis no. R4264

Engine no. 019A

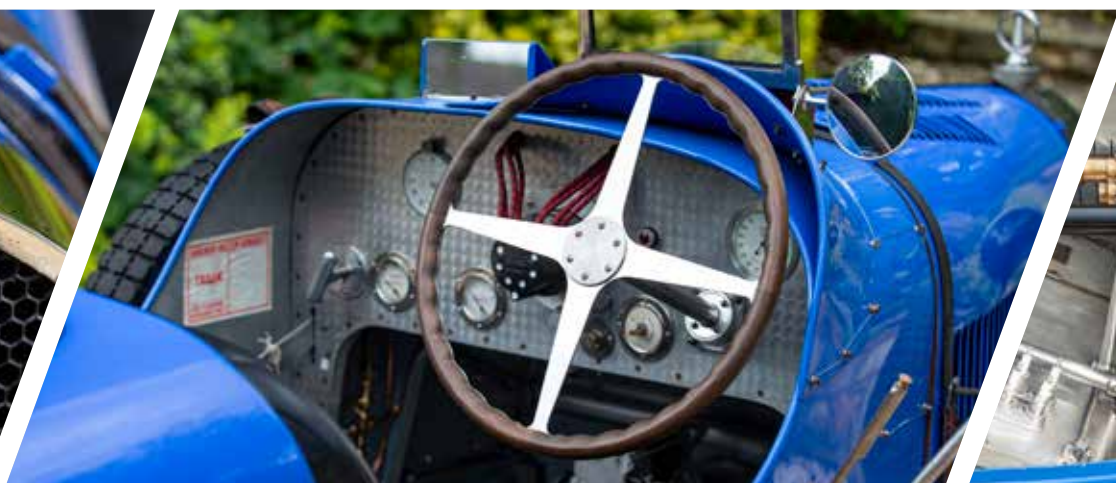
- Built to the specification of the 1926 Targa Florio-winning Type 35T
- Present ownership since 2009
- Constructed by Gentry Restorations in 2018/2019

- Straight-eight roller bearing crank engine
- Freshly serviced, 'on the button' and ready to use



£250,000 - 350,000

€290,000 - 410,000





By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. The principal building block of this success was the legendary Type 35, arguably the quintessential Vintage-era sports car, which made its debut in August 1924 at the Grand Prix de l'ACF at Lyon-Givors. The Type 35's 1,991cc straight-eight engine was derived from that of the Type 30 but incorporated five roller/ball main bearings instead of three and an improved lubrication system. In line with Bugatti's established practice, each cylinder's three valves were actuated by a single overhead camshaft. This state-of-the-art engine went into a conventional chassis with leaf springs at the front and quarter elliptics at the rear, and alloy wheels.

The Type 35's debut gave little indication of what was to come, as the factory team of five cars was plagued by tyre troubles and could achieve no better than 7th place at the finish. Despite this debacle the Type 35 in its various forms would go on to become arguably the most successful racing car of all time, commencing with winning the inaugural World Championship for Manufacturers in 1926, including that year's Targa Florio, and securing countless victories for privateers.

This Bugatti Type 35T was fully rebuilt to the original specification of the Targa Florio-winning Type 35T of 1926 by Gentry Restorations in 2018/2019. Our vendor purchased the car as a project and imported it from Germany together with associated parts in 2009, at which time it was a non-running rolling chassis. Stephen Gentry rebuilt the car, fitting re-manufactured new or replacement parts where existing ones were worn, of dubious quality, or where it was deemed there were safety or reliability implications. During the full 18-month, six-figure rebuild by Gentry Restorations, care was taken to ensure the build was to correct Molsheim specification, albeit with a few modern modifications to improve driveability. A full photographic record of the rebuild is available.

The chassis (number 'R4264') is non-original, but was found to be perfect following measurement on a 'Type 35' jig. The straight-eight engine is stamped '019A' and is a five-roller-bearing unit, with magneto ignition. The vehicle was inspected and photographed by the DVLA in 2009 for UK registration and given the registration number 'BF 5305'. No history prior to 2009 is known and the car is offered as 'built up' in 2019. The Bugatti has seen little use since the rebuild, is 'on the button' and ready for further road or competition outings following a pre-sale check over and service by Gentry Restorations. What better way to celebrate 100 years of the Bugatti Type 35.



167

1967 Porsche 911 'SWB' Soft-window Targa

Registration no. SVN 99D

Chassis no. 500017

Engine no. 911124

- One of the earliest examples known to survive. Chassis 017.
- Offered fresh from a fastidious professional world class specialist restoration
- Rare and desirable Soft Window example
- Delivered new to Germany
- UK registered in 1982

£130,000 - 160,000

€150,000 - 190,000





“During a meeting with his staff, as they discussed how automakers appropriated racetrack names for car models, sales director Harald Wagner came up with the name ‘Targa’.” – Randy Leffingwell, *The Complete Book of Porsche 911*. It was back in August 1965 that Porsche applied for a patent to cover its new ‘semi-convertible’ and, in the autumn of 1966, work began on the assembly of a series of pre-production examples. As yet, the new model didn’t have a name to differentiate it from the regular coupé versions of the 911 and 912 but, following a meeting held at The Fleischauer dealership in Cologne, at the suggestion of Porsche sales director Harold Wagner the term ‘Targa’ was decided upon in honour of the company’s victories in the Targa Florio road race.

Built in 1966 on the original short wheelbase, the car offered here is one of the very first 911 Targa models to leave the factory; indeed, ‘017’ may pre-date the first Targa delivered to the public, which sources list as chassis ‘500021’. ‘017’ was delivered to the Fleischhauer dealership in Cologne sometime prior to its registration on 31st January 1967.

This very early 911 retains its matching-numbers engine although the reference books list it as ‘earlier’ than those records suggest. The factory Kardex (the written record retained by Porsche showing the build date and specification of each new vehicle, a copy of which accompanies the car) shows that the engine number ‘911124’ is a 911 (Type 901/01), part of range ‘909001’ to ‘912050’, although Targa engines were listed as starting from ‘911191’.

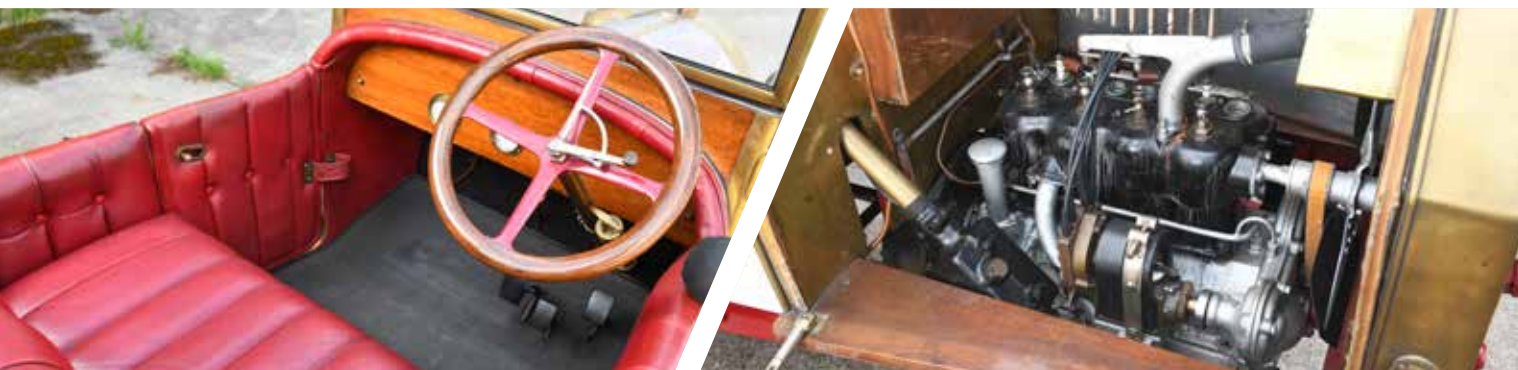
‘017’ appears to have remained in Germany until imported into the UK in 1982. Registered ‘XEF 88Y’ on 17th September 1982. In November 1990 it was issued with the current age-related number (SVN 99D). The first UK owner’s identity is not known, but on 26th April 1983 the car was registered to a Mrs Barbara Hutt of Middlesbrough. Mrs Hutt was followed by John Bennett of Prudhoe, from 10th March 1989, passing into the ownership of the Weighell family, three members of which would own the car, on 6th June 1990. Registered to Mr Alfie Weighell of Darlington on 20th March 2003, ‘017’ was acquired by the previous owners in January 2017 requiring complete restoration.

Since then, the car has been the subject of an exacting four-year restoration carried out by world respected marque specialists Williams Crawford of Saltash, Cornwall. Documented photographically, the rebuild involved over 900 man-hours of painstaking attention to detail and research. During that time, the number ‘017’ was discovered stamped into the door, body and engine lid, confirming these were original panels. It should be noted that the car is fitted with genuine 4.5Jx15 Fuchs wheels as used on the contemporary 911S of 1967. Although these wheels do not appear on the Kardex, they are believed to have been fitted in period by the first owner, and have been retained as they form part of the car’s history. The original ‘Kardex’ build sheet is with the car, which also comes with an extensive and most comprehensive history file (inspection recommended).

Now presented in its original Polo Red, the Targa is finished to a standard far beyond what was achievable in 1966. Sold by Bonhams to the current owner in 2022, it has been carefully stored with only a relative handful of miles covered since its restoration. This piece of Porsche history is ready to join the finest of world class Porsche collections.

£50,000 - 80,000

€58,000 - 93,000



168

1913 Benz 8/20 PS Roadster

Registration no. not UK registered

Chassis no. 1599

Engine no. 1599

- A rare survivor
- 2.0-litre four-cylinder engine

- An older restoration
- Numerous 'Brass Era' fittings

By the end of the 20th Century's first decade, the automobile had left its primitive 'horse-less carriage' antecedents far behind, thanks in no small measure to Karl Benz. Vehicle taxation has always influenced automobile design, and Germany's introduction in 1906 of a tax penalising larger (over 10 PS) cars prompted Benz to introduce a new 2.4-litre 10/18 PS model in 1908.

The newcomer proved economical to run and was soon taken up in large numbers by an emerging market sector: Berlin's taxi drivers. Smaller models of 6/14 PS and 8/20 PS followed in 1910 and 1912 respectively, the latter powered by a 1,950cc four-cylinder sidevalve engine.

An older restoration, this Benz 8/20 PS Roadster is finished in ivory with maroon chassis and mouldings and burgundy leather upholstery, while the brass radiator, bulb horn, and Herman Riemann acetylene headlamps are nicely patinated, albeit non-functioning in the latter's case. A brass Lucidus spotlight with mirror on the reverse is mounted on the driver's windscreen post. The wooden artillery wheels match the body colour and are coachlined in black with red hubs.

The buttoned leather upholstery shows some age, but it is unmarked and shows little wear, while the varnished wood instrument panel houses gauges for oil pressure and fuel pressure (there is no speedometer). The engine compartment is clean and presents well. There is no hood, but the capacious rear compartment could be converted into a dickey seat (a step-plate is already in place).



£40,000 - 60,000
€47,000 - 70,000



169

1905 'Mercedes Simplex' 60hp Speedster Tribute

Registration no. not UK registered

Chassis no. 514

Engine no. 514

- A tribute to Camille Jenatzy's 1903 Gordon Bennett race winner
- Based on an American LaFrance chassis and engine

- 9,236cc four-cylinder engine
- Incorporates other American LaFrance parts

"The visitors to the fifth Automobile and Bicycle Exhibition in the Paris Grand Palais were witnesses to the first instance of mass imitation in the history of the car. The Mercedes Simplex was the original and there was an abundance of copies. No manufacturer was able to resist the trend towards a modern car, which now bore less and less resemblance to the original carriage." - Schlegelmilch & Lebrink, Mercedes.

Offered here is a re-creation of that most famous early Mercedes driven to victory by Belgian driver Camille Jenatzy in the 1903 Gordon Bennett Cup race in Ireland. Jenatzy drove a 60 horsepower Mercedes Simplex, an immensely influential model designed by Wilhelm Maybach and introduced the previous year, which was powered by a four-cylinder monster of an engine displacing 9,236cc.

The car we offer is one enthusiast's tribute to Jenatzy's Gordon Bennett Mercedes. Based on an American LaFrance chassis and engine, it is in many ways reminiscent of the Mercedes that took part in the 1905 Gordon Bennett race in France. Interestingly, the layout of the Simplex Type 10 engine originated with Mercedes, was licensed to Simplex and later to American LaFrance, the fire apparatus manufacturer based in Elmira, New York, USA.

Other American LaFrance parts include Mercedes-like axles, hubcaps, and fuel tank, the latter bearing the maker's tag of Janney-Steinmetz of Philadelphia and New York. The Simplex-type engine emits a mighty roar when running and is guaranteed to grab the attention of anyone within earshot.

170

1951 Mercedes-Benz 220 Coupé Prototype

Registration no. not UK registered

Chassis no. 280.920.00029/51

Engine no. 180.940.200635/25

- Unique one-off

- Commissioned by Daimler-Benz CEO
Dr Wilhelm Haspel

- An older restoration

- Fitted with a 230 engine

£150,000 - 200,000

€180,000 - 230,000





Essentially the prototype for the Mercedes-Benz 220 Coupés that would be produced several years later, the car offered here was originally built for Dr Wilhelm Haspel, the CEO of Daimler-Benz AG, who is credited with the German manufacturer's rapid reconstruction after WW2. Haspel died in 1952 and subsequently the Mercedes was acquired by a Lufthansa pilot, who had discovered the car in the USA and brought it back to Germany.

The pilot sold the car to one Erhardt Bernot, who appears to have owned it from at least 1976 to 2002 and possibly longer (see correspondence on file).

Mr Bernot conducted a vast amount of research, reaching out to Daimler-Benz many times, and carried out a full restoration, including fitting a 230 engine in place of the original, damaged unit.

The paint and bodywork have been refinished in glossy black to a better standard than would have been possible 70 years ago, and all the brightwork has been re-plated. Within the very tidy and comfortable passenger compartment all of the upholstery is in good condition, as are the carpets, floor mats and headlining, while the wood-grained window frames and dashboard have been refinished to a high standard.

The dashboard contains a full array of gauges, including oil pressure, temperature, and remaining fuel, as well as a clock and a beautiful Becker radio. The boot contains the spare tyre, a jack, and tyre changing tools. Dunlop Road Speed tyres are fitted for that proper period appearance.

171

1925 Mercedes 15/70/100HP Tourer

Registration no. not UK registered

Chassis no. 29028

Engine no. 44527

- Supercharged supercar of its day
- Matching chassis and engine from Pullman limousine
- Tourer body believed fitted in period
- FIVA identity papers



£200,000 - 300,000

€230,000 - 350,000





Imposing and handsome, this supercharged Mercedes-Benz tourer can comfortably accommodate seven passengers. The car is finished in grey with charcoal-coloured wings, black leather interior and matching carpets, and a dark grey hood. The paint and brightwork are all in good condition. The instrument panel is an attractive varnished burr, housing the oil and temperature gauges, a speedometer, and a clock.

The engine bay is nicely detailed without being overdone, while the underpinnings are similarly good condition. A handsome luggage trunk by Ernest Chevallier of Geneva is carried at the rear. Other notable features include Robert Bosch headlamps; large side lamps; an external Bosch horn; Bosch spotlights on both windscreen posts; dual side-mounted spare wheels, and Michelin X radial tyres, the latter chosen for their superior driving characteristics.

Interestingly, the copy commission papers on file indicate that the matching-numbers engine and chassis originally started life in a Pullman limousine. The original body plate's number is different from that shown on the commission sheet, it being believed that this is an original tourer body that was swapped long ago, possibly in period.

This car also comes with FIVA identity papers (issued in 1996) and several service invoices from 2000. Ready for rallying or continental touring, this mighty Mercedes-Benz would grace a collection of fine Vintage-era motor cars.



£65,000 - 95,000
€76,000 - 110,000



172

*The ex-Colin Chapman,
Formula 1 Team Managers Race*
**1971 Ford Escort
Mexico Sports Saloon**

Registration no. HLA 208K

Chassis no. BFATLS11739

Engine no. LS11739

- Raced by Colin Chapman in the Jack Brabham Trophy Race at Brands Hatch, 1971
- One of only 17 built by Ford's AVO
- 1971 Tour de France Automobile participant
- One of only a handful of survivors



HLA 208K at Brands Hatch, 1971 © Motorsport Images

Built in July 1971 and first registered on 1st August 1971, the Ford Escort Mexico we offer is one of 17 fleet cars built by Ford's Advanced Vehicle Operations (AVO) department and then race prepared at Boreham for loan to Ford France to support the Tour de France Automobile in September 1971. The Mexicos ran at a number of circuits in a challenge series, 'La Coupe Escort Mexico', each car being allocated to a French regional newspaper and crewed by a professional driver and a journalist, most likely as a Ford marketing exercise.

Finished in yellow, 'HLA 208K' was driven by José Albertini with René Cipriani in the passenger's seat. After the Tour was complete, the Mexicos were returned to the UK and used for the famous one-off Jack Brabham Trophy Race for Formula 1 Team Managers at Brands Hatch on 24th October 1971. 'HLA 208K' was driven by none other than Lotus boss Colin Chapman. Other luminaries taking part were Jack Brabham, John Surtees, Max Mosley, Frank Williams, Mike Costin, Eric Broadly, Jackie Epstein, Ken Tyrrell, Alan Rees and Tim Parnell. Brabham was on pole with Chapman beside him. Once the flag dropped, the event highlight was a no-holds-barred scrap between Brabham, who had grabbed the lead at the start, and Chapman.

According to *Motoring News*: "It was naturally the lead battle which commanded everyone's attention, for Brabham was up to all his old tricks as Chapman desperately tried to find a way through. Whichever side Chapman chose, somehow when he came to draw alongside, that particular bit of road was full of red Escort." On the last lap Chapman managed to squeeze past on the drop down from Paddock Bend: "But it was not to be. Pounding through Clearways, Chapman tried to grab top gear, only to find that there was nothing there... and Brabham scrambled past on the outside." A bitterly disconsolate Chapman coasted over the finish line in third place behind winner Brabham and John Surtees. By way of consolation, Chapman was credited with the fastest lap of 65.2s.

However, Brabham decided that he could hardly win his own trophy, so Chapman was presented with the winner's garland! Following the Brands race, the Mexico fleet was sold, some of the cars appearing in the Mexico Challenge in 1972 or competing in rallies, which may well explain why so few remain now; indeed, it is believed that only three others have survived. Copies of the entry list and race reports are on file together with aforementioned material from Alain Beauchef. Offered from a private vendor in fantastic condition, with its unique history it would certainly grace any worldwide collection.

£60,000 - 80,000

€70,000 - 93,000



173

2010 Aston Martin DBS Coupé

Registration no. LF59 UGH

Chassis no. SCFECCAD8AGE02314

Engine no. AM08/27674

- Delivered new to New Zealand
- Two owners from new
- circa 25,900 kilometres (approximately 16,000 miles) from new
- Touchtronic 2 semi-automatic transmission
- Immaculate condition



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.

Powering the DBS was a development of the 6.0-litre, 48-valve, V12 engine found in other Aston Martin models, producing 510bhp initially, an output sufficient for a top speed of 190mph (305km/h) in manual transmission form, with 60mph (96km/h) arriving in a neck-snapping 4.3 seconds. The engine was mounted as far back as possible in the chassis, while the transmission/final drive was combined in a rear transaxle, resulting in 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. Inside the DBS one finds the typically elegant, luxurious and supremely comfortable hand-crafted interior traditionally associated with Aston Martin. This particular DBS was delivered new to New Zealand and brought to the UK by our vendor (its second owner) in 2023.

Finished in stunning Onyx Black with matching leather/Alcantara interior, the DBS had covered 25,750 kilometres from new (and never on the UK's gritted roads) and is described by the vendor as in immaculate condition in every respect. Ready to delight the fortunate next owner, this most beautiful of modern Aston Martins comes complete with its original handbook, CTEK charger, Aston Martin indoor cover, and wheel storage ramps. A Cat 5 GPS tracker has been fitted and the car also comes with a V5C Registration Certificate and current MoT.

£100,000 - 150,000
€120,000 - 180,000



174

1954 Jaguar XK120 3.8-Litre 'Alloy LT' Competition Roadster

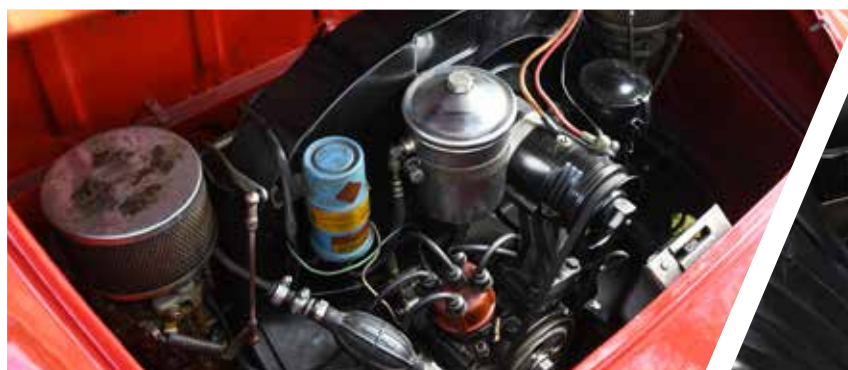
Registration no. 228 XVR
Chassis no. S681346

- Successful competition Jaguar, built and maintained by marque specialists CKL
- Motor Racing Legends, Algarve Classic Festival, 1st in Class
- Finished 2nd at Vredestein Jaguar XK races - Brands Hatch Centenary Aston Martin 2013
- Qualified ahead of many Jaguar E-types at sixties endurance race Dix Mille Tours organized by Peter Auto 2014

The car offered here is a re-creation of the works XK120s built for the 1951 Le Mans 24-Hour Race. The cars had lightweight alloy bodies and a subtly altered shape: outer sills and cut-down doors, one piece rear, cut-in bonnet, aero screens, etc. Numbered 'LT1', 'LT2' and 'LT3', they never raced at Le Mans as the C-Types were ready in time. Charles Hornburg, the US Jaguar importer for the USA's West Coast, spotted two of the cars at Browns Lane, bought them and shipped them to the USA where Phil Hill drove one in its first race in August 1951 to 3rd place overall and a class win. This car was newly built up using the identity from a donor car (chassis number 'S681346') that had been brought back from the USA in 2008. The XK was treated to a long-term build, which was completed in 2012. Original parts needed for the rebuild were painstakingly collected over many years. The new owner wanted to create a competitive race car for the XK Challenge series and instructed renowned specialist Chris Keith Lucas (CKL Developments) to construct a tool-room copy of the alloy-bodied 'LT' Le Mans cars. No expense was spared to build the perfect car, a process that would take the next two years and cost of over £400,000. Chris Keith Lucas commissioned body experts RS Panels to faithfully recreate the one-piece aluminium body, which CKL then mounted on a brand new chassis. It is understood this new chassis was subsequently stamped with identity S681346.

The XK120 was then taken to Sigma Engineering's race engine specialist Peter Lander to have a newly built race engine fitted. The engine incorporates triple 2" SU carburetors, high-compression cylinder head, thick '3.8' steel block, steel crankshaft, steel race con-rods, forged pistons, lightened flywheel, triple-plate competition clutch, hydraulic release bearing, and anodized billet aluminium cylinders. Power is transmitted via a Denis Welch Motorsport four-speed all-synchromesh 4.2 E-Type straight-cut close-ratio gearbox. The steering has been converted to rack-and-pinion. Other notable features include an alloy XK140 radiator and oil cooling radiator; limited-slip differential (3.77:1 ratio); full race harnesses; removable roll cage; ignition cut-off switch; fire extinguisher; foam-filled alloy fuel tank in original position; 'Aston' - type filler cap; and a full Sparco/Corbeau-type modern safety racing driver's seat, trimmed to original pattern to match the passenger's XK120 competition seat. The latest upgrade was to install new Öhlins suspension dampers for competition use. Finished in British Racing Green with suede green leather interior and polished alloy trim, this racing car is offered with restoration invoices, race history file, and a V5C registration document for chassis number S681346 (potential buyers should check validity of registration in their own jurisdiction). The remains of the donor car used for the build are included in the sale, and should be collected from CKL post auction.

£90,000 - 120,000
€110,000 - 140,000



175

1957 Porsche 356A Coupé

Registration no. ESK 745
Chassis no. 102092

- Original right-hand drive South African car
- Brought to the UK 36 years ago
- Used daily for many years
- Restored circa 1997
- Kept in dehumidified storage as part of a private collection
- Recent service and MoT

1955 marked the arrival of the revised 'A' version of Porsche's Type 356 sports car, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels. At the same time, a 1,600cc engine replaced the old 1.5-litre unit and would be standardised on the successor 356B model. Regularly revised and updated, Porsche's landmark sports car would remain in production well into the 911 era, the final examples being built in 1965.

This original right-hand drive car was delivered new to South Africa. Imported into the UK in September 1988, the Porsche has been used on a daily basis for many years in and around London.

Amazingly, it still has the original interior from 1957. A running history documenting maintenance and restoration carried out over the years has been kept. Also accompanying the car is the original Porsche workshop manual and supplements manual as well as a tool kit, spare wheel, and jack.

Restored circa 1997 (including an engine rebuild to original specification), the car has been part of a private collection and been kept stored in de-humidified accommodation (Waxoyl has been applied since restoration). It has seen little used in recent years but has just been extensively serviced (including a new battery) and comes with a fresh MoT. According to our vendor, the car drives very well and over the years has taken part in various Porsche 356 events, both here and in Europe.



£60,000 - 80,000
€70,000 - 93,000



176

1966 Jaguar E-Type Series 1 4.2-Litre Coupé

Registration no. EBM 561D

Chassis no. 1E 21232

Engine no. 7E 8173-9

- Known ownership history from new
- Restored by the previous owner
- An original right-hand drive example
- Present ownership since 2016
- Used sparingly since acquisition

Launched in October 1964, the 4.2-litre version of Jaguar's sensational E-Type sports car came with a more user friendly, all-synchromesh gearbox and superior Lockheed brake servo as part of the improved specification alongside the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged from that of the 3.8-litre original, but beneath the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative earth, while the interior boasted a matt black dashboard and improved seating arrangements.

The E-Type's top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility. For many enthusiasts, the 4.2-litre Series 1 is the ultimate and most desirable E-Type, combining as it does the stylistic purity of the original with the larger and more powerful engine.

According to its accompanying Jaguar Heritage Certificate, this original right-hand drive E-Type was completed on 16th February 1966 and left the factory finished in dark blue with light blue leather interior, it was delivered new via Henlys, London. The car was restored by the previous owner, a Mr Bennett, with numerous parts invoices on file between 2013 and 2015.

The current vendor has owned the car since 2016 but lives abroad so it has seen little use since the restoration. Also on file are numerous bills, the original and continuation logbooks, and old/current V5/V5C documents recording the ownership history from new to the present day. It should be noted that the V5C incorrectly records the chassis and engine number prefixes as 'YE'.



177

1979 Ferrari 308 GTB Coachwork by Pininfarina

Registration no. AFX 799A

Chassis no. 27661

Engine no. 27661

- Present ownership since 1988 (36 years)
- Restored 2023 (bills and photographs available)
- Extensive history dating back to 1979

Introduced in 1975, the stunningly beautiful 308 GTB, Ferrari's second V8-engined road car, marked a return to Pininfarina styling following the Bertone-designed 308 GT4.

Badged as a Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted 3.0-litre quad-cam engine that now featured dry-sump lubrication. This superbly engineered power unit produced 255bhp, an output good enough to propel the 308 GTB to over 150mph. An exhilarating driver's car and a Ferrari purist's delight, the 308 GTB and its derivatives proved a huge commercial success for Maranello with over 12,000 sold.

This 308 GTB has belonged to the vendor since 1988 and was in regular summer usage until 2004. Kept in storage since then, the Ferrari was restored in 2023 and has covered 'minimal mileage' only since completion. (The engine was subject to a major overhaul 6,000 miles ago and the transmission likewise 7,000 miles ago.)

The rebuild cost approximately £120,000 and is documented by bills and photographs. As one would expect of a car that has been cherished by its enthusiast owner so long, the Ferrari comes with extensive history including original Maranello Concessionaires sales, delivery, and specification paperwork and numerous bills for the period 1979 to 1988. Bills from 1988 onwards are present also. Presented in excellent condition, the car comes complete with a full-size spare wheel, and new interior floor mats and a fresh MOT. Offered with a V5C.



£195,000 - 230,000
€230,000 - 270,000

178

Offered from the Peter Saywell supercar collection

Pikes Peak Continental GT, One of 15 made worldwide

2020 Bentley Continental GT 'Pikes Peak' Coupé

Registration no. P7 AOG
Chassis no. SCBCS13S8LC083516

- One of only 15 made
- One owner from new

- Unique specification
- Only circa 667 miles from new



Offered from the private collection of renowned supercar collector, Peter Saywell, what we have here is one of the most exclusive and exciting of modern Bentley motor cars: the Pikes Peak Continental GT by Mulliner, only 15 of which were made for sale worldwide. Built at Bentley's carbon-neutral factory in Crewe, UK, the model celebrates Bentley's record-breaking run up the world-renowned Pikes Peak hill climb course in Colorado, USA.

In 2019, a race-prepared version of a standard W12-powered Continental GT beat the coveted record for a production car by more than eight seconds, climbing almost 5,000 feet through Pikes Peak's 156 bends in just 10 minutes, 18.4 seconds. The world's finest Grand Tourer was driven on that occasion by three-time Pikes Peak champion, former 'King of the Mountain', Rhys Millen. This was not the first of Bentley's Pikes Peak records: in 2018 the celebrated British manufacturer set the record for fastest production SUV with the Bentayga.

The Pikes Peak Continental GT Limited Edition is distinguished by exclusive Radium by Mulliner paintwork, complemented by a lightweight, carbon fibre body kit. Acid Green brake calipers and Pirelli P Zero Colour Edition tyres add to the eye-catching detail. The front, lower bumper inserts are enhanced with gloss black detailing, mirrored on the roof panel, wing mirrors and rear surfaces. Combined with a Pikes Peak decal on the front fender, the distinctive appearance hints at the Limited Edition's record-breaking lineage.

Mulliner's 22" Driving Specification wheels in Gloss Black are standard, while an optional '100' grille celebrates the fact that the record-breaking Pikes Peak run took place in Bentley's centenary year.

Inside the luxurious cabin the passenger-side facia boasts a graphic design showing a section of the famous Pikes Peak course and the record-breaking time of 10: 18.488, with five different designs being used across the 15-car run. Pikes Peak Radium embroidery continues on the headrest stitching and contrast binding on the over-mats, with Pikes Peak tread plates and exclusive B&O speaker covers in Black Anodised and Radium finish. This superlative cabin also features the Continental GT's innovative Bentley Rotating Display.

The Pikes Peak Continental GT by Mulliner is equipped with the same, advanced 12-cylinder petrol engine as the car that broke the record in 2019. The twin-turbocharged Bentley W12 develops 626bhp and 663lb/ft of torque, accelerating the Continental GT from 0-100 km/h in 3.7 seconds (0-60 mph in 3.6 seconds) on its way to a top speed of 333km/h (207mph).

The car we offer has covered a trifling circa 667 miles from new and is presented in effectively factory-fresh condition, complete with all books and tools. A full listing of this unique car's outstanding - and necessarily very lengthy - specification is available on request.



179

1961 Jaguar E-Type Series 1 3.8-Litre 'Flat Floor' Coupé

Chassis no. 860120

Body no. V1453

Engine no. R3270-9

Gearbox no. EB2428JS

- Rare and desirable 'flat floor' model
- Bare-shell restoration by Richards of England in 2016-18

- Full matching numbers
- Finished in original Imperial Maroon

£110,000 - 160,000

€130,000 - 190,000





Dating from the first year of production, this beautifully restored E-Type, chassis number '860120', was completed on 8th December 1961 and is one of the coveted early 'flat floor' models. The car was finished in Imperial Maroon with matching trim and dispatched via Henlys, London on 10th January 1962. It is believed that it was then sold to a wealthy farmer, Albie Malan, in Ladybrand, South Africa.

The E-type is believed to have been acquired in the 1980s by the owner of Dorian Hats in Johannesburg. Used infrequently, it was bought by John Lawrence in Auckland in 1988 and shipped out to New Zealand where it would remain for more than 25 years.

Records from the car's annual Warrant of Fitness Inspection show that it was used sparingly from 2003 onwards, covering a little over 2,000 miles until it was sold to a new owner and exported to the UK in 2015. When it arrived, the Jaguar was entrusted to Lincoln-based Richards of England and given a thorough restoration. The car was completely stripped down and the shell fitted to a jig before being bead-blasted back to bare metal. It then received in the region of 500 hours of work in the Richards of England fabrication department, the intention being to retain as many original panels as possible.

The E-Type was resprayed in its original Imperial Maroon livery and displayed mid-restoration at the London Classic Car Show.

The engine was rebuilt by M&C Wilkinson, the gearbox and differential were rebuilt also, and all of the brightwork was re-chromed. Inside, Maroon Connolly Vaumol hide was used for the seats and centre console, while woollen carpets and a wool headlining was fitted. The original alloy dashboard and wood-rimmed steering wheel were retained, and Richards of England even considered details such as using the correct 'mid blue' colour on the Girling dampers and creating an aluminium replica of the early 'side fin' radiator, which has been painted black.

This Jaguar E-type 'Flat Floor' is the 120th right-hand drive Coupé in terms of chassis-number sequence and represents a rare opportunity to acquire a superb matching-numbers example of this iconic model.

180

2021 Aston Martin V12 Speedster

Registration no. GN71 WHL
Chassis no. SCFWLLAV3MGS90052
Engine no. AE31/55739

- One of only 88 built
- One of believed 12 in right hand drive
- Finished in optional 1950s Racing Green livery
- Two previous owners
- Circa 325 miles from new
- Full service history



£700,000 - 900,000
€820,000 - 1,100,000





If you're a serial hypercar collector, the V12 Speedster has to be your next "al fresco wealth-carriage" - *Top Gear* Team. It is most certainly a car that will fill that gap in your collection alongside your Ferrari Monza, McLaren Elva, and McLaren-Mercedes SLR Stirling Moss, and most remarkably offered at substantially less than half the price of its two competitors.

One of the most exciting, and exclusive, members of the Aston Martin Vantage family is the V12 Speedster, only 88 examples of which were built, and only 12 examples believed to exist in right hand drive. This then, is the ultimate unicorn begging to be taken out to the next hypercar meet in a symphony of V12, and enjoying a motoring thrill few will ever experience.

The Speedster is said to have been inspired by the DBR1 sports-racer that won the 24 Hours of Le Mans outright for Aston Martin in 1959.

The Speedster also builds on the design language of the CC100 concept car unveiled to the public at the 2013 Nürburgring 24 Hours.

Aston Martin's own 5.2-litre twin-turbo V12 was chosen to power the Speedster. This formidable power plant produces 690bhp and 555lb/ft of torque, which reaches the rear wheels via a ZF eight-speed transmission. The aluminium chassis with special front-end elements, shared with the DBS Superleggera, accommodates the bulkier and powerful V12. Notable features include 21" forged alloy wheels; carbon ceramic brakes; adaptive suspension dampers; two behind-the-seats pods for helmets; and a removable leather bag where the glovebox would normally be. Claimed performance figures were 3.5 seconds for the 0-62mph dash and a (limited) top speed of 186mph (300km/h) all to be enjoyed with 6000 miles of headroom.





Finished in the extra-cost option 1950s Racing Green livery, this ultra-rare and highly desirable limited-edition Aston Martin has had two lucky previous owners. Infrequently driven and mainly used as a show car, the vendor has enjoyed the car as a piece of kinetic sculpture at his garage.

It has covered a mere 325 miles from new and is presented in effectively 'as new' condition. The Speedster has had two services with Aston Martin agents: November 2022 at 302 miles and January 2024 at 325 miles.

The car is offered with a V5C document and comes complete with car cover and battery charger. It also benefits from a complete paintwork protected package. The factory build specification is available to interested parties on request, which lists the vast number of options specified for this chassis.

The next owner is invited to put on one of the exclusive V12 Speedster helmets, sit in its wonderfully ergonomic cockpit, and experience a magical cross between an RAF Typhoon fighter pilot on full afterburner and Roy Salvadori and Carroll Shelby at Le Mans in 1959.



181

*The ex-Anita Taylor; Aurora Gears Racing;
David Wansborough; Gerry Marshall*

1964 Austin Mini Cooper 1071 S Sports Saloon

Registration no. 110 NNM
Chassis no. CA2S7-487629
Engine no. 9FSAH 27605

- Successfully raced in period by Anita Taylor
- Known ownership history
- Extensively restored in 2019/2020
- Original Aurora Gears Racing livery
- 1,293cc engine
- Thoroughly researched provenance



£65,000 - 75,000
€76,000 - 88,000



This Austin Cooper 1071 S ('110 NNM', affectionately known as Minty) was manufactured on 6th February 1964 in Tartan Red with a black roof and with the factory optional extras of an extra fuel tank and close-ratio gearbox. Minty was delivered via H A Saunders of Finchley to Douglas Wilson Spratt's Delta Garage at Leighton Buzzard, famous for the WSM racing Sprites, on 23rd March 1964.

'110 NNM' was purchased from Spratt and prepared with a Downton Engineering racing engine for Anita Taylor, sister of Trevor Taylor, one-time team-mate of Jim Clark at Team Lotus. Anita's was one of two 1071 S Minis the Taylors raced under the Aurora Gears Racing banner, Trevor's being un-registered. Both Minis were painted in the team colours of turquoise with a crimson stripe, and both were fitted with long-range fabricated aluminium fuel tanks with endurance events in mind.

Anita's first race of the '64 season in Minty was at Goodwood in the St Mary's Trophy, managing a solid finish. More races followed at Oulton Park, Aintree (twice), Mallory Park, Crystal Palace and at the British Grand Prix at Brands Hatch, which was captured on several films of the event.

Upgraded with the new and more powerful 1275 Cooper S engine, Minty returned to Oulton Park for the Gold Cup where Anita beat her brother Trevor for the first time.

At the end of the 1964 season both team cars were sold, Minty being purchased by Robbie Gordon, who took the Mini to Alexander Engineering in Haddenham for a much needed rebuild, after which it was repainted in the Newtune (of Cambridge) team colours of grey with maroon roof. Robbie raced the Mini on-and-off for the next two years but more often than not invited his good friend David Wansborough to race the car, as was the case for the St Mary's Trophy at Goodwood in April 1965. In August 1965 Wansborough shared Minty with future tin-top racing legend Gerry Marshall at the Snetterton 500 where the pair took a surprise class win. Gerry's own winner's trophy for the race may be found in the comprehensive history file together with many race programmes, photographs, and race reports of the period.



© Hugh Miller



Anita Taylor and 'Minty' enjoying its first season of racing, Mallory Park, 1964

David Wansborough at Goodwood, St Mary's Trophy April 1965

© John Adam



Anita Taylor and 'Minty', Brands Hatch, 1964
© LAT / Motorsport Images



Anita Taylor and 'Minty', Snetterton, 1965 © LAT / Motorsport Images

By the end of 1966 Minty had passed to Mini racing aficionado, John Aley, who subsequently sold the car to Terence Cole of Leicester, the last owner listed in the original logbook (on file). In the 1970s Minty's racing career took yet another twist as the car was modified to Special Saloon regulations and raced in the Forward Trust series.

By the mid-1980s Minty had been laid up and partially dismantled, albeit still retaining its original bodyshell and steel doors. Crucially, the car's original paperwork, logbook and invoices had travelled with it, so re-registration was a formality. In the early 2000s a extensive restoration was undertaken for then owner Steve Hughes by the widely respected Mini Cooper specialist, the late John Kelly, who had the original bodyshell blasted; surprisingly little corrosion was found.

The original doors were not restored as new items were preferred, but later served as crucial reference points as several layers of history were sanded down by the current owner (and Mini historian) Pete Flanagan to reveal the original Aurora Gears Racing livery. In 2019, body and paint specialist Nick Wardley repainted Minty in correct Aurora Gears turquoise.

At the same time the 1275 S engine was rebuilt to Group 2 racing specification (and 1,293cc) by renowned engine builder Phil Anning. Other modifications notified are as follows: period roll cage; race seat; Springall steering wheel; Irvin harness; Cooper racing wheels; straight-cut gearbox; SU H4 carburetors; race exhaust; Speedwell anti-roll bar; and Dunlop CR65 racing tyres.

Since then Pete Flanagan has competed in numerous Historic hill climb and sprint events as well as reuniting the car with Anita Taylor herself on several occasions, including the Cheshire Concours at Oulton Park where she happily signed the roof headliner. Gerry Marshall's son Gregor also drove the car at Shelsley Walsh in 2022.

Minty (so named by the race marshals) remains one of the very few genuine 1960s racing Mini Coopers to survive today. This unique car boasts Goodwood racing history and participation in two British Grand Prix meetings. Raced by Gerry Marshall and trailblazing lady driver Anita Taylor (81 this year) it comes with thoroughly researched provenance and an extensive history file.

£50,000 - 70,000

€58,000 - 82,000



182

2006 Aston Martin Vanquish S Coupé

Registration no. K055 DWD

Chassis no. SCFAC24346B502018

Engine no. 14271

- Delivered new in the USA
- Left-hand drive
- Semi-automatic transmission

- UK-registered since December 2018
- Three UK owners
- circa 20,900 miles recorded

An entirely new Aston Martin for the 21st Century, the V12-engined Vanquish coupé arrived in March 2001. Offered here is an example of the revamped Vanquish S that superseded the original in 2004. Chief upgrade concerned the V12 engine, which now produced 514bhp, an output good enough to make the Vanquish S a 200mph car. The previously optional Sports Dynamic Pack of enhanced steering, suspension and brakes came as standard with the Vanquish S. This particular Vanquish S was originally registered in Florida, USA on 24th January 2006 and was subsequently imported into the UK and registered on 1st December 2018. Our vendors are the third owners in the UK. The car comes with service history from both Florida and New York for the period 2006-2018.

On file is a Carfax US report showing PDI and six services at Jaguar West Palm Beach, Florida; four services at Keeler Motor Car Co, New York; and two services at Auto Europa. The most recent full service was carried out by Aston Martin Manchester in July 2023 at a cost of £7,264 including new suspension arms front and rear and a geometry setup, a new set of Michelin Pilot Sport 5 tyres were also fitted (invoices available). Finished in Onyx Black with black/ivory leather interior, the Vanquish benefits from the application of a PPF protective film to the front and is described by our vendors as in excellent condition throughout. The car comes with its Vanquish S leather handbook, driving guidelines book, original Vanquish S brochure, tool kit, first aid kit, current MoT and a V5C.

£50,000 - 60,000

€58,000 - 70,000



183

1925 Amilcar CGS Voiturette

Registration no. BF 8767

Chassis no. 915

Engine no. 189

- One of the great French sporting voiturettes
- Found in South Africa in 1982
- Restored in the UK in 1997
- Little used since completion

Introduced in 1924, the 1,074cc Amilcar CGS was by far the French manufacturer's most successful model, effectively establishing its reputation worldwide. Production continued through 1929 with continuous improvements made to a design of proven performance and reliability.

Mostly fitted with two-seat bodywork (in aluminium at extra cost), the CGS afforded owners the opportunity to enter local competitions, proving highly successful. Indeed, so popular was the Amilcar CGS that it was built under license in Italy, Germany, and Austria, and sold in the USA by no less than Maybach Motors in New York City.

This well-travelled Amilcar CGS was found in a poor state in South Africa in 1982. The current vendor purchased the car on an onion farm in Franshoek, a place founded by French settlers, one of whom may have brought it back from France. In 1997 the car was brought to the UK to be restored.

The chassis, engine, transmission, axles and steering gear are all believed to be original. A reproduction Duval-style body was fitted after the chassis, engine, and transmission had been overhauled and a new fuel tank installed. The car has covered very few miles since completion and was not UK registered until 2018. A high-torque starter motor and flashing indicators are the only notified modifications from factory specification, and it should be noted that the dynamo is not fitted. Offered with a V5C Registration Certificate.

Single family ownership from new
1955 Jaguar XK140 Drophead Coupé

Registration no. NFS 404
 Chassis no. 807134DN
 Engine no. G 3717-8

- Dry stored for some 36 years
- Sympathetically restored by Twyford Moors 2012-2017

- Outstandingly original
- Extensive history file

£125,000 - 150,000
€150,000 - 180,000



This XK140 drophead coupé was delivered new via Rossleigh in Edinburgh and first owned by Thomas McKellar Thompson of North Berwick East Lothian; the XK was a present from Thomas's father on his 25th birthday. The Jaguar left the factory finished in cream with black interior and matching hood, and was equipped with the optional overdrive transmission. What is truly remarkable about this car is that it has effectively remained in the same family's possession since delivery. The Thompsons were successful farmers and butchers with operations in and around Edinburgh. Thomas 'Mac' Thompson in addition to being a farmer, was a talented amateur golfer, and there are numerous photographs of the Jaguar at Gleneagles Hotel, touring the local countryside, and at home in North Berwick. Sadly, 'Mac' passed away, unmarried, at the tragically early age of 44, and the XK was left to his sister. The current owner, our vendor, is Mac's nephew.

In the mid-1970s 'NFS 404' was placed in dry storage, remaining there until it was rediscovered in 'time warp', 'barn find' condition in late 2010 with only 11,206 miles on the odometer; it had not been driven since 1992. The car had, and still has, the original tool kit in the boot and the original valve-type radio (now upgraded with modern electronics).

In 2012 the XK was trailed down to renowned marque specialists Twyford Moors in Clanfield, Hampshire for a total but sympathetic restoration, which was completed in June 2017. To quote Twyford Moors' pre-restoration report: "This XK140 starts, runs, moves and stops under its own steam despite the presence of mice at some point!"

Twyford Moors' Ian Mills recognised the importance of this outstandingly original example and contacted Philip Porter, founder of the XK Club, who has included its details in his authoritative book: Original Jaguar XK. The owner (our vendor) decided that he did not want a thorough modernising restoration, but rather a sympathetic refurbishment that would retain as much as possible of the original car. Feeling that he ought to have some 'hands on' involvement with the project, the owner even went so far as to work for Twyford Moors for its duration!



Works undertaken included removing the body from the chassis to repaint it properly, although there was virtually no rust. This allowed the chassis to be thoroughly inspected and protected together with the running gear, fuel system, wiring and hydraulics. Modern upgrades deemed worthy of inclusion are poly-bushes for the suspension, a modification that transforms the car's feel and handling.

Another improvement made was a switch to disc brakes at the front, making the car safer to drive in modern traffic conditions. Electric power steering was incorporated for the same reason. Additionally, Twyford Moors rebuilt the engine to their 'fast road spec' including lightened conrods, crankshaft, and flywheel plus cams similar to those fitted to the C-Type. Electronic ignition, electric cooling fan and upgraded wiper system. TM also included their signature footwell lighting. There are restoration photographs on file.

The full story of 'NFS 404' and the McKellar Thompson family is recounted in an article by Tony Hall in the *XK Gazette's* October 2017 edition (copy available). Summing up this remarkable XK he said this: "Today the car drives beautifully, even with its old Moss gearbox installed ... the steering is precise and accurate, and it sounds delightfully muted and powerful. The old wooden dash has a few knocks and dings, as do the leather seats and the overdrive switch which still lights up."

Additionally, the car has featured in *Jaguar World* magazine August 2023 edition by Paul Walton. (copy available). The owner also commissioned his own book on the car which will be given to the buyer.

The accompanying history file contains a fascinating collection of historical documents including the original compliments slip from Jaguar; the original Jaguar guarantee; sundry expired tax discs; an old-style continuation logbook (1960); and the aforementioned photographs.

185

The ex-Sir Stirling Moss, ex-Richard Thwaites, ex-John Monson

1964 Elva-BMW Mark 7S Sports-Racing Two-Seater

Chassis no. 70/059

- Previous Goodwood Revival Entrant
- Extensively campaigned in period
- First built for British hillclimbs
- Ideal for historic racing



£120,000 - 150,000
€140,000 - 180,000



Here we offer this delightful Elva-BMW sports-racing car which during the late 1980s was owned campaigned at Historic level by none other than the legendary former world's finest racing driver Stirling Moss - many years before, in 2000, he was Knighted thus becoming Sir Stirling Moss.

During the late 1950/early 1960s Sir Stirling had become absolutely 'Mr Motor Racing' known worldwide for his extraordinary capabilities as a racing driver. He was for several seasons the absolute performance yardstick by which all other professional racing drivers measured their own abilities.

Tragically, his frontline career was cut short by a terrible life-threatening accident in a Formula 1 Lotus-Climax 18 during the 1962 Easter Monday Goodwood race meeting. Recovery took several years, but Sir Stirling never lost his taste for racing which he indulged, initially as team patron and entrant, and later with a return to "occasional racing", not least in 1980 driving semi-professionally for the Audi team in the British Touring Car Championship.

He was not very impressed by the driving standards he encountered within that category, not least by widespread acceptance of driving standards and body-contact between the cars which would have been unacceptable in his heyday of racing with bare arms, simple cork-and-canvas polo helmets and nothing in terms of seat harness and roll-over protection.

Opting out of such competition after that season, he became increasingly involved in Historic racing with both Grand Prix and sports-racing cars. He liked cars which were neat, and clever, and fast - and such pretty little 2-litre sports-racing cars as this Elva-BMW Mark VIIS really appealed to him.

Of course, he had scored perhaps the most incredible race win of his stellar career in 1955 when he took top honours for the factory Mercedes-Benz team in the notoriously challenging Mille Miglia 1,000-mile road race around Italy, averaging over 97mph for the entire distance and beating team-mate Juan Manuel Fangio - five-times Formula 1 World Champion - into second place.

That same year had seen Bexhill, Sussex-based engineer Frank Nicholls launch his Elva Cars company, producing small-capacity sports-racing cars for customer sale. Subsequently the company was re-formed and re-housed in Rye, Sussex. The brand name derived from 'elle va' - simply French for 'she goes'.

Elva had considerable success with sports and Formula Junior single-seater car designs into the 1960s. Staff engineer Keith Marsden was credited with design of the Elva Mark VII sports racing car intended to race up to international level in the under 2-litre category. Mark VIIs were completed with a variety of engines installed, up to flat-four-cylinder 4-cam Porsche units, but one of the most popular and successful options was the 2-litre BMW in-line 'four'. Most memorably within British racing the Elva Cars works entry of a BMW-powered Mark VIIS for driver Tony Lanfranchi was notably rapid, and successful.

Engine development had been by the legendary BMW head Alex von Falkenhausen, in conjunction with Nicholls, Frank Webb - former HWM team chief mechanic, then founder of Nerus Conversions - and engineer Ray Martin (later famous for his Martin V8 F1 engine) who designed the dry-sump conversion.

Considerable modification to the original Elva Mark VII multi-tubular chassis frame had been necessary to house the German power unit, with deeper cross-section through the engine bay. The engine was then installed at an angle of 17-degrees to the right when viewed from behind. The Mark VIIS chassis also featured improved brake ducting, an increase in 13-inch wheel rim width to 6-inches front and 7-inches rear, and strengthened suspension mounts.

This particular example of the pretty and highly competitive Mark VIIS was campaigned prominently by Richard Thwaites before it was sold via Tony Hildebrand of the London dealership Straight-Six to Sir Stirling early in 1987. He then competed in it within the prestigious new FIA Carlier Championship for Historic Cars. It is believed that this 1964-built Elva-BMW was completed originally to special order from customer Ray Terry - of the Terry valve springs company family - in 1600cc BMW-engined form for customer Ray Terry to use in hill-climbing and it passed later into the hands of leading female driver Georgina Bailey-Hill. We understand it was at an early stage fitted with a Nerus-tuned Ford engine and later hill-climbed by Roy Lane and Mike Carroll until 1973, when Richard Thwaites and Mike Wood then bought it for the 1974 Classic Car Championship, to be driven by Mr Thwaites. It was in 1975 that it was re-equipped with an Alan Smith-tuned 2-litre BMW power unit (one of only six such Smith-BMW engines), and it was in this form that it promptly carried Richard Thwaites to Championship victory. In 1976 Mike Wood campaigned the car, winning his class and finishing second overall to Thwaites, by that time Brabham BT8-mounted.

After several years in storage the car was then offered through Straight-Six and bought by Stirling Moss. While generally driving, as he would put it, "... just for fun, old boy", he still proved searingly fast whenever he chose, and in one memorable race-round at Brands Hatch he seemed set to win until he was baulked by a back-marker on the very last lap, and had to settle for second place overall. Now this ex-Sir Stirling Elva-BMW Mark VIIS is offered for sale, having been raced in recent years at the iconic Goodwood Revival Meeting and prepared by Hall and Hall. It is accompanied by a considerable file of documentation detailing its individual history and including considerable Moss material. We recommend it for the closest possible consideration by any would-be Historic racer, and - plainly - what a great track day conveyance it would also be...

Incidentally while, upon close inspection, the car's chassis plate is plainly stamped '059', it can in haste be mis-read as '069'. This appears to be the case concerning the old FIA Historic Passport paperwork in the most extensive history file, which lists the chassis serial as '069' - plainly in error since that identity relates to the half-sister Elva-Porsche Mark 7S preserved for many years within the Revs Institute collection in Florida. This car's provenance as '059' appears firm dating back to initial customer Ray Terry, in 1964.



Sir Stirling Moss at the wheel of 059 at Brands Hatch

186^{*N}

The 1952 Turin Motor Show

1952 Frazer Nash Mille Miglia Sports Roadster

Registration no. not UK registered

Chassis no. 421/100/168

Engine no. FNS1/34 (see text)

- One of only 11 examples of the Mille Miglia built
- Delivered new to the USA
- Present ownership for the last 48 years
- Extensively restored in 2005 by Leitch Motorsport & Restoration in New Zealand
- Eligible for the Mille Miglia, Le Mans Classic, Goodwood Revival, Monaco Grand Prix Historique, etc.

£225,000-275,000

€260,000 - 320,000





"All Frazer Nash models are now built on the same chassis frame... The sleek and low-built Mille Miglia... has the competition version of the 85C Bristol engine, giving up to 125bhp... In this model the spare wheel is carried in the front wing and the fuel tank is immediately behind the seats leaving considerable space in the tail for luggage..." - *The Autocar*, October 19, 1951.

This exquisitely attractive Frazer Nash Mille Miglia was completed on 8th April 1952 and is one of only 11 such 'sleek and low-built' models produced by AFN Ltd at their Falcon Works in Isleworth, West London between September 1951 and March 1953. Chassis '421/100/168' ('FN168') is the last '100-series' Frazer Nash produced and the final Mark 1 Mille Miglia completed. This particular car was shipped to the 1952 Turin Motor Show where it was exhibited alongside the latest models from Italy's finest coachbuilders.

On 30th June 1952 the Mille Miglia was sold to J Stuart 'Duke' Donaldson, a Frazer Nash exponent living on the USA's East Coast. Mr Donaldson kept the Mille Miglia for a little under three years before selling it to Perry Boswell of Boca Raton, Florida. Mr Boswell went on to swap the Frazer Nash with his friend, Jerome Saubers, exchanging it for the latter's Sebring-winning Le Mans Replica. A USAF pilot, Saubers was posted to Hawaii and took the Mille Miglia with him before selling it to Robert Scott via Motor Imports of Honolulu in 1957. By 1975, 'FN168' had been warehouse-stored for many years following an accident that damaged the front nearside corner. The Bristol engine was complete with its original cylinder head stamped 'FNS1/34', but with an unstamped cylinder block.





Our vendor had remained in Hawaii after being transferred there in 1969 by the US Marine Corps, and in 1975 was attending the University of Hawaii on the 'GI Bill' programme. Together with two other 'shareholders', he became the proud owner of this Mille Miglia in December 1975, having purchased it in Honolulu. He later assumed full ownership, and the car was titled and registered in his name with the City & County of Honolulu. Disassembly for restoration began in 1978. By 1985 the owner had moved to California but significant progress would not commence until 1999. Restoration of the chassis and body was completed in Arizona in 2004.

Deciding that the forthcoming Frazer Nash Club's tour of New Zealand in 2005 was the ideal event to aim for completion, our vendor shipped the car to Leitch Motorsport & Restoration in Invercargill, New Zealand in 2004. Leitch carried out a complete mechanical rebuild and returned the Mille Miglia to its original colour combination of Bristol Maroon with grey leather interior. The restoration was completed in February 2005 and the tour successfully completed.

Since then, the Frazer Nash has been registered in New Zealand where it was driven annually until 2021. Returned to the UK, it has benefited from various remedial works carried out by marque specialists Blakeney Motorsport in 2022 and presents as a mellowed older restoration. Described by our vendor as in excellent condition, the car comes with sundry invoices and its old City & County of Honolulu title.

Frazer Nash's Mille Miglia was powered by a 2.0-litre Bristol six-cylinder engine derived from the superb pre-war BMW 328. With this engine installed in such a nimble-handling chassis, and clothed in such handsome bodywork, the Mille Miglia is great fun and an enormously impressive early-1950s sports car, both on the open road and in suitable circuit racing and rally competition. Indeed, 'FN168' could be enjoyed on road tours or race-prepared to compete in any of the major events for which it qualifies, including the Monaco Grand Prix Historique, Le Mans Classic, Goodwood Revival and, of course, the Mille Miglia.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.





£70,000 - 80,000
€82,000 - 93,000



187

2015 Aston Martin V12 Vantage S Roadster

Registration no. R99 AMV

Chassis no. SCFEJBFR2FGS22061

Engine no. AM28/40699

- Seven-speed automated manual transmission
- Present ownership since January 2019
- Two owners from new
- Circa 13,700 miles from new

Based on the V8 Vantage Coupé, the production V12 Vantage was powered by Aston Martin's familiar 6.0-litre V12 as found in the V12 Vanquish, DB9, and DBS models. Getting the V12 to fit the V8 Vantage chassis involved grafting on the engine cradle from the DB9, while the resulting weight increase and more forward weight distribution (52/48 front/rear as opposed to the Vantage's 48/52) was accommodated by revised suspension settings.

Boasting a kerb weight of 1,695kg (3,737lb), the V12 Vantage accelerates from 0-62 mph (100 km/h) in 4.2 seconds and can achieve a top speed of 190mph (306 km/h). In the finale of the 13th series of BBC Television's *Top Gear*, presenter Jeremy Clarkson summed up the V12 Vantage saying, 'It's wonderful, wonderful, wonderful'.

In May 2013, Aston Martin announced the V12 Vantage S, a more powerful version of the original with 565bhp and 457lb/ft of torque on tap from a revised AM28 engine. Also new was the seven-speed Sportshift III automated manual transmission.

Styling and aerodynamic changes included a carbon-fibre front grille, black roof and rear grille; lightweight forged alloy wheels; and new finishes for the seats, doors and controls.

The V12 Vantage S was lighter than the standard V12 Vantage and featured new adaptive damping for the suspension system; new carbon-ceramic brakes; and a new 'track' mode for their more enthusiastic owners. Claimed performance figures for the V12 Vantage S were 0-62mph (100km/h) in 3.9 seconds and a top speed of 205mph (330km/h), making it the joint fastest production Aston Martin alongside the One-77. When production ceased in 2018, 1,277 V12 Vantage S Coupés had been sold, plus 363 roadsters.

Finished in the Classic Tungsten Silver with Obsidian Black trim, and currently displaying a total of only circa 13,700 miles on the odometer, this stunning V12 Vantage S Roadster has had only one former keeper and has belonged to our vendor (an international chartered engineer) since 6th January 2019. A wonderful opportunity to own a little used and well-maintained example of what was the fastest Aston Martin of its day.



£80,000 - 100,000
€93,000 - 120,000



188

1968 Mercedes-Benz 280 SL 'Pagoda' Convertible

Registration no. NUK 149F
Chassis no. 11304410000570

- Delivered new in Germany
- Left-hand drive
- Desirable manual transmission

- Purchased in the USA in 2014
- Restored in 2018

Its typically Mercedes-Benz attributes of engineering finesse and high quality construction help explain the 280 SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered essential by the majority of customers. The 280 SL's user friendliness broadened its appeal beyond the traditional sports car-enthusiast market, with many celebrities and film stars counted among their owners.

The last of a popular and extremely successful line begun with the 230 SL of 1963, the 280 SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's. The 280 SL's 120mph top speed was no greater but it was significantly quicker off the mark.

Christened 'Pagoda' after their distinctive cabin shape - devised by French designer and classic car enthusiast, Paul Bracq - these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

This left-hand drive 280 SL was delivered new in Germany and purchased in the USA in 2014. Its elderly owner restored the car in 2018 but then passed away; reputedly over £50,000 was spent but unfortunately there are no supporting bills and it has not been possible to locate any further history. Described by our vendor as in very good condition throughout, the car is offered with a data card and a V5C document.

189

circa 3,666 miles from new

2007 Aston Martin DB7 Zagato Coupé

Coachwork by *Carrozzeria Zagato*

Registration no. DB57 AML
Chassis no. SCFAE12373K700028

- The 28th of only 99 cars made
- 3,666 miles from new

- Finance company repossession
- Offered with a V5C document

£200,000 - 260,000

€230,000 - 300,000





Co-judges at California's Pebble Beach Concours d'Elegance in 2001, Dr Ulrich Bez, CEO of Aston Martin, and Andrea Zagato of the eponymous Italian design house, conceived the idea of an exclusive sports car recalling the beautiful DB4 GT Zagato, a mere 19 of which were made in the early 1960s. (Arguably the most desirable of post-war Aston Martins, the DB4 GT Zagato captured the imagination of enthusiasts like few cars before or since, a state of affairs that led to its resurrection in the late 1980s/early 1990s when a further six cars were sanctioned by the works). The model chosen as the basis for the two companies' new joint venture was the DB7 Vantage supercar.

Like its illustrious predecessor, the DB7 Zagato has a shortened wheelbase and only two seats, but unlike the DB4 GT Zagato, which was a lightweight 'homologation special' for competition use, its 21st Century equivalent was conceived as a luxury grand tourer.

The DB7 Zagato was styled at the Italian carrozzeria's Turin base by Nori Harada, a pupil of the famous Ercole Spada, designer of the DB4 GT Zagato. Given the extent of Zagato's planned alterations, the car was based on the strengthened open-top bodyshell of the DB7 Volante. Bodies were despatched to Turin for shortening and altering to incorporate Zagato's trademark 'double bubble' roof before returning to Aston Martin's Bloxham factory for trimming and finishing. Sleek and muscular, the DB7 Zagato, with its referential grille, long bonnet, and truncated tail, marked a return to the styling that made the DB4 GT Zagato an all-time classic.

Shorter, lighter, and with its 6.0-litre V12 engine delivering a maximum output of 440bhp, 20bhp more than the standard DB7 Vantage, the Zagato offered superior performance.

The suspension and brakes were upgraded also, while the interior - Spartan yet comfortable like that of the DB4 GT - boasts unique untreated leather upholstery, designed to wear and age around the owner.

In July 2002 the DB7 Zagato was unveiled to selected potential customers at an exclusive preview at Savile Row tailors, Gieves & Hawkes. Production was limited to only 99 units, thus guaranteeing their status as collectible classics of the future.

Number '28' of the 99 cars produced, this two-owner example has been the subject of a finance company repossession which is its reason for sale. Finished in grey with blue interior, it comes with a V5C document. There are no service books present.

190

1963 Mercedes-Benz 220 SEb Cabriolet

Registration no. BRU 804A
Chassis no. 111.023.10.026971
Engine no. 127.984.10.002986

- Delivered new in Germany
- Restored to concours condition
- Original engine and manual gearbox retained
- Formerly part of the Jean Guikas Collection
- Present ownership since 2021



£130,000 - 180,000
€150,000 - 210,000





"The Mercedes 220 SE Coupé is a very fine engineering achievement. Not only does it provide fast and economical transport for four and their luggage, but outstanding road-holding and riding qualities make this a car which is a pleasure to drive hard, and one in which it is safe and comfortable to do so. Furthermore, it has superb brakes and a high standard of mechanical refinement." – *The Autocar*.

This stunning Mercedes-Benz 220 SEb Cabriolet was delivered new in Germany to a member of the United States armed forces, whom, it is assumed, shipped the car back home at the end of his deployment.

Equipped from new with the desirable manual transmission, the Mercedes eventually returned to Germany where it was fully restored to concours condition (see copies of restoration photos on file).

Importantly, the original engine and manual gearbox have been retained. A previous owner purchased the Mercedes at Retro Classics, Stuttgart in 2015 and reportedly used it sparingly, covering only some 1,000 kilometres over the next six years. Shown at the Coppa Classic Concours in Belgium, where it won the 'Best Restored Car' award, the Mercedes was acquired by the Jean Guikas Collection in 2020.

Purchased by our vendor in November 2021, it remains in beautiful condition today. Attractively finished in Burgundy with tan interior, the car is offered for sale with a tonneau cover, tool roll, fire extinguisher and warning triangle, as well as owner's manuals and a copy of its factory data card.





£45,000 - 55,000
€53,000 - 65,000



191

1965 Ford Mustang 4.7-Litre FIA Competition Coupé

Registration no. not registered
Chassis no. 5P07C233367

- Built around a rust-free American bodyshell
- Fully restored between 2020 and 2021
- Steve Warrior 436bhp engine (dyno sheet available)
- Goodwood Members' competitor 2024
- FIA/HTP papers valid until 31st December 2033

Built to be a reliable front runner in Historic racing, this Mustang competition car is powered by a Steve Warrior 289ci (4.7-litre) V8 producing 436bhp, just the ticket for Goodwood Masters and similar events. The Mustang was first converted for racing in 2007 and was purchased in 2018. Finished in Wimbledon White, the car is described as very well sorted and well engineered. Its rust-free bodyshell was stripped back to bare metal in 2020, the aim being to build a strong 'shell incorporating the latest permissible welded modifications and the strongest possible Custom Cages roll-cage.

Steve Warrior's latest 440bhp-specification unit, the engine has run for only two races (nine hours left before refresh), helping the Mustang qualify 4th fourth on the grid in the Masters Pre-66 Touring Cars race at Brands Hatch on 28th May 2023. This also car competed in the Mustang race at the 2024 Goodwood Members' Meeting driven by Luke Davenport and Matt Neal.

The suspension is to the latest FIA/HTP-compliant specification, while the race gearbox is a Butler straight-cut unit with synchromesh on 1st and 2nd gears built to Goodwood specifications. The car comes with spare differentials with alternative gearing for Goodwood, Brands Hatch Indy Circuit, and Silverstone Grand Prix. It is fitted with the lightest, new-specification windows and comes with a consumables spares package.

Offered with FIA/HTP papers valid until 31st December 2033, this well sorted Mustang is ready to race and would surely be a competitive drive in the right hands.

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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
28% of the *Hammer Price* on the first £40,000; plus
27% of the *Hammer Price* from £40,001 and up to £800,000; plus
21% of the *Hammer Price* from £800,001 and up to £4,500,000; plus
14.5% of the *Hammer Price* above £4,500,001

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, the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artist's Resale Right Regulations 2006, as amended. 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.

Hammer Price	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 - of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements

Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence. *Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a '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 DEFFRA 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 changed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

Signatures

1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less 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 certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we attempt to detail, as far

as practicable, all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

Lots which are lying under Bond and those liable to VAT may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine.

Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm

15 to 30 years old – top shoulder (ts) or up to 5cm

Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the sale whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

- CB – Château bottled
- DB – Domaine bottled
- EstB – Estate bottled
- BB – Bordeaux bottled
- BE – Belgian bottled
- FB – French bottled
- GB – German bottled
- OB – Oporto bottled
- UK – United Kingdom bottled
- owc – original wooden case
- iwc – individual wooden case
- oc – original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y 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 Artist's Resale Right Regulations 2006, as amended. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*,

- either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- ⓓ This lot contains 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*, it's 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); 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 *Buyers' 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;
- 8.1.3 to retain possession of the *Lot*;
- 8.1.4 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;
- 8.1.8 to retain possession of any other property sold to you by the *Seller* at the *Sale* or any other auction or by private treaty until all sums due under the *Contract for Sale* shall have been paid in full in cleared funds;
- 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 his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.
- 10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
- 10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "including" means "including, without limitation".
- 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams*, *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in *italics*. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or

personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal. Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:

- 1.5 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 your 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*:
- 3.1.1 the *Purchase Price* for the *Lot*;
- 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* 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 pay 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. Departure of State, the United Nations Security Council, the European Union, His 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 His 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 His 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 (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 you 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
- 9.3.2 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 Artist's Resale Right Regulations 2006, as amended, 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 pounds.

"Auctioneer" the representative of Bonhams conducting the Sale.

"Bidder" Any person considering, attempting or making a Bid, including those who have completed a Bidding Form.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" Bonhams 1793 Limited or its successors or assigns. Bonhams is also referred to in the Buyer's Agreement, the Conditions of Business and the Notice to Bidders by the words "we", "us" and "our".

"Book" a printed Book offered for Sale at a specialist Book Sale.

"Business" includes any trade, Business and profession.

"Buyer" the person to whom a Lot is knocked down by the Auctioneer. The Buyer is also referred to in the Contract for Sale and the Buyer's Agreement by the words "you" and "your".

"Buyer's Agreement" the contract entered into by Bonhams with the Buyer (see Appendix 2 in the Catalogue).

"Buyer's Premium" the sum calculated on the Hammer Price at the rates stated in the Notice to Bidders.

"Catalogue" the Catalogue relating to the relevant Sale, including any representation of the Catalogue published on our Website.

"Commission" the Commission payable by the Seller to Bonhams calculated at the rates stated in the Contract Form.

"Condition Report" a report on the physical condition of a Lot provided to a Bidder or potential Bidder by Bonhams on behalf of the Seller.

"Conditions of Sale" the Notice to Bidders, Contract for Sale, Buyer's Agreement and Definitions and Glossary.

"Consignment Fee" a fee payable to Bonhams by the Seller calculated at rates set out in the Conditions of Business.

"Consumer" a natural person who is acting for the relevant purpose outside his trade, Business or profession.

"Contract Form" the Contract Form, or vehicle Entry form, as applicable, signed by or on behalf of the Seller listing the Lots to be offered for Sale by Bonhams.

"Contract for Sale" the Sale contract entered into by the Seller with the Buyer (see Appendix 1 in the Catalogue).

"Contractual Description" the only Description of the Lot (being that part of the Entry about the Lot in the Catalogue which is in bold letters, any photograph (except for the colour) and the contents of any Condition Report) to which the Seller undertakes in the Contract of Sale the Lot corresponds.

"Description" any statement or representation in any way descriptive of the Lot, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the Hammer Price).

"Entry" a written statement in the Catalogue identifying the Lot and its Lot number which may contain a Description and illustration(s) relating to the Lot.

"Estimate" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and Expenses paid or payable by Bonhams in respect of the Lot including legal Expenses, banking charges and Expenses incurred as a result of an electronic transfer of money, charges and Expenses for loss and damage cover, insurance, Catalogue and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the Lot for Sale, storage charges, removal charges, removal charges or costs of collection from the Seller as the Seller's agents or from a defaulting Buyer, plus VAT if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the Sale had a value materially less than it would have had if the Lot had not been such an imitation, and which is not stated to be such an imitation in any description of the Lot. A Lot will not be a Forgery by reason of any damage to, and/or restoration and/ or modification work (including repainting or over painting) having been carried out on the Lot, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the Lot as one conforming to the Description of the Lot.

"Guarantee" the obligation undertaken personally by Bonhams to the Buyer in respect of any Forgery and, in the case of specialist Stamp Sales and/or specialist Book Sales, a Lot made up of a Stamp or Stamps or a Book or Books as set out in the Buyer's Agreement.

"Hammer Price" the price in the currency in which the Sale is conducted at which a Lot is knocked down by the Auctioneer.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to Bonhams with a view to its Sale at auction or by private treaty (and reference to any Lot will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for Sale as one Lot).

"Motoring Catalogue Fee" a fee payable by the Seller to Bonhams in consideration of the additional work undertaken by Bonhams in respect of the cataloguing of motor vehicles and in respect of the promotion of Sales of motor vehicles.

"New Bond Street" means Bonhams' saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of Commission and VAT which would have been payable if the Lot had been sold at the Notional Price.

"Notional Fee" the sum on which the Consignment Fee payable to Bonhams by the Seller is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low Estimates given by us to you or stated in the Catalogue or, if no such Estimates have been given or stated, the Reserve applicable to the Lot.

"Notice to Bidders" the notice printed at the back or front of our Catalogues.

"Purchase Price" the aggregate of the Hammer Price and VAT on the Hammer Price (where applicable), the Buyer's Premium and VAT on the Buyer's Premium and any Expenses.

"Reserve" the minimum price at which a Lot may be sold (whether at auction or by private treaty).

"Sale" the auction Sale at which a Lot is to be offered for Sale by Bonhams.

"Sale Proceeds" the net amount due to the Seller from the Sale of a Lot, being the Hammer Price less the Commission, any VAT chargeable thereon, Expenses and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the Lot for Sale named on the Contract Form. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the Contract Form acts as an agent for a principal (whether such agency is disclosed to Bonhams or not), "Seller" includes both the agent and the principal who shall be jointly and severally liable as such. The Seller is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a Lot by a specialist on the Lot.

"Stamp" means a postage Stamp offered for Sale at a Specialist Stamp Sale.

"Standard Examination" a visual examination of a Lot by a non-specialist member of Bonhams' staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the Buyer's Agreement (as appropriate).

"Storage Contractor" means the company identified as such in the Catalogue.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"VAT" value added tax at the prevailing rate at the date of the Sale in the United Kingdom.

"Website" Bonhams Website at www.bonhams.com

"Withdrawal Notice" the Seller's written notice to Bonhams revoking Bonhams' instructions to sell a Lot.

"Without Reserve" where there is no minimum price at which a Lot may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on Sales of that work subsequent to the original Sale of that work by the creator of it as set out in the Artist's Resale Right Regulations 2006, as amended.

"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."

The Sale, including all bidding and buying, is governed by Bonhams' Conditions of Sale. You should read the Conditions and any Sales Information prior to bidding and ensure you understand the charges payable on any purchase you make. The Conditions also set out certain undertakings by bidders and buyers and limits Bonhams' liability to you. Please note an invoice for a purchased lot will be made out in the name as shown on this form and payment will only be accepted from an account in that name (or the name of the company if the bid is on behalf of that company).

Data protection

Where we obtain any personal information about you when you register or bid with us, we shall only use it in accordance with the terms of our Privacy Policy. A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

We may from time to time provide you with information about goods and services that we believe may interest you, based on your previous interactions with us. You can opt out of receiving these communications at any time. If you do not want to receive such communications, please tick this box ☐

Notice to Bidders.

At least 24 hours prior to the Sale, you must provide government issued photo ID, e.g., a passport or driving licence and - if not included on the ID document - proof of address, e.g., a current utility bill, or bank/credit card statement. Corporate clients must also provide their company registration documents, documentary proof of beneficial owners owning 25% or more of the company and confirmation of the named individual's authority to act. Failure to provide these documents may result in your bids not being processed. Clients who are not able to provide documents prior to Sale may opt to bid online using our credit card verification option. Please note we reserve the right to request a bank reference or deposit.

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 Revival Sale		Sale date: 7 September 2024	
Sale no. 29334		Sale venue: Chichester, West Sussex	
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.			
General Bid Increments:			
£10 - 200by 10s		£10,000 - 20,000by 1,000s	
£200 - 500by 20 / 50 / 80s		£20,000 - 50,000by 2,000 / 5,000 / 8,000s	
£500 - 1,000by 50s		£50,000 - 100,000by 5,000s	
£1,000 - 2,000by 100s		£100,000 - 200,000by 10,000s	
£2,000 - 5,000by 200 / 500 / 800s		above £200,000at the auctioneer's discretion	
£5,000 - 10,000by 500s			
The auctioneer has discretion to split any bid at any time.			
Customer Number		Title	
First Name		Last Name	
Company name (if applicable)			
Company Registration number (if applicable)			
Address			
		City	
Post / Zip code		County / State	
Telephone (mobile)		Country	
Telephone (landline)			
E-mail (in capitals)			
Please answer all questions below			
1. ID supplied: Government issued ID ☐ 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 may be recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid ★

FOR WINE SALES ONLY	
Please leave lots "available under bond" in bond ☐	Please include delivery charges (minimum charge of £20 + VAT) ☐

BY SIGNING THIS FORM, YOU CONFIRM THAT YOU HAVE REVIEWED THE CATALOGUING FOR THE ABOVE LOTS, YOU AGREE TO THE CONDITIONS OF SALE INCLUDING THE WARRANTIES LISTED THEREIN, AND AGREE TO PAY THE APPLICABLE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES DUE. THIS AFFECTS YOUR LEGAL RIGHTS.	
Bidder/Agent's (please delete one) signature:	Date:

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Lot no. Year Model

109	1965	Abarth-Simca GT Coupé	178	2020	Bentley Continental GT 'Pikes Peak' Coupé
156	1957	AC Ace Roadster	168	1913	Benz 8/20 PS Roadster
116	1932	Alfa Romeo 8C 2300 Corto Spider Re-Creation	165	1956	BJR 500cc Formula 3 Monoposto
115	1963	Alfa Romeo Giulia 1600 Spider	111	1959	BMC 5-Ton Race Transporter
183	1925	Amilcar CGS Voiturette	131	1950	Bristol 402 Drophead Coupé
134	1935	Aston Martin Ulster	114	1956	Bristol 405 Sports Saloon
160	1935	Aston Martin 1½-Litre Mark II Long-Chassis Tourer	166	1926	Bugatti Type 35T Grand Prix
112	1938	Aston Martin 2.0-Litre 15/98 'Short Chassis' Sports Tourer	138	c.1965	Catman XJ13 Re-creation
142	1969	Aston Martin DB6 Vantage Sports Saloon	155	1954	Chevrolet Corvette Convertible with Hardtop
119	1970	Aston Martin DBS V8 Sports Saloon	130	1951	Daimler DB18 Special Sports Drophead Coupé
120	1970	Aston Martin DB6 Mk2 Vantage Sports Saloon	185	1964	Elva-BMW Mark 7S Sports-Racing Two-Seater
136	2002	Aston Martin Vanquish 2+2 Coupé	177	1979	Ferrari 308 GTB Berlinetta
182	2006	Aston Martin Vanquish S Coupé	108	2006	Ferrari F430 Coupé
189	2007	Aston Martin DB7 Zagato Coupé	124	1972	FIAT 500 Jolly Beach Car
173	2010	Aston Martin DBS Coupé	191	1965	Ford Mustang 4.7-Litre FIA Competition Coupé
187	2015	Aston Martin V12 Vantage S Roadster	157	1968-69	Ford Escort 1.6 FVA Group 5 Racing Saloon
180	2021	Aston Martin V12 Speedster	172	1971	Ford Escort Mexico Sports Saloon
162	1985	Audi Sport Quattro Coupé	146	1980	Ford Capri 3.0-Litre Competition Saloon
181	1964	Austin Mini Cooper 1071 S Sports Saloon	159	1987	Ford Sierra RS500 Cosworth Sports Saloon
105	1971	Austin Mini Cooper 1275 S MkIII Sports Saloon	186	1952	Frazer Nash Mille Miglia Sports Roadster
139	1927	Bentley 4½-Litre Vanden Plas Tourer	129	1979	Gary Belcher 'Model T' V12 Hot-Rod
132	1939	Bentley 4¼-Litre Vanden Plas-style Tourer	148	1922	GN 1,098cc Sports
137	1963	Bentley S3 Continental Sports Saloon	122	1936	Jaguar SS1 SS90 Prototype Re-Creation



161 1950 Jaguar XK120 Roadster
 121 1953 Jaguar XK120 Roadster
 153 1954 Jaguar XK120 SE Drophead Coupé
 174 1954 Jaguar XK120 3.8-Litre 'Alloy LT' Competition Roadster
 184 1955 Jaguar XK140 Drophead Coupé
 164 1956 Jaguar Mk 1 3.4-Litre Appendix K Competition Saloon
 149 1959 Jaguar XK150 3.8-Litre Drophead Coupé
 123 1961 Jaguar E-Type Series 1 3.8-Litre 'Flat Floor' Roadster
 179 1961 Jaguar E-Type Series 1 3.8-Litre 'Flat Floor' Coupé
 176 1966 Jaguar E-Type Series 1 4.2-Litre Coupé
 145 1967 Jensen FF MkI Coupé
 110 1953 Lancia Aurelia B20 GT Series III Competition Coupé
 150 1954 Lancia Aurelia B20 GT Series IV Coupé
 127 1962 Lotus Elite Coupé
 118 1973 Lotus Elan +2S 130 (Type 50) Coupé
 106 1971 Maserati Ghibli 4.7-Litre Coupé
 171 1925 Mercedes 15/70/100HP Tourer
 169 1905 'Mercedes Simplex' 60hp Speedster Tribute
 170 1951 Mercedes-Benz 220 Coupé Prototype
 135 1962 Mercedes-Benz 300 SE Cabriolet
 190 1963 Mercedes-Benz 220 SE Cabriolet
 188 1968 Mercedes-Benz 280 SL 'Pagoda' Convertible

126 1971 Mercedes-Benz 600 'Grosser' Saloon
 163 1979 Mercedes-Benz 450 SLC 5.0 'Rallywagen' Coupé
 152 1980 Mercedes-Benz 450 SEL 6.9 Saloon
 144 1966 'Meyers Manx' Dune Buggy
 140 1933 MG Magnette K3 Supercharged Sports-Racing Two-Seater
 141 1934 MG NE Magnette Sports-Racing Two-Seater
 104 1959 MGA Twin Cam Roadster
 103 c.1967 MGB Roadster
 128 1955 Porsche 356 Pre-A Coupé
 175 1957 Porsche 356A Coupé
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 151 1973 Porsche 911 Carrera RS Touring 2.7-Litre Coupé
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 125 1991 Porsche 911 Type 964 Carrera 2 Coupé to RS Specification
 158 1998 Porsche 911 Type 993 Turbo Coupé
 143 c.1965 Proteus C-Type
 107 1937 Riley TT Sprite Recreation
 117 1963 Rolls-Royce Silver Cloud III Drophead Coupé
 102 1936 Triumph Vitesse 14/60hp Saloon
 154 1967 Triumph TR5 Roadster Prototype
 101 1945 Willys MB Jeep 'Shore Patrol'





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