

Bonhams

1793

# GOODWOOD FESTIVAL OF SPEED SALE



Important Collectors'  
Motor Cars and Automobilia  
Friday 12 July 2013  
Goodwood Festival of Speed  
Chichester, Sussex









# GOODWOOD FESTIVAL OF SPEED SALE

## Important Collectors' Motor Cars and Automobilia

Friday 12 July 2013  
at 11am and 2.30pm  
Goodwood Festival of Speed  
Chichester, Sussex

### Bonhams

101 New Bond Street  
London W1S 1SR  
[www.bonhams.com](http://www.bonhams.com)

### Viewing

Thursday 11 July 10am to 6pm  
Friday 12 July from 9am

### Sale times

Automobilia 11am  
Important Motor Cars 2.30pm

### Live online bidding is available for this sale

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

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

### Bids

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

Please note that bids should be  
submitted no later than 4pm on  
Thursday 11 July. Thereafter bids  
should be sent directly to the  
Bonhams office at Goodwood on  
08700 270 089.

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

### Enquiries on View and Sale days

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

### Enquiries prior to sale Motor Cars

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

### Automobilia

+44 (0) 8700 273 619  
+44 (0) 8700 273 625 fax  
[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

### Catalogue: £50

(admits two)

### Customer Services

Monday to Friday 8.30am to 6pm  
+44 (0) 20 7447 7447

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

Please see back of catalogue  
for important notice to bidders

**Sale Number:** 20929

### Illustrations

Front cover: 340

Please Note  
Admission to the auction  
marquee is by catalogue only.

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

This catalogue does not admit  
the holder to the Festival of  
Speed on Saturday 13 July or  
Sunday 14 July.

Bonhams 1793 Limited  
Registered No. 4326560  
Registered Office: Montpelier Galleries  
Montpelier Street,  
London SW7 1HH  
+44 (0) 20 7393 3900  
+44 (0) 20 7393 3905 fax

**Bonhams 1793 Ltd Directors**  
Robert Brooks Chairman, Colin Sheaf Deputy Chairman,  
Malcolm Barber Group Managing Director,  
Matthew Girling CEO UK and Europe,  
Geoffrey Davies, Jonathan Horwich, James Knight,  
Patrick Meade, Caroline Oliphant, Hugh Watchorn.

**Bonhams UK Ltd Directors**  
Colin Sheaf Chairman, Jonathan Baddeley, Antony Bennett,  
Matthew Bradbury, Harvey Cammell, Simon Cottle,  
Andrew Currie, David Dallas, Paul Davidson, Jean Ghika,  
Charles Graham-Campbell, Miranda Grant, Robin Hereford,  
Asaph Hyman, Charles Lanning, Camilla Lombardi,  
Fergus Lyons, Paul Maudsley, Gordon McFarlan,  
Andrew McKenzie, Simon Mitchell, Jeff Muse, Mike Neill,  
Charlie O'Brien, Giles Peppiatt, Peter Rees, Julian Roup,

Iain Rushbrook, John Sandon, Tim Schofield,  
Veronique Scorer, James Stratton, Roger Tappin,  
Shahin Virani, David Williams, Michael Wynn-Mayow.



# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyers Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £25,000 of hammer price, 20% from £25,000 to £500,000 of hammer price, and 12% from £500,000 upwards of hammer price. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

Buyers are reminded that from 1 Jan 2012 for Motor Cars and Motorcycles a 15% Buyers Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

## Damage

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

## Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Sort Code: 56-00-27  
Account Name: Bonhams 1793 Limited Client Bank  
Account Number: 25563009  
IBAN Number: GB 33 NWBK 560027 25563009

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge.
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.

Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

## VAT

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

† VAT at 20% on hammer price and buyer's premium  
Ω VAT on imported items at 20% on hammer price and buyer's premium.  
\* VAT on imported items at 5% on hammer price and buyer's premium.

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

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

## Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium], please refer to notice to bidders section 7, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

## Vehicle Insurance

Representatives of Hagerty insurance will be in attendance at all Bonhams European and USA auction sales. They will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Hagerty anytime.

Hagerty International Limited  
The Arch Barn  
Pury Hill Farm  
Towcester  
Northamptonshire  
NN12 7TB  
0844 824 1134  
Web: [www.hagertyinsurance.co.uk](http://www.hagertyinsurance.co.uk)

## Pre-sale Motor Car Preparation

Showcase Specialist Valeting Services  
Chris Bailey  
07889 722333  
[chris@showcasesvs.co.uk](mailto:chris@showcasesvs.co.uk)

# Guide for Buyers

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

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

## How do I bid at the sale?

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

For Lots 320, 327 and 340 you may also be asked to provide a suitable bank reference. If you do not, at our request, provide us with a bank reference, or if the reference is not acceptable to us, you may be issued with a paddle that does not allow you to bid on these Lots.

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

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

## Telephone bidding

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

## Absentee/Commission bidding

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

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day.

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

## How fast will the auctioneer go?

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

## Are there any warranties offered with the cars?

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

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

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

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

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

## How can I pay?

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

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

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

Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

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

### Payment by card

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

### Payment by cheque

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

### Bank transfer

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

## Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyers Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £25,000 of hammer price, 20% from £25,000 to £500,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

From 1st Jan 2012 the Buyer's Premium on Motor Cars and Motorcycles at 15% up to £50,000 and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

## When can I clear my purchases?

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

**N.B. Clients cannot pay for purchases on Saturday 13 July or Sunday 14 July at the local store.**

Payment can be taken between 8:30am and 12pm on Monday 15 July at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

## Can someone deliver the car for me?

Bonhams do not transport vehicles. However representatives from Polygon Transport are present at every sale and can quote a price to deliver the car to you. Polygon's contact details are listed in the sale catalogue.

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

### IMPORTANT V5/V5C INFORMATION

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to. If you are unable to attend the sale, please contact Bonhams as soon as possible post-sale with the correct name and address. For motor car registration please contact Cherie Silver (Details on page 4 of this catalogue).

## Can someone arrange insurance for me?

Representatives of Hagerty insurance will be in attendance at all Bonhams European and USA auction sales. They will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Hagerty anytime.

### UK

Hagerty International Limited  
The Arch Barn  
Pury Hill Farm  
Towcester  
Northamptonshire  
NN12 7TB  
0844 824 1134  
Web: [www.hagertyinsurance.co.uk](http://www.hagertyinsurance.co.uk)

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

# Worldwide Motoring contacts

## UK Motor Cars

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

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

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

**Administrators**  
Cherie Silver  
+44 (0) 20 7468 5801  
cherie.silver@bonhams.com

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

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

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

---

## USA Motor Cars

### West Coast

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

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

### East Coast

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

### Administrator

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

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

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

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

David Swig  
+1 415 503 3285  
david.swig@bonhams.com

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

---

## Mainland Europe Motor Cars

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

Gregor Wenner  
+39 (0) 6 48 59 00  
gregor.wenner@bonhams.com

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

---

## Additional contacts

### Motorcycle Department

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

### Automobilia

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

### Press Office

Helen Buckingham  
+44 (0) 20 7468 5870  
+44 (0) 20 7468 8209 fax  
helen.buckingham@bonhams.com

### Buyers/Sellers Accounts UK

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

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

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

### Catalogue subscriptions

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

### Buyers/Sellers Accounts US

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

### Automobilia Administrator

Bill To  
+44 (0) 20 8963 2843  
bill.to@bonhams.com

# Collections

## Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at:

Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 16 July 2013, by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2843 or [bill.to@bonhams.com](mailto:bill.to@bonhams.com) to make an appointment.

All non-collected purchased lots removed from the sale venue to Bonhams storage will be charged £10+VAT uplift and storage at £1+VAT per day per lot.

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

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

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

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

## Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale. After this cars are moved to local store where they need to be collected by 12 noon on Monday 15 July. (Please see Guide for Buyers)

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

### Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Polygon Transport to local store:

Polygon Transport Registered Office:  
Unit 2H North Road  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hampshire SO40 4BL  
02380 871555  
02380 862111 fax

### Vehicle Removal charges

£200 + VAT per vehicle

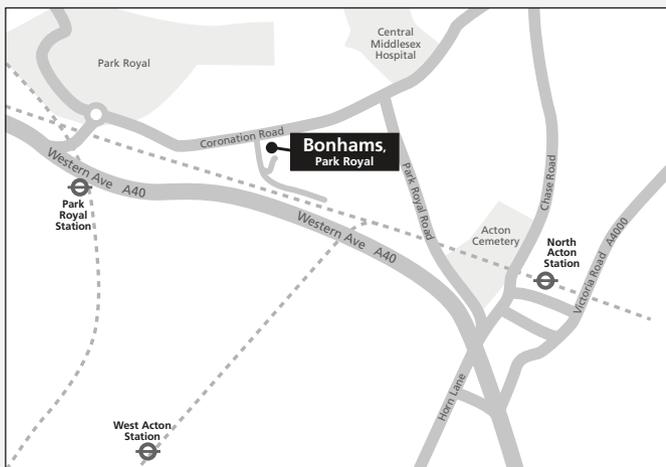
### Vehicle Storage charges

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

Thereafter  
£10 + VAT per motor car per day

### Transport and Shipping

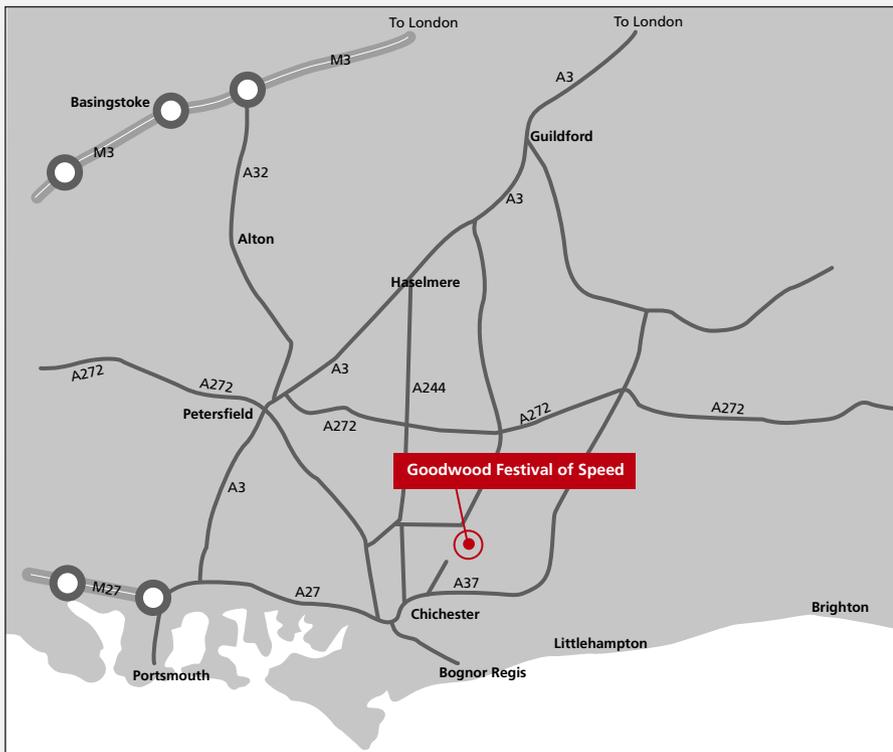
A representative of Polygon Transport, Bonhams' preferred carriers, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).



# Directions to Goodwood

Goodwood House  
Chichester  
West Sussex  
PO18 0PX

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



## Acknowledgments

We would like to thank the following for helping with this Sale and Catalogue:

Richard Agostini  
Nathan Brown  
Simon Clay  
Roger Dixon  
Alessandra Ellis  
David Hawtin  
LAT Photographic  
Wayne Loveland  
James Mann  
Doug Nye  
Chris Shenton  
David Weguelin  
Tom Wood

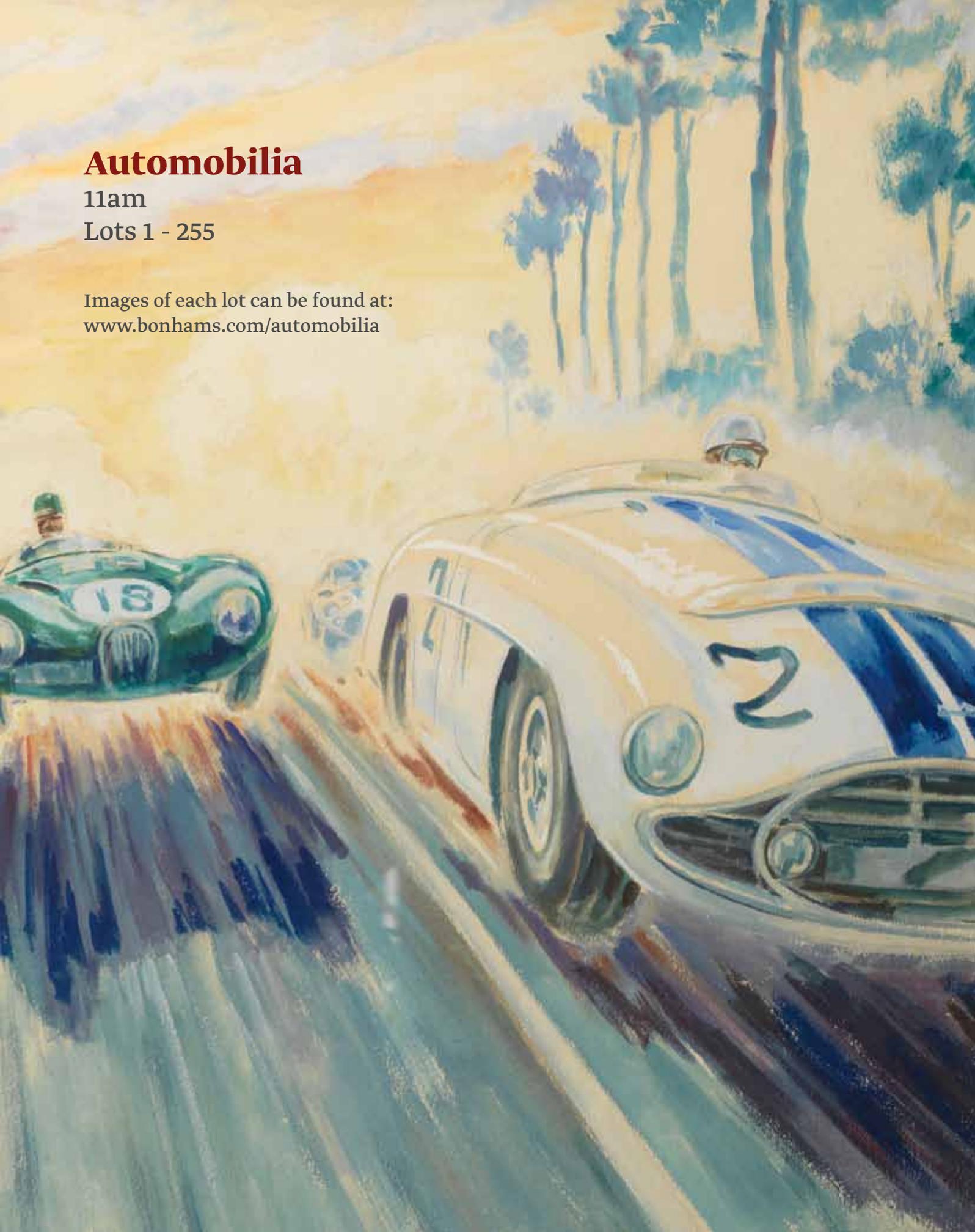
And a very special thanks from the Motoring Department to:  
Nitesh Patel

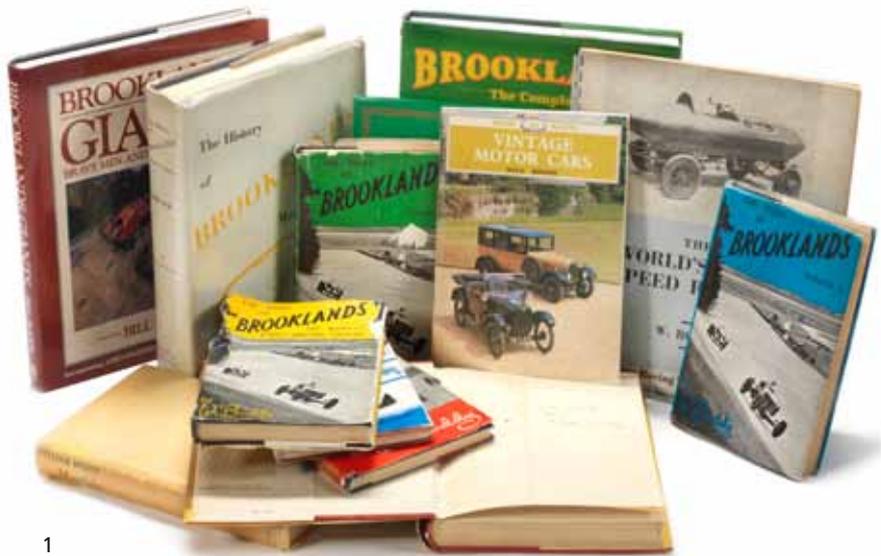
# Automobilia

11am

Lots 1 - 255

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





1

## Books & Literature

**1•**  
**Thirteen signed books and publications by William Boddy,** including a 1st edition of The History of Brooklands Motor Course 1906-1941; a limited edition (917/2000) of Brooklands - The Complete Motor Racing History; The Story of Brooklands, Vols 1-3; The 200 Mile Race; Montlhery; The World's Land Speed Record; Fifty Years of Brooklands; and four other publications, each signed by the author and with dedication.  
 (13)

£500 - 600  
 €580 - 700

**2• ◇**  
**Twenty-two Autocourse annuals and other motorsport books including signed examples,** comprising annuals for 1987/88, 1991/92, 1993/94, and a run from 1999/2000 to 2012/13 (including two duplicates), a 50 Year and two 60 Year commemorative annuals, each with dust jackets, together with six author signed books by Alan Henry; a signed limited edition (393/1500) of Collage - Jackie Stewart's Grand Prix Album, signed by the driver, in slipcase; Rene Dreyfus & Beverly Rae Kimes: My Two Lives, signed by both authors; McLaren - The Drivers 1964-2012, signed by Jenson Button and Sergio Perez; McLaren - The Art of Racing, signed by Martin Whitmarsh; John Wye: The Certain Sound; and other assorted books relating to various motorsport subjects.  
 (Qty)

£500 - 600  
 €580 - 700

**3•**  
**Christian Hueber and David A Sulzberger: Bentley Continental Sports Saloon;** limited edition number 75/150, published by Palawan Press, 4to, with slip cover, complete with rare condensed edition published 2003, together with other Bentley books and ephemera including Martin Bennett; Bentley Continental: and Autocar on Bentley since 1919.  
 (Qty)

£500 - 800  
 €580 - 940

The condensed edition of the Hueber & Sulzberger: Continental Sports Saloon book was only offered as an option to buyers of the larger book. Not all buyers of the larger book took up the offer, making this book scarcer.

**4• ◇**  
**A good lot of assorted motorsport books including signed examples,** including Peter Darley: Jim Clark - Life at Team Lotus; Michael Cooper Evans: Rob Walker; Eric Dymock: Jim Clark; Jackie Stewart: World Champion; each signed by the authors, David de Lara: Leo Villa's Bluebird Album, signed by Villa; and other unsigned titles including George Monkhouse: Mercedes-Benz Grand Prix Racing 1934-1955; Chris Nixon: Racing the Silver Arrows; Enzo Ferrari Pilote, Che Gente...; Giovanni Lurani: Mille Miglia 1927-1957; and other titles relating to Ferrari, Mercedes-Benz and Auto Union, Nuvolari, McLaren, Lotus, and other subjects.  
 (Qty)

£500 - 600  
 €580 - 700

**5•**  
**David Weguelin: The History of English Racing Automobiles Limited;** well illustrated title, in slip-case, together with other motorsport related books including William Court: Power and Glory, Volume 1; Benno Muller: Racedrivers; Geoff Goddard & Doug Nye: Track Pass; an author signed copy of Rivers Fletcher: Mostly Motor Racing; and other books relating to motorsport photography, each with dust-jacket.  
 (17)

£500 - 600  
 €580 - 700

**6• ◇**  
**A quantity of Formula 1 and motor racing books,** including Rainer Schlegelmilch: Formula 1 - The Roaring 70s; The Golden Age of Formula 1; Formula 1 World Champions; various other large format titles by the same author, Adriano Cimarosti: The Complete History of Grand Prix Motor Racing; and other books and reference titles relating to Monaco, Indianapolis, and other Grand Prix and motorsport subjects.  
 (Qty)

£500 - 600  
 €580 - 700

**7• ◇**  
**A quantity of books relating to racing drivers,** including Chris Nixon: Mon Ami Mate; Cyril Posthumus: Sir Henry Segrave; Tony Bailey & Paul Skilleter: Mike Hawthorn - Golden Boy; Ed McDonough: Peter Collins - All About the Boy!; David Tremayne: Jochen Rindt - Uncrowned King; Rene Dreyfus: My Two Lives; Bernard Cahie; F-Stops, Pit Stops, Laughter & Tears, 2-volume set in slip-case; biographical titles relating to Moss, Graham Hill, Jim Clark, Jackie Stewart; Jack Brabham, and others, and other assorted motorsport related books.  
 (Qty)

£500 - 600  
 €580 - 700

**8•**  
**A limited edition of Bernd Holthusen: Lagonda - Die 4.5 Liter Wagen des W.O.Bentley;** numbered 0421/1000, blue cloth-bound German edition of this large format title, a history of the 1935-1947 W.O. Bentley era of Lagonda cars, 426 pages, well illustrated and in good order with dust-jacket, complete with cloth slip-case.  
 (Qty)

£500 - 600  
 €580 - 700

**9•**  
**Janos L Wimpffen: Time and Two Seats - Five Decades of Long Distance Racing; Volumes I & II,** subtitled: The World Sports Car, Grand Touring and Manufacturers Championships; a comprehensive racing history and important reference title, each volume bound in black canvas and contained in maroon canvas covered slipcase, together with four bound volumes of Motoring News, 1969-1972 in red library cases.  
 (5)

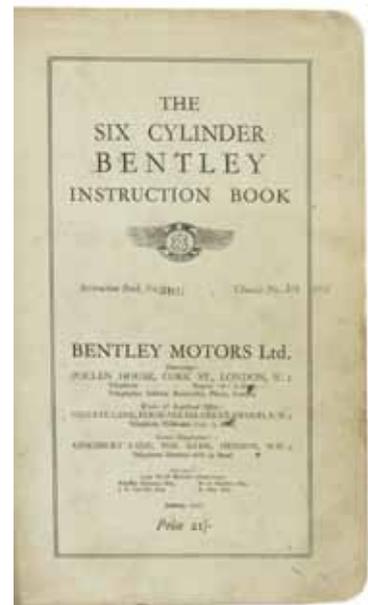
£500 - 700  
 €580 - 820



16



17



18 (detail)

**10•**  
**Peter M. Larsen with Ben Erickson: Talbot-Lago Grand Sport; two bound volumes,** edition 33 of 100 copies, assigned to car number 110158, black leather-bound with silver tooling in slipcase, with original box, 4to, together with Walter Baumer: Maserati A6G 2000 Zagato; limited edition, for car number 2186, red leather-bound 4to.  
 (2)  
 £600 - 800  
 €700 - 940

**11• ◇◇**  
**MotorSport; bound Volumes 40 to 72 (1964 to 1996),** a complete run of 33 volumes, bound in publisher's black bindings with covers, adverts and indices, together with a believed complete run of loose issues from 1997 to 2012.  
 (Qty)  
 £500 - 600  
 €580 - 700

**12• ◇**  
**Le Mans 24 Hour annuals; 1987 to 2011,** a complete run of 25 annuals, published by the Automobile Club de L'Ouest, each with dust jackets and in good order, together with other Le Mans related titles including Bonte, Hurel & Ribemon: Le Mans - A Century of Passion, a 2-volume set in slip-case; Christian Moity: The Le Mans 24-Hour Race; Anders Clausager: Le Mans; Quentin Spurring: Le Mans - The Official History, three volumes for 1949-59, 1960-69 and 1970-79; Michael Keyser: A French Kiss with Death - Steve McQueen and the Making of Le Mans; Barbara McQueen: Steve McQueen - The Last Minute; and other titles.  
 (Qty)  
 £500 - 600  
 €580 - 700

**13• ◇**  
**Automobile Review/Automobile Year annuals; 1 to 59 (1953/54 to 2011/12),** a complete run of 59 annuals, each with dust-jackets, together with a duplicate annual for 1954/55 without dust-jacket, together with Denis Jenkinson: The Automobile Year Books of Sports Car Racing; and Photo Formula 1 - The Best of Automobile Year 1953-1978.  
 (62)  
 £500 - 700  
 €580 - 820

**14• ◇**  
**Autocourse annuals; 1961/62 to 2011/12,** a complete run of 51 annuals, each with dust jackets (save for editions 1961/61 and 1966 with colour photocopied dust-jackets), together with other Autocourse publications including Doug Nye: History of the Grand Prix Car 1945-65; and History of the Grand Prix Car 1945-65; Alan Henry: World Championship Grand Prix Motor Racing, 50 and 60 Year commemorative editions, and other annuals including Indianapolis 500.  
 (59)  
 £800 - 1,000  
 €940 - 1,200

**15• ◇◇**  
**MotorSport; July 1926 to December 1985,** bound Volumes, from Volume 3 number 1 to Volume 61 number 12, bound with covers and advertisements, some with photocopied indices, Volume 5 number 1 original issue, Volume 5 numbers 2 and 3 photocopied, in black and gold publisher's binders.  
 (72)  
 £3,000 - 3,500  
 €3,500 - 4,100

**16•**  
**An Invicta 6-Cylinder 4½ Litre sales brochure, 1929,** cord-bound blue textured card covers, containing technical information and specifications with prices and well illustrated with photographic images including bodywork styles, chassis and engine details, 4to, and other associated ephemera.  
 (3)  
 £500 - 600  
 €580 - 700

**17•**  
**An Invicta 6-Cylinder 3-Litre sales brochure, October 1927,** ribbon bound blue card covers, 26 numbered pages, containing technical information and specifications, accounts of tours, and Invicta successes and records, well illustrated with photographic images including bodywork styles, chassis and engine details, and tour photographs, also with fold-out chassis plan to inside rear cover with small tear to page. 4to.  
 £500 - 600  
 €580 - 700

**18•**  
**A Six Cylinder Bentley Instruction Book issued to Chassis BR2371 first owned by Capt Woolf Barnato,** book number 360, published January 1927, black Rexine covers, worn, 105 numbered pages stud bound with later supplements and fold out diagrams added to rear, some workshop wear and marks, 4to.  
 £600 - 800  
 €700 - 940

1928 Bentley 6½ Litre with chassis number BR2371, engine number BR2372 and registration number YW4942, was a standard 12'6" chassis with Weymann Saloon coachwork by H J Mulliner, it was delivered to Captain Woolf Barnato in June 1928.



21



23



19  
A collection of Ferrari publications and ephemera, comprising a 15 page document relating to the 1973 Le Mans Migault/Chinetti NART Daytona 365 gtb 4, number 38, hand-written lap times for 300 laps, with two additional pages initialled by the course director, a Dino 308 gt4 sales brochure, a document from John Baus relating to parts supplied for the Ferrari 250LM in the 1969 Le Mans, a Ferrari Sefac circular dated 14 Maggio 1963, two 8 x 10" monochrome photographs depicting the Bertone 'Rainbow', a technical specifications sheet for the Ferrari 400 Superamerica, a Ferrari-Kroymans sales brochure for 308s, 400, BB 512 (Dutch text) and a Ferrari 1982 Donington Test Day brochure.

(Qty)  
£500 - 700  
€580 - 820

20  
An album and a folder of Grand Prix and Formula 1 racing driver autographs, comprising a pocket-sized album, signed by a driver to single side of many pages, including Salvadori, Moss, Phil Hill, Surtees, Carroll Shelby, Jack Brabham, Derek Bell, David Brabham, Jackie Stewart, Prost, Christian Fittipaldi, Tony Brooks, Johnny Herbert, Mansell, Richard Noble, John Cooper and others, together with a folder of loose A4 card sheets signed by many of the same drivers but also including Coulthard, Mario Andretti, Patrese, Hans Stuck, Jochen Mass, Dan Gurney, Mika Hakkinen, Emerson Fittipaldi, Jackie Ickx, and others, together with a signed photograph of Dan Gurney with Jim Clark, framed.

(3)  
£500 - 600  
€580 - 700

21

A limited edition photo-print of Mick Jagger and his Aston Martin DB6, limited edition no. 76 of 200, black and white, depicting Jagger talking to a Police motorcyclist, while Chrissie Shrimpton is framed in the dented car, 80 x 60cm, mounted, framed and glazed together with a Rolling Stones certificate of authenticity.

(2)  
£500 - 700  
€580 - 820

The photographs depicted in this print were taken on the 25th August 1966.

## Art & Photographs

22

A signed photograph of Juan Manuel Fangio, monochrome by Alan Smith, depicting Fangio at the 1955 Monaco Grand Prix in the W196 Mercedes Benz, signed by the driver, 21 x 28.5cm, mounted, framed and glazed, together with a 1993 Monaco Grand Prix F1 Paddock Club invitation, from McLaren F1, for guest access on 22nd and 23rd May, signed by Senna in red marker, display mounted together with a photo of Senna in the McLaren and a small photo of Senna at Monaco, 58 x 37.5cm overall, framed and glazed.

(2)  
£500 - 600  
€580 - 700



22



24



26

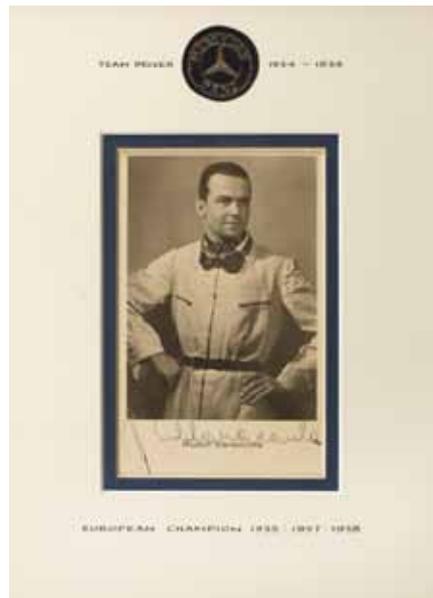
23  
Two photographs signed by Juan Manuel Fangio and dedicated to Sam Gilbey, together with a signed photograph with similar dedication from Giovanni Battista Guidotti, each black and white, mounted, framed and glazed.

(3)  
£500 - 600  
€580 - 700

24  
Two signed photographs of Mike Hawthorn and one signed photograph of Peter Collins, each monochrome, comprising cockpit racing portrait of Hawthorn, signed in blue ink pen, 12 x 16cm, victory portrait of Hawthorn sitting out of the cockpit of his car rolling a cigarette, signed in blue ink pen, 13 x 9cm and racing image of Collins in the Scuderia Ferrari Lancia D50 at Monaco in 1956, on his way to his first career podium in drive shared with Fangio, signed and annotated in blue ink pen, 13 x 18cm.

(3)  
£750 - 950  
€880 - 1,100

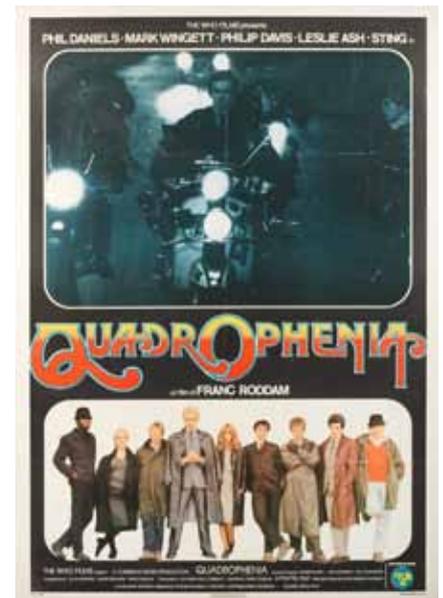
25  
A signed Rudolf Caracciola promotional postcard, period post-card with monochrome image of Caracciola in his race overalls and goggles, signed in blue ink by the three-times European Championship winning Silver Arrows driver, mounted together with a 1934-1939 Mercedes-Benz Team silver embroidered patch, framed and glazed.  
£900 - 1,200  
€1,100 - 1,400



25

26  
A framed photograph with autographs of the 1955 Mercedes Grand Prix team and guests, the monochrome photograph 11 x 14, depicting members of the team socialising with guest, common mounted with a sheet of 19 autographs dated 16.VII.1955, including the signatures of Moss, Fangio, Kling, Taruffi, Neubauer, Uhlenhaut and others, framed and glazed.  
£1,000 - 1,500  
€1,200 - 1,800

The autographs were collected on 16 July 1955 after Mercedes secured the top four places at the British Grand Prix.

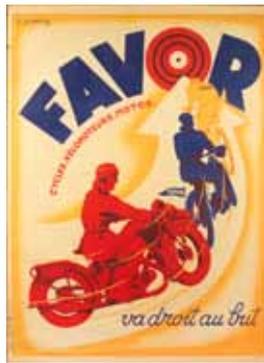


27

27  
A rare Quadrophenia film poster, 1980, large format for the Italian release of the film starring Phil Daniels, Leslie Ash and Sting, directed by Franc Roddam, 140 x 100cm, framed and glazed.  
£500 - 700  
€580 - 820



28



29



30



31



32



34

28  
A 'X Gran Premio Internacional Pena Rhin' poster, 1950, after artwork by X Garcia, printed on paper, creased, 55 x 75cm, framed and Perspex glazed.  
£500 - 700  
€580 - 820

29  
A Favor 'Straight to the Point' advertising poster, French, 1930s, after a design by L. Matthey, (French, born 1900), depicting Favor Cycles, Velomoteurs and Moteurs, 160 x 120cm, linen backed, small repair to top left corner, framed and glazed.  
£600 - 800  
€700 - 940

30  
Four limited edition signed prints including two signed by Fangio, comprising 'Fangio - The Maestro' after Nicholas Watts (2/500), signed by Fangio, 'Race of the Titans' after Watts (387/500), signed by von Brauchitsch, both 59 x 80cm, 'Fangio's Victory at Monaco' after Alan Fearnley (261/500), signed by Fangio, 41 x 58cm, 'and 'The Rivals' after Fearnley (155/500) signed by Stirling Moss, 46 x 55cm, each also signed by the artist, framed and glazed.  
(4)  
£500 - 600  
€580 - 700

31  
'Austin Healey at Bonneville Salt Flats', a hand-coloured print after Roy Nockolds, printed on paper with pencil, chalk and watercolour over-colouring, depicting the 1953 Austin Healey speed record breaker at Bonneville Salt Flats in Utah, USA, 38 x 54cm, framed and glazed, together with a caricature of Geoffrey Healey drawn by Henk Kemperman, signed and dated '93, 49 x 39cm, framed and glazed.  
(2)  
£500 - 700  
€580 - 820

32<sup>†</sup>  
'50 years of an Icon: The Porsche 911', signed limited edition print after Dexter Brown, number 3 of 25, created to celebrate the 50th anniversary of the 911, depicting Andrew Hedges and Dan Margulies driving a Porsche Carrera 2.7RS at the Targa Florio, printed on Hahnemuhle 310gsm German Etching Paper, image 46 x 71cm, paper 51 x 76cm, mounted, framed and glazed.  
£500 - 700  
€580 - 820

33  
A 'Juan Manuel Fangio' limited edition print after Alan Stammers, numbered 54/750, signed by the artist, monochrome print depicting Fangio in the Mercedes-Benz W196, 58 x 83cm mounted, framed and glazed, together with two lapel pins from the Neubauer collection and associated Mercedes and Stirling Moss books including Karl Ludvigsen: The Mercedes-Benz Racing Cars; Wayne Mineau: Stirling Moss's Book of Motor Sport; Ken W. Purdy: All But My Life Stirling Moss and other titles.  
(Qty)  
£500 - 700  
€580 - 820

34<sup>AR</sup>  
Raymond Groves; 'First British Grand Prix Silverstone Oct 2nd 1948', signed, mixed media, depicting Sam Gilbey driving his 1½ Litre Super Charged Maserati, 36 x 46cm, mounted, framed and glazed, together with a period photograph, signed by Gilbey, two other framed photographs, a framed and glazed BRDC dinner menu and an aeroplane table lighter presented for the Eastbourne Concours d'Elegance 1933, 3rd Prize in class 19, with a wooden trophy base for display.  
(7)  
£500 - 700  
€580 - 820

35<sup>AR</sup>  
Keith E Rainer, '1963 Lotus-Ford Mk 29 Indianapolis car' cut-away illustration, composite pen and ink illustration, with airbrushed and painted watercolour and gouache, mounted on card, 40 x 55cm, mounted, framed and glazed, with artist's card applied to back of picture and back of frame.  
£500 - 600  
€580 - 700

36 ◇◇  
Tony Upson, 'Rothmans Le Mans Porsche', signed, acrylic on board, a study of the car on raised cut-out panel with background bearing the Porsche emblem, 120 x 200cm.  
£500 - 600  
€580 - 700

37 ◇◇  
Tony Upson, 'Mercedes-Benz 300SL', signed, acrylic on board, a study of the car, 120 x 200cm.  
£500 - 600  
€580 - 700



35



43



45



47



48



49

38 ◇◇

Tony Upson, 'Alfa Romeo Tipo C', signed, acrylic on board, a race image of the car being driven at speed, 120 x 200cm.  
£500 - 600  
€580 - 700

39 ◇◇

Tony Upson, 'Ferrari 250 GTO', signed acrylic on board, a side profile study of the car, 120 x 200cm.  
£500 - 600  
€580 - 700

40 ◇◇

Tony Upson, '4 1/2 Litre Bentley', signed acrylic on board, a study of the car on raised cut-out panel with Union Flag background, 120 x 200cm.  
£500 - 600  
€580 - 700

41 ◇

A hand-painted 'Jaguar Le Mans' celebratory roundel, modern, with raised laurel wreath surround in fibreglass, celebrating 1950s successes for Jaguar in the Le Mans races, 110cm diameter.  
£500 - 600  
€580 - 700

42 ◇

A hand-painted '1955 Le Mans Jaguar D-Type' celebratory oval plaque, modern, with raised laurel wreath surround in fibreglass, commemorating victory for Mike Hawthorn and Ivor Bueb at the event, 120cm wide.  
£500 - 600  
€580 - 700

43<sup>AR</sup>

Nicholas A Watts, British (1947 - ); '1939 German Grand Prix', signed, watercolour and gouache, depicting Rudolf Caracciola in the Mercedes-Benz W154 driving to victory at the Nurburgring, 23 July 1939, 50 x 70cm, mounted, framed and glazed.  
£500 - 700  
€580 - 820

44 ◇

T A Harrison, 'Titans of the Targa', acrylic on canvas, depicting image of a speeding Edwardian racing car, 105 x 160cm.  
£500 - 600  
€580 - 700

45<sup>AR</sup>

Dion Pears (1929-1985), 'Jacky Ickx in winning Brabham at 1969 German GP', signed, oil on canvas, depicting Ickx in his number 6 Brabham BT26A at the German Grand Prix on his way to victory, 71 x 86cm, framed.  
£500 - 700  
€580 - 820

46<sup>AR</sup>

Ivan Berryman, 'Porsche 904/6 at Le Mans 1965', signed and dated 1987, watercolour and gouache depicting the car driven to 4th place overall by Linge and Nocker, 40.5 x 70cm, mounted, framed and glazed.  
£500 - 700  
€580 - 820

47<sup>AR</sup>

Roy Nockolds (1911-1980), 'Bentley at Le Mans 1927', signed, watercolour and gouache on artist's paper, depicting the 'Old No.7' Bentley Three Litre being driven by Dr Dudley Benjafield to eventual victory at the event, 30 x 40cm.  
£600 - 800  
€700 - 940

48<sup>AR</sup>

Dion Pears (1929-1985), 'Bentley 6 1/2 Litre Tourer', signed, oil on canvas, depicting the car in an autumnal landscape, 60 x 90cm, framed.  
£1,000 - 1,200  
€1,200 - 1,400

49<sup>AR</sup>

Francesco Scianna, 'Ferrari 250 SWB', signed, mixed media on artist's board, depicting the car at speed along a city road, 49 x 69cm, double framed and glazed.  
£1,200 - 1,400  
€1,400 - 1,600



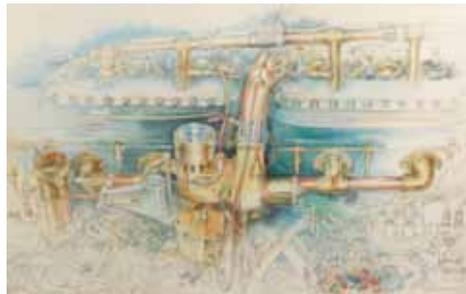
54



52

50<sup>AR</sup>  
**Francesco Scianna, 'Jaguar C-Type 1955'**, signed, mixed media on artist's board, depicting the Jaguar of Graham Hill and Dan Margulies at the 1955 Giro di Sardegna, Sardinia, 66 x 93cm, mounted, framed and glazed, offered together with a signed book relating to the artist's work, Giorgio Segato: Francesco Scianna - Il Segno, Lo Spazio e il Tempo della S-Ragione; signed by the artist with dedication.  
 (2)  
 £1,200 - 1,400  
 €1,400 - 1,600

51<sup>AR</sup>  
**Bob Freeman (1950-2004), 'Ferrari 126C engine'**, an original artwork, signed, pencil with colour wash, a study of the 1981 Formula 1 race engine with hand-written annotations by the artist, 30 x 43cm, mounted, framed and glazed.  
 £1,500 - 2,500  
 €1,800 - 2,900



53

52<sup>AR</sup>  
**Nicholas Watts (British, 1947-), 'Shelby Cobra - Targa Florio 1964'**, signed by the artist, pencil on artists' paper, depicting Phil Hill at speed in the 4.4 Litre Cobra, further signed by Carroll Shelby and Phil Hill in pencil, 34 x 46cm, double-mounted, framed and glazed, offered together with a photograph of Phil Hill signing the artwork.  
 (2)  
 £1,500 - 1,800  
 €1,800 - 2,100

According to information supplied by the vendor, this artwork has not, to date, been reproduced or issued as a print.



50



51

53<sup>AR</sup>  
**Bob Freeman (1950-2004), 'Rolls-Royce Silver Ghost engine'**, an original artwork, signed, pencil with colour wash, a study of the 40/50hp engine showing cylinder block, manifolds and other details with hand-written annotations by the artist, 29 x 46cm, double mounted, framed and glazed.  
 £1,500 - 2,500  
 €1,800 - 2,900

54  
**Michael Turner (1934- ); '1956 Nurburgring 1000km'**, signed and dated '06, watercolour and gouache depicting Stirling Moss in the Maserati 300S on his way to victory driving out of the Hattenbach, 38 x 44cm, mounted, framed and glazed.  
 £2,000 - 2,500  
 €2,300 - 2,900

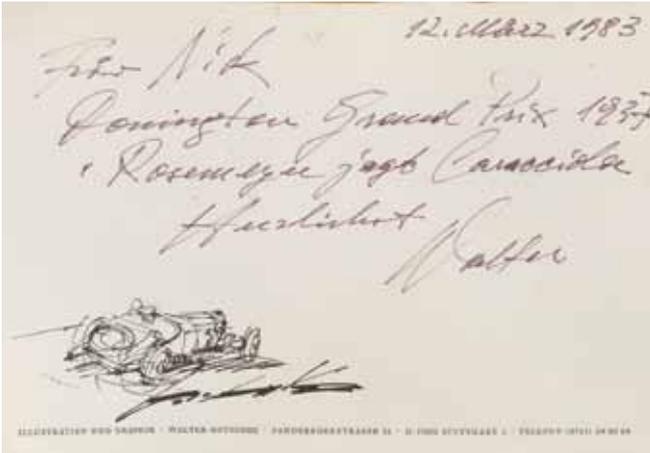
The Moss-Behra-Taruffi-Schell Maserati 300S was 1 minute and 6 seconds behind the Ferrari of Fangio and Castelotti, when Moss took over for his last driving stint. Catching the Ferrari 860 Monza at over 4 seconds a lap Moss went on to win with a lead of 26 seconds.



55



56



57



57

55<sup>AR</sup>  
**Roy Nockolds (1911-1980); Jaguar at Le Mans 1955,**  
 oil on canvas signed and dated 1959, depicting the D-type Jaguar of Hawthorn and Beub, leading from the Mercedes 300SLR of Fangio and Moss and the Ferrari 121LM of Castellotti and Marzotto, 50 x 60cm, some flaking to paint, framed.  
 £2,000 - 2,500  
 €2,300 - 2,900

56  
**Michael Turner (1934- ); 'Emerging Maestro',**  
 signed and dated '02, watercolour and gouache depicting Juan Manuel Fangio, winner of the 1950 Grand Prix de Pau in his Maserati 4CLT bearing Argentina's racing colours, leading Villoresi's Ferrari and Levegh's Talbot-Lago, 38 x 41.4cm, mounted, framed and glazed.  
 £2,500 - 3,500  
 €2,900 - 4,100

Fangio secured pole position at Pau in 1950 with a lap of 1 minute 43.1 seconds and from there drove to victory, 110 laps of the 1.72 mile Pau circuit in 3 hours 14 minutes and 20 seconds.

57<sup>AR</sup>  
**Walter Gotschke (1912-2000); 'Donington Grand Prix 1937',**  
 signed watercolour depicting Bernd Rosemeyer's C type Auto Union chasing Rudolf Caracciola's Mercedes W125, 21 x 29cm, mounted, framed and glazed, the reverse of the frame applied with signed card from 'Walter' with hand-written dedication and description, dated 12 Marz 1983.  
 £3,000 - 4,000  
 €3,500 - 4,700

The 'Silver Arrows' took the top five places at the chequered flag. The winner was Rosemeyer in his Auto Union, completing the 250 mile 80 lap race in a time of 3 hours 1 minute 2.5 seconds. He was followed to the flag by von Brauchitsch and Caracciola's Mercedes and his Auto Union teammates Muller and Hasse.



58

58<sup>AR</sup>  
Frederick Gordon Crosby (1885-1943); 'Le Mans 24 Hour Race 1925', signed 'Le Man', pencil and charcoal depicting the race between the 3 litre Sunbeam of Segrave and Duller and the 3 litre Bentley of Kensington Moir and Benjafield, 48 x 36cm, mounted, framed and glazed.  
£5,000 - 7,000  
€5,800 - 8,200



59

59<sup>AR</sup>  
Geo Ham (Georges Hamel 1900-1972), 'Le Mans 1953', an original artwork, signed, watercolour on artists' paper, depicting John Fitch in the Briggs Cunningham C5-R leading the Hamilton/Rolt Jaguar C-Type, 45 x 32cm, mounted, framed and glazed.  
£8,000 - 12,000  
€9,300 - 14,000

This painting originally formed part of the collection of the heir to the Moët et Chandon champagne company, Count Frédéric Chandon de Briailles, and was reproduced in the 1982 Automobile Club de L'Ouest publication: Les 24 Heures du Mans 1923-1982 (see page 126).



61

60<sup>AR</sup>

Frederick Gordon Crosby (1885-1943); 'The 24 Hour Touring Car race at Le Mans',

signed and dated 1923, charcoal with watercolour highlights with hand written title 'The 24 Hour Touring Car race at Le Mans - How the army searchlight lorries will be used to illuminate the course', 49 x 36cm, mounted, framed and glazed.

£12,000 - 14,000

€14,000 - 16,000

This is the earliest known artwork depicting the famous 24 hour endurance race. Published in *The Autocar*, the back of the image is dated 26/27 May 1923.

61<sup>AR</sup> ◇

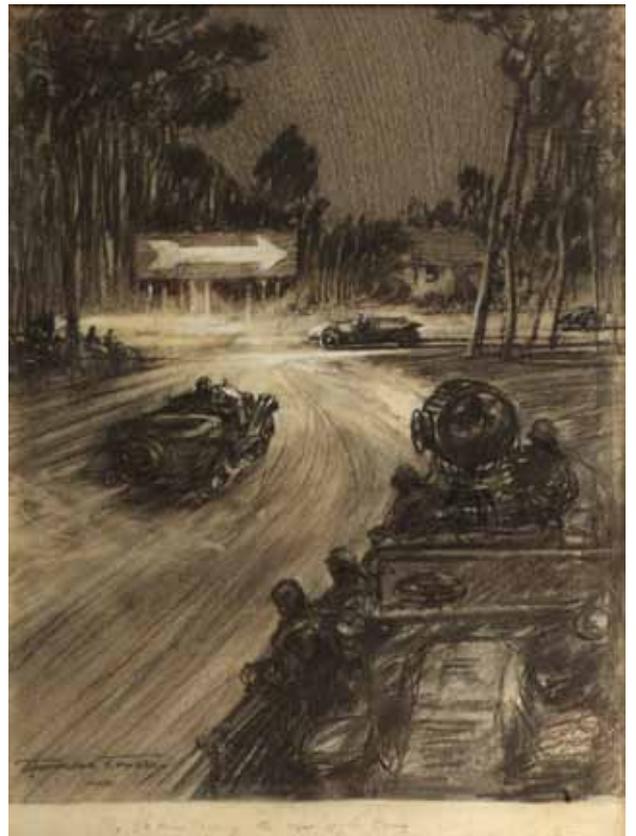
Frederick Gordon Crosby (1895-1943), 'Bluebird - and Daytona', 1933,

signed and dated 1933, watercolour and gouache heightened with white, famous image by the artist depicting Sir Malcolm Campbell's supercharged 2,300bhp 36,582cc V-12 Rolls-Royce engined Bluebird breaking the Land Speed Record at Daytona Beach in 1933, achieving an average speed of 272.108mph over the two runs, 50 x 70cm, double mounted, framed and glazed.

£25,000 - 35,000

€29,000 - 41,000

An image of this painting is reproduced in the 1978 publication by Hamlyn, Peter Garnier: *The Art of Gordon Crosby* (see pages 72-73).



60



65



67

### Garage Equipment

62  
An Aston Martin Service illuminated sign, double-sided, alloy frame with decorated Perspex panels, 30 x 81cm.  
£500 - 700  
€580 - 820

63  
A Lotus illuminating garage sign, single-sided, aluminium frame with Perspex panel, 69 x 69cm.  
£500 - 700  
€580 - 820

64  
An MG illuminated garage sign, single-sided, aluminium frame with Perspex panel, 70 x 70cm.  
£500 - 700  
€580 - 820



68

65<sup>†</sup>  
An 'Aston Martin Service & Parts' hanging tin sign, double-sided, in green with white lettering and bearing Aston Martin winged emblem, 30 x 80cm, some scratches in places, with chains for hanging.  
£500 - 600  
€580 - 700

66  
An 'Aston Martin Zagato Milano Carrozzeria' illuminating sign, modern, single-sided, aluminium frame with painted Perspex panel, 61 x 81cm.  
£500 - 700  
€580 - 820



72

67  $\diamond\diamond$   
An early Avery Hardoll model CH1 hand cranked one gallon petrol pump, patented 1928, restored in red and black livery, with polished brass dial plate, bronze fittings and nozzle marked ROP, fitted with a period ROP brand plate, price flag and transfer on the pumping cylinder, standing approximately 196cm high.  
£1,000 - 1,500  
€1,200 - 1,800

68  $\diamond\diamond$   
A one-gallon Bowser hand operated petrol pump, restored in red livery, retaining original Goodyear delivery hose, bronze nozzle, polished bronze fittings, and tabulator, with burnished steel operating rack, and gallon trip meter, fitted with unusual Parry Thomas Shell brand plate, Shell sealed tank price plate and transfer to cylinder, standing approximately 203cm high.  
£1,000 - 1,500  
€1,200 - 1,800

### Badges & Mascots

69<sup>†</sup>  
A BRDC Silverstone Club enamel car badge, by Marples and Beasley of Birmingham, numbered 254, shaped badge in the form of the race circuit in green and white enamel and with BRDC enamel emblem, 13.5cm high, mounted on a wooden base.  
£500 - 600  
€580 - 700

70<sup>†</sup>  
A Rolls-Royce & Bentley Owner Driver Club enamel car badge, chromed badge with scarlet enamel ground incorporating the Spirit of Ecstasy and Bentley Winged 'B' emblems, with two holes to lug for badge-bar mounting, 11cm high, mounted with a wooden plinth.  
£700 - 900  
€820 - 1,100



73

71†

A rare Women's Automobile & Sports Association enamel car badge, circa 1930, nickel badge stamped 'The Birmingham Medal Co.' and numbered 142 to rear, in the form of an early wheel with black enamel spokes and lettering, with red enamel 5-pointed star to centre, 10cm high, mounted on a turned wooden display base.

£700 - 900  
€820 - 1,100

72†

A cased display set of 'Badges of the World's Great Motor Cars', comprising twenty-five motor car emblems for the National Motor Museum by Danbury Mint, finely detailed cloisonne enamel badges for Ferrari, Bugatti, Rolls-Royce, Maserati, Alfa Romeo, Aston Martin Lagonda, and other marques, common mounted in wooden display case, fitted with protective Perspex 'title' panel, the case 30 x 39cm, together with accompanying information booklet and certificate of authenticity

(3)  
£1,000 - 1,500  
€1,200 - 1,800

73†

A framed display of BARC Brooklands member's and guests' enamel badges for 1909-1941, comprising member's badges only for 1909 and 1910, member's and two guests' badges for 1911, member's and one guest's badges for 1912 to 1939, and member's badges only for 1940 and 1941, neatly mounted to a dark green felt-covered panel within a glazed wooden frame, 47 x 41cm overall.

£5,000 - 6,000  
€5,800 - 7,000



69



70



71



74



75



76



77

74  
An Alsatian's Head mascot, by Asprey, British, 1930s, marked 'Asprey' to front of base, chrome plated, 12cm, mounted on a turned wooden base.  
£500 - 600  
€580 - 700

75<sup>†</sup>  
A 'Humber Horse' mascot, British, nickelled bronze mascot depicting a rearing horse, after the original as used on Humber Imperial and Pullman models, some loss to plating to right side, 14cm long, mounted on a turned wooden base.  
£500 - 700  
€580 - 820

76<sup>†</sup>  
A 'Dancing Nymph' mascot by Maxime Le Verrier, French, signed 'Le Verrier', nickel plated bronze figure of a draped female nude, 16cm high, mounted on a turned wooden display base.  
£600 - 800  
€700 - 940

77<sup>Y</sup>  
A Sphinx bust mascot by J B Sertorio, French, 1920s, stamped, nickel plated with carved ivory face, bronze figure with wings, 16cm high, mounted on a tiered display base.  
£600 - 800  
€700 - 940



78



79



80



81

78<sup>†</sup>

A 'Spitfire' aeroplane deskpiece mounted as a mascot, nickelled brass, of the WWII British fighter, with RAF roundels to wings and painted roundels to fuselage and tailplane insignia, fitted with replacement four-bladed propeller, 20cm wingspan, on a stem and mounted on a radiator cap, on a turned wooden base.

£700 - 900  
€820 - 1,100

79<sup>†</sup>

A Satyr Pipe-Player mascot, by Mic, French, 1920s, signed to left side of base, nickelled alloy, depicting the mythical figure with musical pipes seated on a pedestal, 16cm high, mounted on a turned wooden base.

£800 - 1,200  
€940 - 1,400

80

A 'Libellule' car mascot, by M Bertin, French, late 1920s, signed 'Bertin' to rear of base, nickelled bronze mascot depicting a dragonfly with wings outstretched, 14cm high, mounted to a turned wooden display base.

£800 - 1,000  
€940 - 1,200

81<sup>†</sup>

A pair of Boy and Girl figures mounted as mascots, French, 1920s, each nickel-plated alloy, originally used as bookends, comprising sitting boy with model car, and a sitting girl reading a book, each 9cm high and mounted on turned wooden bases.

(2)  
£900 - 1,200  
€1,100 - 1,400



82



83



86



84



85

82<sup>†</sup>  
 A 'Gentleman Cat' mascot, by Henri Payen, French, 1920s, signed 'H.Payen' to left side of base, nickel-plated mascot depicting a cat in jacket and boots standing with arms folded, 12cm high, mounted on a radiator cap above a turned wooden display base.  
 £900 - 1,200  
 €1,100 - 1,400

83  
 An Elephant car mascot, by Franz Bergman, Austrian, 1920s, signed 'Nam-Greb' to rear of base, nickel-plated bronze mascot depicting a rearing African elephant, 13cm high, complete with original mounting bolt, above a turned wooden base.  
 £1,000 - 1,500  
 €1,200 - 1,800

84<sup>†</sup>  
 A Schneider Trophy Seaplane mascot, British, 1930s, chromed, modelled on the Supermarine S6b, with twin-bladed propeller, painted roundels to wings and painted tailplane, 18cm long, on a stem and mounted on a turned wooden display base.  
 £1,000 - 1,500  
 €1,200 - 1,800

85<sup>†</sup>  
 A rare 'Goddess of Flight' mascot, American, circa 1915, unsigned, nickel-plated bronze mascot depicting an Art Deco stylised winged goddess holding in front of her an early biplane, stamped 'RD787011' to rear of base, 21cm long, mounted with a Boyce Moto-Meter calormeter, above a wooden display base.  
 £1,000 - 1,500  
 €1,200 - 1,800

86<sup>†</sup>  
 A 'Gentleman Pig' mascot, by E Holt, 1922, nickel-plated, depicting a well-dressed pig in neck-tie, waistcoat and cap, stamped 'E Holt 1922' to base, 15cm high, mounted on a turned wooden base.  
 £1,200 - 1,500  
 €1,400 - 1,800



88



89



87



90

87<sup>†</sup>

A 'Pelican' mascot, by L Artus, circa 1930, signed 'L.Artus' around the base, nickel-plated, Art Deco stylised mascot in the form of a resting pelican, 10.5cm high, mounted on a turned wooden display base.

£1,500 - 2,000  
€1,800 - 2,300

88<sup>†</sup>

A 'Royal Coronet' mascot by Webb & Bonnella, circa 1908, as fitted to King George V's Daimler, hollow brass, marked under the base with Royal supplier's mark 'Webb & Bonnella 4 Saville Row London.W', finely detailed in the form of the Royal Crown, with Fleur-de-Lys design to front, as fitted to one of the King's Daimler motorcars, 9cm high with mounting stud and on a turned wooden display base.

£2,000 - 2,500  
€2,300 - 2,900

89<sup>†</sup>

A Leaping Tiger mascot, by Casimir Brau, circa 1925, retailed by Hermes, Paris, signed 'C Brau' to left side of base, nickelled bronze, early example of the mascot depicting an Art Deco stylised tiger, 22cm long, mounted on a turned wooden display base.

£2,000 - 2,500  
€2,300 - 2,900

This mascot was sometimes marketed as a Leaping Jaguar or Panther.

90

A rare silver-plated Sorceress Riding Bat mascot, by T Swaffield Brown, British, circa 1911, signed to rear of left wing and with engraved date '4/4/1911', depicting a sorceress with wide-brimmed pointed hat and riding a long-eared bat with wings out-stretched, with high quality silver plating by William Hutton and Sons of London, 1910, and hallmarked under the base, complete with mounting stud, measuring 23cm wingspan.

£2,500 - 3,000  
€2,900 - 3,500



91



92



93



95



96



97

91<sup>†</sup>  
A Rene Lalique 'Coq Nain' glass mascot, French, introduced 10th February 1928, in clear and frosted glass, with claws intact, 20cm high.  
£500 - 600  
€580 - 700

92  
A 'St. Christopher' glass mascot, by Rene Lalique, introduced 1st March 1928, in clear glass, with deep impressed moulded mark 'R.Lalique France' with early double tailed Q, 11.5cm high.  
£700 - 900  
€820 - 1,100

93  
A pre-War 'Coq Nain' glass mascot, by Rene Lalique, French, introduced 10th February 1928, with faintly moulded 'R Lalique' and 'France' signature to right and left sides of base, depicting a standing cockerel in clear and frosted glass, 20.5cm high.  
£800 - 1,200  
€940 - 1,400

94  
A 'Chrysis' glass mascot, by Rene Lalique French, introduced 21 March 1931, etched R Lalique under the base, clear frosted glass, 13cm high overall.  
£800 - 1,200  
€940 - 1,400

95  
A pre-War 'Perche' glass mascot, by Rene Lalique, French, introduced 20th April 1929, with moulded signature 'R Lalique' between fins to left side of base, in clear glass with orange staining to surface, 16cm long.  
£800 - 1,200  
€940 - 1,400

96  
A pre-War 'Perche' mascot in opalescent glass, by Rene Lalique, French, introduced 20th April 1929, with engraved signature 'R Lalique France' between fins to right side of base, 16cm long.  
£1,000 - 1,500  
€1,200 - 1,800

97  
A 'Butterfly Girl' glass mascot, by Red Ashay, British, 1930s, Art Deco mascot in satin glass, depicting a standing female in long dress with wings outstretched behind her, 20cm high overall, small chips to front left corner of base.  
£1,000 - 1,500  
€1,200 - 1,800



98



99



100



101



102

98  
A 'Tete de Coq' glass mascot by René Lalique, introduced 3 February 1928, signed with impressed mark 'Lalique, France' (with double-tailed Q) around the neck, in frosted glass, minute chip to tip of beak and on front/right side of wattle, 17.8cm high.  
£1,500 - 2,000  
€1,800 - 2,300

99<sup>†</sup>  
A fine Art Deco 'Draped Nude' glass mascot, by Lucile Sevin for Etling, French, introduced 1932, in blue/white opalescent gloss-finish glass with amber core, moulded 'Etling France 50' to side of stepped base, depicting graceful draped female standing holding her dress out, with her head held to one side, 20.5cm high, two internal moulding flaws and air bubbles to base.  
£2,000 - 3,000  
€2,300 - 3,500

100  
A pre-War 'Sirène' mascot in opalescent glass, by René Lalique, French, introduced 1920, depicting a seated mermaid caressing her hair, with moulded signature to tail 'R. Lalique' (with double-tailed 'Q'), 10.5cm high.  
£2,500 - 3,000  
€2,900 - 3,500

101<sup>†</sup>  
A pair of pre-War 'Tete de Coq' glass mascots by René Lalique, mounted as bookends, introduced 3rd February 1928, in clear and frosted glass, each with intaglio moulded signature 'Lalique France' to front of neck, each 17cm high and each mounted to a stepped glass base, one base engraved 'Lalique France' to edge.  
(2)  
£3,000 - 4,000  
€3,500 - 4,700

102  
A 'Vitesse' glass mascot, by René Lalique, French, 1930s, moulded R Lalique France around the base, very slight amethyst tint to glass, chips and loss to mounting rim within truncated metal base, 21cm high overall.  
£4,000 - 5,000  
€4,700 - 5,800



103



104



105

## Spares & Accessories

**103**  
A good pair of Lucas DB100 bullseye electric headlamps, each pillar mounted case, chromed with ribbed and frosted lens 10inch lens in front of bullseye and tri-bar bulb holder with polished reflector, very slight wear with one small dent to rim.

(2)  
£1,000 - 1,500  
€1,200 - 1,800

**104**  
A fine pair of Zeiss headlamp replicas, modern, re-manufactured to original dimensions and specifications by Appleyard of Sheffield, each nickel plated case, with 10½ inch diameter lens, together with two replica cable guides and connectors.

(2)  
£1,000 - 1,500  
€1,200 - 1,800

**105**  
A fine pair of Carl Zeiss Jena headlamps, chromed bodies, numbered 103037 and 103187, pillar mounted, with 8inch ribbed lenses, together with a Lucas driving lamp, chromed with 6inch textured lens, tri-bar bulb-holder and mounting bracket, and three spot lamps by Lucas Fogranger, Smiths and Butlers.

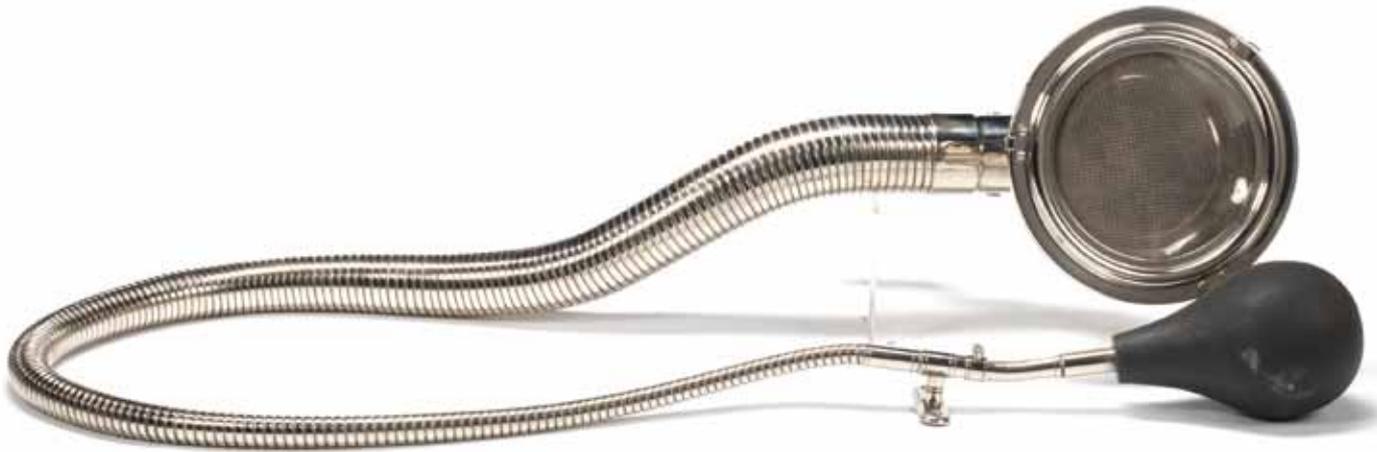
(6)  
£1,000 - 1,500  
€1,200 - 1,800



106

**106†**  
A matched pair of Lucas Windtone long trumpet horns, 1930s, chrome-plated high and low-note horns, in restored condition and complete with fly-gauges with badge, brackets for left and right mounting and with wiring, each 30cm long.

(2)  
£500 - 700  
€580 - 820



107



108



109

107  
A large 'Boa Constrictor' elbow trumpet horn, British, patented 1907, nickel-plated brass horn, large 21cm diameter trumpet with fly-gauze and fitted with maker's plaque, with coil, mounting brackets and complete with rubber bulb, in good order and measuring approximately 203cm long overall  
£1,000 - 1,500  
€1,200 - 1,800

108  
A Veteran eight-trumpet car horn, French, circa 1910, nickel-plated horn with three valves, fitted with rubber bulb, measuring 72cm long overall, some small dents to trumpets in places.  
£900 - 1,200  
€1,100 - 1,400

109  
Veglia dashboard instruments for Ferrari 250 GT 'Tour de France' and SWB models, Italian, late 1950s early 1960s, comprising six matched instruments each black dial with English text, comprising Speedometer in 20-180 MPH with 'lights' indicator, numbered 2301 and stamped 3v, Rev counter with 'Defroster Dynamo Autoflux' indicators, numbered CG 903, Oil Pressure numbered 64 1115, Oil Temperature stamped 12V, Water Temperature numbered TTE 2054 and Fuel gauge numbered L2010, used condition.  
(6)  
£600 - 800  
€700 - 940

110  
An illuminated Chauffeur's Instructions instrument and Angelo Tito Anselmi: 'Isotta Fraschini' book, the dial nickel plated with seven lettered glazed panels with instructions for Left, Right, Quick, Slow, Stop, Turn Around and Go Home, 12cm diameter, 9cm deep, the book with dust jacket, 1977 first edition, 353 numbered pages, pencil marks to frontispiece, 4to.  
(2)  
£550 - 700  
€640 - 820



111

111  
**The steering wheel from C H Bussler's Gullwing Mercedes-Benz 300SL lightweight, 1955-56,** used, cream coloured, with chrome and Perspex centre boss, the outer rim now fitted with tan leather cover, with hinged back to the boss, 42.5cm diameter, together with a white helmet by Alas of Italy, worn, and enamel plaques for the 1955 Midnightsun rally and the 1955 Tulipenrallye, and four photoprints depicting the car and driver on the 1956 Tulipenrallye, with the helmet in the back of the car.  
 (8)  
 £1,750 - 2,000  
 €2,000 - 2,300

CH Bussler, was a Swedish racing/rally driver active in the 1950s, after he and his Mercedes retired from racing, the steering wheel was hung up in the restaurant ceiling at the Royal Automobile Club in Stockholm. It was recently returned to his family.



116



117



113

114

112 ◇  
**Assorted 4½ Litre Bentley spares,** comprising a set of pistons, con-rods, crankshaft, camshaft, propshaft, clutch brake yoke and other spares, used.  
 (Qty)  
 £500 - 700  
 €580 - 820

113  
**A Bosch VG8 distributor to suit Alfa Romeo 8C 2300,** German, new/old stock, number VG8 BR163 with brown Bakelite arm carrier and lead cap.  
 £500 - 700  
 €580 - 820

114  
**A Scintilla Vertex magneto to suit Alfa Romeo 8C 2300,** Swiss made, with makers plaque (cracked) numbered 0 6 15° 400-650-2100, the casing stamped G70161, with original Bakelite cap, used.  
 £600 - 800  
 €700 - 940



115

115 ◇  
**Assorted Alfa Romeo 8C 2300 manifolds,** comprising two finned inlet manifolds, two exhaust manifolds for 2nd or 3rd series car, and one 1st series manifold, used.  
 (5)  
 £600 - 800  
 €700 - 940

116 ◇  
**A reproduction Alfa Romeo 8C 2300 cylinder head, 1970s,** as new, unused.  
 £1,200 - 1,400  
 €1,400 - 1,600

The Alfa Romeo 8C 2300 cylinder head reproduction castings were a project organised by Barry Bowyer in 1973. The machining was organised by David Black and it is believed the work was carried out by Brineton Engineering.

117 ◇  
**A pair of Alfa Romeo 6C 1750 GTC halfshafts,** complete with oil seals, bearings and bearing housings.  
 (2)  
 £500 - 700  
 €580 - 820



## Picnic Sets & Luggage

118

A Louis Vuitton dispatch box, tan Vuittonite case, with brass 'LV' catches, brown leather handle branded 'L.Vuitton' to lid, opening to reveal lined interior, 38 x 25 x 14cm.  
£500 - 700  
€580 - 820

119

A hat-trunk by Goyard of Paris, circa 1895, brown canvas covered wooden case applied with travel labels, brass lock and catches, leather reinforced edges and single leather handle to lid with maker's plaque to right side, opening to reveal maroon velvet lined padded interior with hat fixings and straps, 46 x 38 x 34cm.  
£600 - 800  
€700 - 940

120<sup>†</sup>

A cased set of Bartholomew's road maps for England, circa 1910, black pigskin case with nickelled locks and catches and handle to lid, opening to reveal three sections containing, 37 folded linen-backed maps, with measuring wheel contained behind strap in the lid, the case 33cm wide.  
£1,000 - 1,500  
€1,200 - 1,800

121

A Louis Vuitton steamerbag, circa 1960, Vuittonite 'LV' patterned soft case with brown leather lower and upper trim with handle, looped strap and brass fittings, approximately 49cm high.  
£1,000 - 1,200  
€1,200 - 1,400

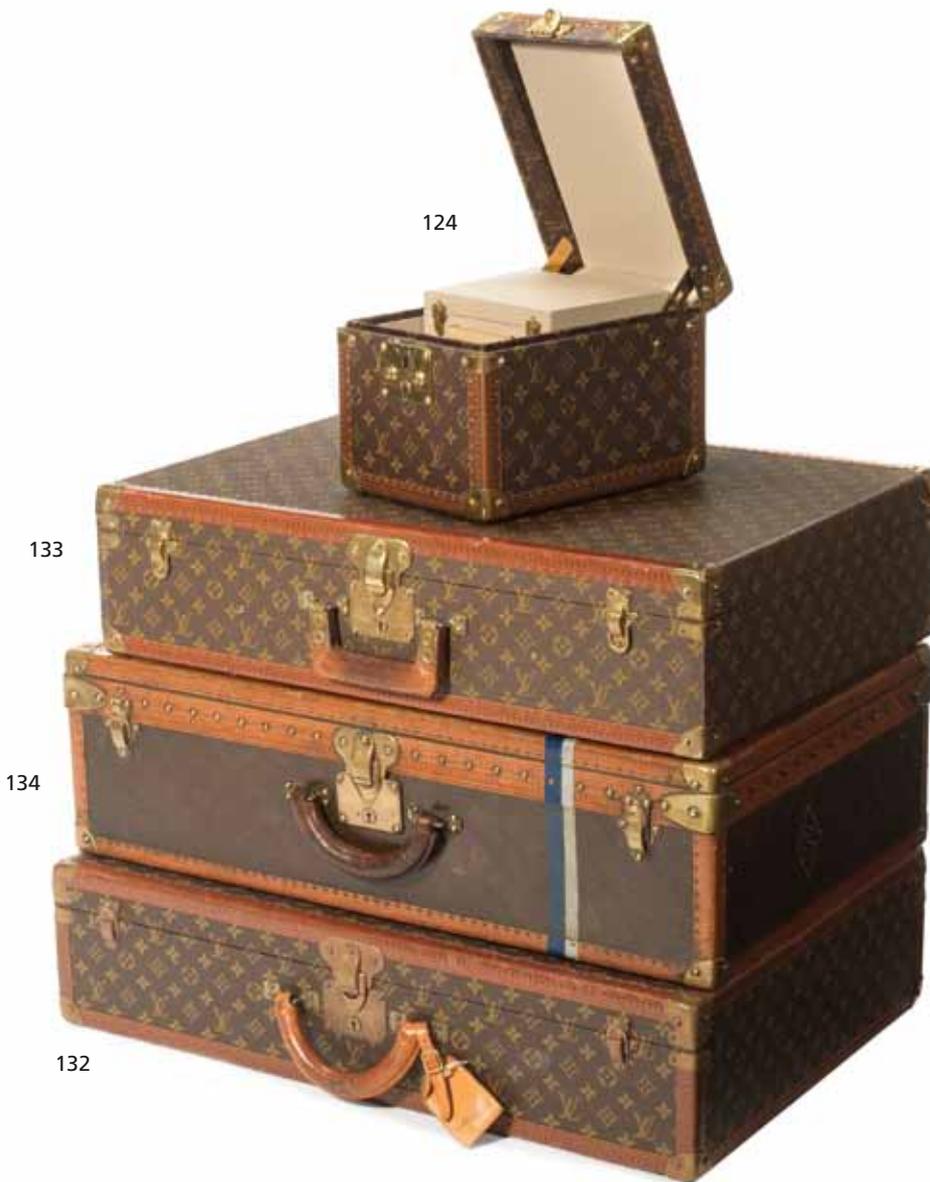


122

A Louis Vuitton leather 'Gladstone' bag, circa 1900, brown textured leather case with reinforced lower corners, brass lock and catch stamped 'Louis Vuitton' and brass end locking supports, twin leather handles and locking bar impressed with Louis Vuitton maker's mark, with stamped copper rivets to each end and underside, opening to reveal canvas lined interior with side pockets, 62cm wide overall.  
£1,200 - 1,400  
€1,400 - 1,600



120



**123<sup>Y</sup>**  
**A fine crocodile skin vanity case with silver accessories, by Drew & Sons, Piccadilly Circus, London, 1903,**  
 dark green crocodile skin case with nickelled locks and catches, the lid opening to reveal green watered silk lined interior with side pockets fitted with various glass jars and bottles of assorted sizes with hallmarked sterling silver lids, also with centrally placed small brass carriage clock, ivory-backed shoe, clothes and hair-brushes, leather cased jewellery box, hand mirror, manicure set, telephone book, sewing set and other items, with documents wallet, ivory shoehorn and glove-stretchers housed in the lid, many pieces marked Drew & Sons, complete with brown canvas cover.  
 (2)  
**£600 - 700**  
**€700 - 820**

**124**  
**A Louis Vuitton vanity case,**  
 number 1070687, LV monogram pattern, with leather handle, brass catches, locks with key, corners and rivets, re-enforced leather edging, 30 x 21 x 20cm, with smaller internal case fitted with mirror in lid 18.5 x 16 x 7cm.  
 (3)  
**£800 - 1,200**  
**€940 - 1,400**

**125<sup>†</sup>**  
**A gentleman's travelling vanity case with silver accessories, by H Greaves of New Street Birmingham, 1911,**  
 honey leather case with leather handle, nickelled locks and catches, the lid opening to reveal tan leather interior fitted with mainly sterling silver accessories by H Greaves and hallmarked London 1911, including five glass jars of assorted sizes, clothes and shoe brushes, near complete manicure set in leather pouch, and a leather covered notepad with pen, inkwell and vesta case, with comb and hand-mirror behind straps in the lid, the case, with maker's branding to front, measuring 35cm wide.  
**£900 - 1,200**  
**€1,100 - 1,400**

**126**  
**A Louis Vuitton vanity case,**  
 post-war, with 'LV' monogram pattern, brass reinforced corners, LV branded lock and catches, tan leather handle to lid with travel tag, opening to reveal beige interior with leather strap for various bottles and jars and single lift-out tray, bearing label with serial number '949897' and mirror in lid, complete with key, 40 x 23 x 20.5cm.  
**£1,200 - 1,400**  
**€1,400 - 1,600**

**127**  
**A Louis Vuitton vanity case, 1970s,**  
 Vuittonite case with 'LV' monogram pattern, brass reinforced corners, LV branded lock and catches, single branded tan leather handle, opening to reveal tan interior with label and mirror in the lid, tan leather strap for various bottles and jars and with single lift-out tray, complete with key, 40 x 23 x 20cm.  
**£1,200 - 1,400**  
**€1,400 - 1,600**

**128**  
**A Louis Vuitton suitcase,**  
 number 943068, monogram LV pattern, brown leather edging and tan leather handle, brass rivets, corners, catches and lock, interior with lift-out tray, the case 65cm wide.  
**£500 - 700**  
**€580 - 820**

**129**  
**An expanding leather suitcase, by Bengal Waterproof Works of Calcutta,**  
 honey leather case with reinforced corners, applied with travel labels, brass locks and catches with heavy leather handles to front and both sides, the expanding lid with maker's plaque, opening to reveal beige cloth lined interior with side pockets, the case 61cm wide overall, offered together with a carved wooden handled horsehair fly-whisk.  
 (2)  
**£500 - 700**  
**€580 - 820**

**130**  
**A Louis Vuitton suitcase,**  
 number 984353, monogram LV pattern, brown leather edging and tan leather handle, brass rivets, corners, catches and lock, interior with lift-out tray, the case 65cm wide.  
**£600 - 800**  
**€700 - 940**

**131**  
**A Louis Vuitton case, pre-War,**  
 brown Vuittonite covered suitcase applied with travel labels, with brass lock, catches and reinforced corners, single leather handle, the lid bearing label to inside, opening to reveal cloth-lined interior, 50 x 32 x 14cm.  
**£700 - 900**  
**€820 - 1,100**

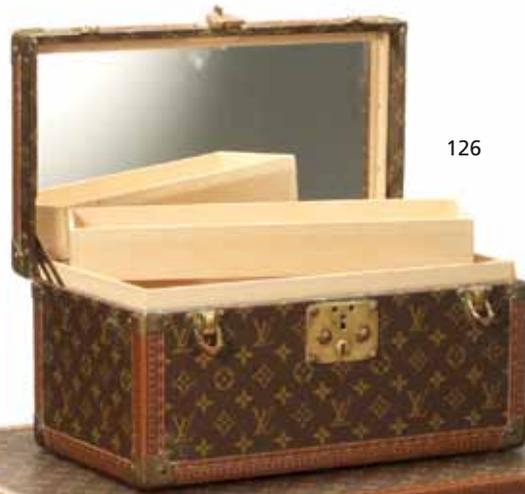
**132**  
**A Louis Vuitton suitcase,**  
 number 985282, LV monogram pattern with leather handle, brass catches, lock, corners, leather reinforced edges, 76 x 50cm, some travel wear, complete with key and luggage tag.  
**£700 - 900**  
**€820 - 1,100**



125



123



126



128

130

133

A Louis Vuitton suitcase, LV monogram pattern, with leather handle, brass catches, locks, corners and rivets, reinforced leather edging, 70 x 47 x 17cm, some travel wear.  
£1,000 - 1,500  
€1,200 - 1,800

134

A Louis Vuitton suitcase, number 843135, with Meyers Luggage Shops label, LV monogram pattern, painted with two thin dark and light blue stripes and initialled O.F.W., with leather handle, brass catches, locks, corners and rivets, reinforced leather edging, 76 x 46 x 21cm, some travel wear, internal repair to side panel.  
£1,000 - 1,500  
€1,200 - 1,800

135

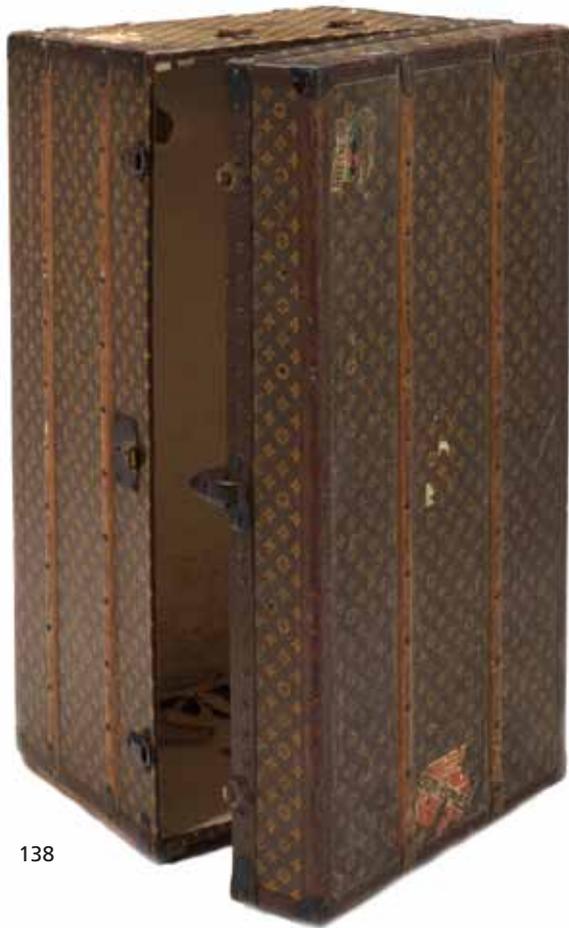
A Louis Vuitton suitcase, 1960s, 'LV' monogram pattern, brass locks, catches and reinforced corners, single leather handle branded 'L.Vuitton' with lid bearing label to inside numbered 878876, opening to reveal beige interior with canvas straps, in good condition, offered with key, the case 60 x 42 x 18.5cm.  
£1,000 - 1,200  
€1,200 - 1,400

136

A Louis Vuitton 'lightweight' suitcase, pre-War, 'LV' monogram pattern, brass lock and catches, with single leather handle, the lid bearing label numbered 817054 to inside, opening to reveal beige cloth-lined interior, the case applied with travel labels, 70 x 40 x 18cm.  
£1,000 - 1,200  
€1,200 - 1,400

137

A Louis Vuitton suitcase, post-War, 'LV' monogram patterned case applied with travel labels, with 'LV' branded brass lock, catches, and reinforced corners, with leather edging, brown leather handle, the lid opening to reveal beige lined interior with cloth straps, 66 x 45 x 17cm.  
£1,000 - 1,200  
€1,200 - 1,400



138

138 ◊

A Louis Vuitton wardrobe trunk, 1920s, 'LV' monogram patterned case with remains of travel labels and painted 'M.N.' initials to top surface, with brass lock stamped 'Louis Vuitton - London, 149 New Bond Street', 'LV' branded catches and hinges, metal reinforced corners and leather edging, two leather handles (upper handle detached but present), wooden battens to each side with branded rivets and rollers to back, the door opening to reveal beige canvas lined interior bearing maker's label and numbered 734273 to floor and with internal leather strap, lacking some interior fittings, measuring 112cm high in standing position.  
 £1,500 - 2,000  
 €1,800 - 2,300



139

139 ◊

A Louis Vuitton wardrobe trunk, scarce small wardrobe type model M12050, number 932314, LV monogram pattern, brass reinforced corners, catches, locks and rivets, with brown leather edging, the interior fitted with folding metal hanging rack complete with retaining bar, two wooden hangers, two wooden bars, two wooden bars on straps, the door fitted with two folding trays, some travel wear, one handle part detached, 87 x 55 x 23cm, with two keys.  
 £2,000 - 3,000  
 €2,300 - 3,500

140 †

A fine cased cocktail set for six persons, by James Dixon and Sons, retailed by Dunhill, brown pigskin case with leather handle and leather edging around the lid, monogrammed 'N.F.W.', the interior fitted with electro-plated Britannia Metal drinking accessories comprising central 1-pint cocktail shaker with strainer and lid, stamped under base with maker's markings and numbered '222' and 'L2024', containing six drinking beakers and bitters bottle, surrounded by three curved 7oz spirit flasks, each stamped with maker's markings to base and also numbered 'L2024', the case 20cm high overall.  
 £2,000 - 2,500  
 €2,300 - 2,900



140



141



143



142

141<sup>†</sup>

A fine specially commissioned cased cocktail set for six persons, by James Dixon & Sons, circa 1909, tan pigskin case with nickelled lock and catch, single leather handle to lid, opening to reveal suede-lined compartmentalised interior fitted with full complement of electro-plated drinking accessories, many with James Dixon markings and comprising 1½ pint cocktail shaker with strainer and lid, four matching 14oz spirit flasks with engine-turned canted corners, six stacking drinking tumblers and small glass bitters bottle, with long-handled stirrer, spoon and John Watts corkscrew and bottle opener, the case with slight splitting to rear of lid, measuring 24cm high.  
£5,000 - 6,000  
€5,800 - 7,000

142<sup>◇</sup>

A cased picnic set for four persons, pre-War, brown leather case with leather handle, nickelled locks and catches, opening to reveal red leather-cloth lined interior fitted with two tin flasks, two food tins, ceramic cups, jar, salt and pepper pots, with ceramic saucers, circular enamel plates and cutlery housed behind leather straps in the lid, offered with key, the case 47cm wide.  
£500 - 700  
€580 - 820

143

A Coracle picnic set for two persons, pre-War, black Rexine case, nickelled locks and catches, single handle, the lid with impressed monogram 'C.W.N.' opening to reveal wicker framework interior fitted with wicker-handled copper kettle by G W Scott & Sons, wicker-covered bottle, Coracle ceramic based food box, a smaller food tin, glass tumblers with wicker cases, ceramic cups and saucers, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case 40cm wide.  
£500 - 700  
€580 - 820



146



144



145

144 ◇

A Westfield 'Model 4-6' picnic hamper in Aston Green, late 1990s,

for four persons, includes divided plate covers, side plate holder, matching ceramic plates, sideplates and coffee cans, wine glasses, vacuum flask, pepper pot, wine bottle cover, bottle opener and corkscrew, pepper mill, cutlery and napkins, together with 'The Westfield Range' sales catalogue, ephemera and price list and four additional plain plastic covers.

£500 - 600

€580 - 700

145

A Coracle picnic set for two persons, by Asprey, London, pre-War,

brown leather case with nickelled locks and catches, leather handle, the lid opening to reveal wicker framework interior fitted with Thermos flask, ceramic-based food box by Coracle, another food tin, condiments box by Swaine & Adeney of London, stacking glasses in wicker frames, china cups by Mason's, and other accessories, with Masons china saucers, rectangular enamel plates and cutlery housed behind leather straps in the lid, the case 40cm wide.

£600 - 800

€700 - 940

146 ◇

A cased picnic set for four persons, pre-War,

black leather-cloth case, with brass locks and catches, brown leather reinforced edging and single handle, the lid opening to reveal wooden lined interior with compartments fitted with leather-covered Thermos flask, large and small wicker-covered bottles, two ceramic-based food boxes, stacking beakers, other glass jars, porcelain cups by Limoges and other accessories, with Limoges saucers, and cutlery housed in the lid, the case 52cm wide and applied with travel labels.

£700 - 900

€820 - 1,100



149



148



147

147<sup>†</sup> Y

A fine and rare leather-cased two-person tea set, by Tonnel, 12 Rue de la Paix, Paris, circa 1909,

brown textured leather case embossed 'M H', with single leather handle, bearing gilt maker's mark to front locking plate, lid opening to reveal chamois fitted interior containing silver-plated accessories including saucepan with detachable handle and lid, burner with stand, glass bottle, pair of stacking cups with ivory sections and detachable wicker-covered handles, saucers, tea caddy and shaped flask, many pieces stamped with maker's name or part number, the case 20cm wide overall.

£1,500 - 2,000

€1,800 - 2,300

149<sup>Y</sup> ◇

A cased 'En Route' picnic and drinks set for four persons, by Drew & Sons, circa 1910,

black leather-cloth case with geometric design, nickelled locks, catches and handles and maker's plaque to front of lid, the fall-front opening to reveal interior with wicker framework fitted with wicker-covered drinks bottle, cocktail shaker, smaller glass milk bottle, three food tins, glass beakers with wicker cases, and enamel rectangular plates, the cutlery, including ivory-handled knives, housed behind leather straps in the lid, the case measuring 46cm wide overall.

£1,800 - 2,400

€2,100 - 2,800

148

A leather cased 'En Route' picnic and tea-set for two persons, by Drew & Sons, circa 1910,

brown leather case, nickelled lock and catch, single leather handle and leather straps, the lid opening to reveal wooden compartmentalised interior fitted with wicker-handled kettle and decorative burner, wicker-covered milk bottle, larger glass drinks bottle with nickelled beakers, food tin, gilt-handled china cups and saucers, and wicker covered salt and pepper jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 40cm wide.

£1,500 - 2,000

€1,800 - 2,300



152



151



150

150 ◊

A cased picnic set for four persons, by G W Scott & Sons, 1920s, black leather-cloth suitcase, with nickelled locks, catches and handles, the lid opening to reveal wicker framework interior fitted with wicker-handled copper kettle with burner, a pair of wicker-covered drinks bottles, two Coracle brand ceramic-based food boxes, a food tin, spirits flask, wicker-cased beakers, china cups and saucers by Bisto, and ceramic butter and preserves jars, with enamel rectangular plates and cutlery housed behind leather straps in the lid, complete with key, the case measuring 63cm wide overall.

£2,000 - 2,500

€2,300 - 2,900

151 ◊

A large leather-cased picnic set for six persons, retailed by Harrods, circa 1920, brown leather suitcase, with nickelled locks and catches, heavy-duty leather handles to each end and single carrying handle to front, reinforced leather corners and two leather straps, the front of case bearing Harrods embossed branding, with lid opening to reveal wooden compartmentalised interior fitted with wicker-handled kettle and burner, a pair of large wicker-covered drink bottles, a smaller glass milk bottle, two Coracle brand ceramic based food boxes, gilt-rimmed drinking glasses, ceramic cups and saucers, two large rectangular enamel serving dishes and other accessories, with circular enamel plates, cutlery and vesta case housed behind leather straps in the lid, the case measuring 72cm wide overall.

£2,000 - 3,000

€2,300 - 3,500

152 ◊

A fine cased picnic set for six persons, by G W Scott & Sons, circa 1910, black leather-cloth case, with nickelled lock, catches and handles, with lid and fall-front opening to reveal wicker framework interior fitted with wicker-handled kettle and burner, two wicker-covered drinks bottles, two smaller drinks bottles, set of nested glass beakers in wicker framework, two Coracle brand ceramic based food boxes, another food tin, gilt-edged bone china cups and saucers by Bisto, ceramic butter and preserves jars and rectangular enamel plates, the cutlery housed behind leather straps in the lid, the case measuring 65cm wide overall.

£6,000 - 7,000

€7,000 - 8,200

153<sup>†</sup> ◇

**An extremely fine specially commissioned picnic and tea-set for four persons, by Louis Vuitton, circa 1906,**

black leather-cloth case with brass lock and catches marked 'LV', brass reinforced corners and marked studded edging, with original wooden base struts to base, the lid with heavy-duty brown leather handle held with 'Louis Vuitton' branded straps and bearing '1 Rue Scribe Paris - Louis Vuitton - 149 New Bond Street London' mark and numbered '143356' to inside, opening to reveal wooden yellow fabric lined compartmentalised interior with lift-out upper tray with leather handles containing various electro-plated accessories including wicker handled teapot and saucepan with burner, two glass jars with lids, small spirits flask, tea caddy, four drinking beakers, vesta case, three condiments jars, and two other smaller lift-out sections housing ceramic teacups and saucers.

The main section fitted with two large glass drinks bottles with electro-plated lids, a large Coracle ceramic-based food box, electro-plated dinner and dessert plates, cutlery and bottle opener, and two other lift-out sections containing two smaller Coracle ceramic based food boxes, a smaller glass bottle and another food tin, revealing hidden compartments in the base, many pieces with bases or lids marked 'Louis Vuitton', the case measuring 59cm wide.

£40,000 - 50,000

€47,000 - 58,000





156



161



160



155



157



158

## Formula 1 & Motorsport

154

A Michael Schumacher signed steering wheel, by Personal, dark blue suede covered in glazed Perspex display, mounted with label "Michael Schumacher's personal blue suede steering wheel, as used during the 1995 Australian practice and Grand Prix, where he qualified third but retired during the race", the case 36cm wide.  
£500 - 600  
€580 - 700

155

A signed Riccardo Patrese replica helmet by Arai, in the design of white with blue stripes of Riccardo Patrese, gift to a Renault VIP in 1989, the helmet carries no branding other than a promotional Renault Elf visor strip, XL size, signed to top of helmet in blue marker 'Con Amicizia R Patrese', presented in a Perspex display case.  
£500 - 600  
€580 - 700

156

A signed Kimi Raikkonen 2005 Monaco replica helmet, manufactured by Index, signed on the visor in gold marker, with sponsors logos for Tag Heuer, Sap, Mobil 1, Siemens, Boss and Arai, presented in a Perspex display case.  
£500 - 600  
€580 - 700

157

A signed Damon Hill 1996 Williams-Renault replica helmet, by Arai, by Mike Fairholme Designs, in dark blue with white 'oar-blade' design, with Rothmans and Andersen Consulting branding and visor with Elf Renault visor strip, after the design as worn by Hill during his Championship winning year, signed to crown by Hill in gold-coloured pen with dedication 'To Peter - Thanks for Everything in 1996'.  
£500 - 600  
€580 - 700

158

2011 Formula 1 World Champion Sebastian Vettel's signed Alpinestars glove right handed, with label stamped SV-08-11 inside the cuff, signed faintly on the wrist adjuster, worn, display mounted with a colour photograph depicting Vettel celebrating his victory with his gloved right hand in the air, display mounted, framed and conservation glazing, 55 x 62 overall.  
£500 - 700  
€580 - 820

This glove was worn by Vettel at the 2011 Korean Grand Prix, the 16th race of the season when he drove to victory and when he made the famous 'Number 1' salute with his raised index finger after he crossed the line, securing the Formula 1 World Constructors Championship title for Red Bull Racing. In 2011 at the 15th Race of the season Sebastian Vettel won his second Formula 1 Driver's World Championship, at the end of the season his winning margin was 122 points. In 2012 he won his third consecutive driver's title in the last race of the season to win by a margin of 3 points. At the time of going to press Vettel is leading the 2013 Driver's Championship.

159

**A pair of Roberto Guerrero 'Theodore Racing Team' Formula 1 racing overalls, 1983,** with driver's name to left breast, decorated with Marlboro, Cafe de Colombia, Valvoline, Champion and Caribu logos, worn, together with a pair of blue Simpson boots in used condition and a signed poster depicting Guerrero in his number 33 Theodore N183, 50 x 70cm, glazed.

(3)

£550 - 650

€640 - 760



162



163

160

**A signed Michael Schumacher 1995 official Bell replica helmet,** signed on the visor in silver marker, with sponsors logos for Mild Seven, Renault, elf Minol, Sonax, Technogym and Bell, limited edition number 78 of 100, presented in a Perspex display case.

£700 - 900

€820 - 1,100

161

**A signed Michael Schumacher 2006 replica 'ninety-one Grand Prix victories' helmet,** tinted visor signed in silver by Schumacher, the helmet bears the details of his ninety-one Grand Prix victories during his career, with sponsors logos for Vodafone, Ferrari, Schubert and AMD, offered together with a certificate authenticating Schumacher's signature by Charles Phillips & Sons.

(2)

£700 - 800

€820 - 940



163A

162

**Christophe Bouchut's 2007 Le Mans Aston Martin race-suit,** by Sabelt, in green and white, with Aston Martin Racing Larbre Team embroidered logo to back, Motul, Sabelt and Frezza sponsors logos to right breast and sleeves and driver's name to belt, worn by Bouchut who started from Pole Position driving the DBR9, finishing 7th overall and 3rd in the GT1 class at the event, offered together with certificate of authenticity.

(2)

£800 - 1,200

€940 - 1,400

163

**Damon Hill's 1998 Jordan race overalls, by Sparco,**

Nomex overalls in yellow, with Buzzin Hornets, Goodyear, Mastercard, Mugen Honda, Repsol, S.Oliver and other sponsor's branding, with driver's embroidered name and national flag to right pocket, with label to inside with handwritten driver's name and date 05.06.'98, worn by Hill during his 1998 season with the Jordan Mugen Honda Team, offered together with a pair of Sparco race gloves in black and grey, used, and a Sparco bag.

(4)

£1,000 - 1,500

€1,200 - 1,800

163A

**The driver's door panel from Sir John Whitmore's 1965 Lotus Cortina Competition Saloon,** number 21 with crash damage, 65 x 107cm, together a framed and glazed print of the car driven at speed by Sir John Whitmore, 63 x 63cm, a framed and glazed painting by Anon, acrylic on artist board depicting the 1965 Ford GT Works Prototype Roadster, 46 x 55cm, mounted, framed and glazed, the reverse of that frame applied with another image of the Lotus Cortina.

(3)

£500-700

€580 - 820

The door from KPU392C was presented to Sir John Whitmore by Alan Mann Racing after he rolled the car through 360° while testing at Thruxton. Sir John Whitmore and KPU392C went on to win the 1965 European Touring Car Championship see lot 315 in this catalogue for further information.

Chassis number GT/111 was first tested at the 1965 Le Mans trials by John Whitmore before it was fielded as a Works entrant in the Targa Florio with Bob Bondurant as Co-driver.



164

164

**A collection of F1 autographs collected at the charity cricket match between the Grand Prix Drivers XI v Lord Brabourne's XI, 28 August 1966,**

comprising a miniature Nicholls Crusader cricket bat with 15 signatures including Graham Hill, Colin Chapman, Jim Clark, Jackie Stewart, Denis Hulme, John Surtees and others, a programme for the event with 12 signatures and a monochrome 8 x 10" press photograph depicting the reigning World Champion Jim Clark bowling.

£500 - 700

€580 - 820

The bat was taken to the event by the vendor and was signed for him by the drivers and is the only signed miniature bat known to exist from that event. The vendor has prepared a document identifying each of the signatories which is offered for sale with the lot.



167



165



166



171



173

## Miscellaneous & Fine Items

165<sup>†</sup>  
A motoring-themed spirit flask, glass flask with black leather-covered upper portion, nickel-plated cap, with integral beaker applied with emblem in relief of a vintage 2-seat sports car, 13cm high overall.

£500 - 600  
€580 - 700

166<sup>†</sup>  
A Bugatti radiator decanter, by Ruddspeed, British, 1960, chromed decanter, in the form of a Bugatti radiator, with grille and enamel badge, 20cm high.

£500 - 700  
€580 - 820

167  
A full set of six Jaguar placemats, each decorated with artwork after Roy Nockolds depicting a Jaguar racing scene, in original wooden box with Jaguar badge to the lid, the box 29.5 x 22 x 7.5cm.

(7)  
£500 - 700  
€580 - 820

168  
A 1950s motor racing autograph book, includes autographs of Bira, Moss, Fangio, Gonzales, Salvadori, Rolt, and others, some in pencil others in pen, small 8vo, the spine repaired and strung with 10 card tickets and pit and paddock passes for Goodwood and Silverstone.

£500 - 700  
€580 - 820

169  
A Land Speed Record cigarette case, presented by George Eyston to 'Nobby' Marney, 1932, the sterling silver case by Robert Pringle & Sons, hallmarked Birmingham, 1929, engraved to inside 'To P.Marney. (Nobby) - Pendine - Feb 8th 1932 - From....' followed by engraved signature of G E T Eyston, the case 82mm high, presented by Captain Eyston to his mechanic 'Nobby' Marney, after breaking the Class H Speed Record at 118.38mph in the MG 'Magic Midget' at Pendine Sands 1932.

£600 - 800  
€700 - 940



169



170

170<sup>†</sup>

A sterling silver 'SS Jaguar' desk lighter, by the Birmingham Medal Co., British, 1937, hallmarked, inscribed with SS Jaguar emblem, presented to D.S. Shiel and inscribed with facsimile signature, 6.5cm high, on a black Bakelite base.  
 £800 - 1,000  
 €940 - 1,200

171<sup>†</sup>

A Bugatti Radiator 'Rototherm' deskpiece temperature gauge, circa 1932, chrome-plated, in the form of a Bugatti radiator with grille and enamel badge, with integral Rototherm temperature gauge with dial measuring from -20 to 140°F, some loss to plating on lower right side, 19cm high, mounted on a black painted wooden base.  
 £800 - 1,000  
 €940 - 1,200

172 ⋄

A 160Hp Beardmore Armstrong Whitworth F.K.8 twin-bladed wooden propeller, by The Lang Propeller Works, Weybridge, laminated mahogany, with eight radial boltholes, the hub marked 'DRG.LP 2390 A 160HP BEARDMORE ARMSTRONG WHITWORTH' to one side and 'D2840 P1900 L15420' to the other, with AID and 'B7' stamps and manufacturer's transfer to one blade, measuring 284cm tip to tip.  
 £800 - 1,200  
 €940 - 1,400

The Armstrong Whitworth F.K.8 was a British 2-seat bomber reconnaissance aircraft designed by Frederick Koolhoven developed from the 120hp engined F.K.7 which first flew May 1916. Later versions of the F.K.8 were fitted with smaller radiators, streamlined nose-cowling and 'V'-shaped undercarriage and powered by 160hp Beardmore aero engine.



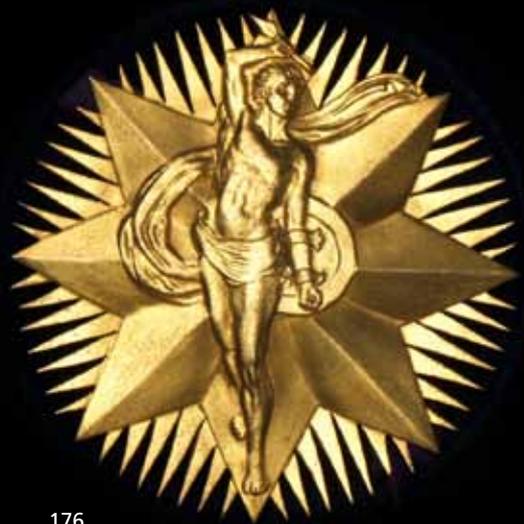
172



175 (obverse)



175 (reverse)



176

173<sup>†</sup>

A Bugatti radiator desk-piece mounted as a clock, nickel-plated body with brass cap, numbered '080/250' and with engraved signature under base, with mesh grille and enamel Bugatti badge, later fitted with modern battery-powered Quartz movement with brass hands, 19cm high, contained in black-painted wooden felt-lined box with lid.

(3)

£900 - 1,200  
€1,100 - 1,400

174

A Brooklands silver lidded tankard 'BRDC 500 miles race' award presented to Cyril Paul, 1931, hallmarked Charles Boyton & Son, London 1931, the lid with lion decoration, the front engraved 'B.R.D.C., 500 Miles Race, October 3rd 1931, Presented by the B.A.R.C. to the driver of the fastest finishing car, won by Bentley No46, Entrant Capt Woolf Barnato, Driver's J Dunfee & Cyril Paul', 16cm high overall.

£1,000 - 1,200  
€1,200 - 1,400

The long-tailed Speed Six 6½ Litre Bentley two seater driven by Jack Dunfee and Cyril Paul averaged an on-track speed of 118.39mph in a drive that lasted 5 hours 32 minutes and 13 seconds, including pit stops, they finished a full 20 minutes ahead of their nearest rivals.

175

A 1922 Targa Florio gold medal presented by Feste e Rivioni Sportiva, Palermo, Sicilian, 18 carat, weight 30g, the reverse signed 'Bistolfi', depicting Fortune's Wheel, 30g, 3.4cm diameter, engraved with presentation details, presented for second place in category four.

£1,000 - 1,200  
€1,200 - 1,400

The Targa Florio was a road race established in 1906 by wealthy industrialist and racing enthusiast Vincenzo Florio (1883-1959). The race took place in Sicily and by the mid-1920s had earned a reputation as one of the most challenging and important of its kind in Europe. Category four in the 1922 race was for cars up to 3.3litres, second place in that category was German driver Otto Hieronimus in his Works Steyr 12/40Hp car, finishing 7th overall. The overall 1922 race was won by Mr Giulio Masetti with Mercedes. This was a third time win for Masetti who had also claimed victory in 1920 and 1921.

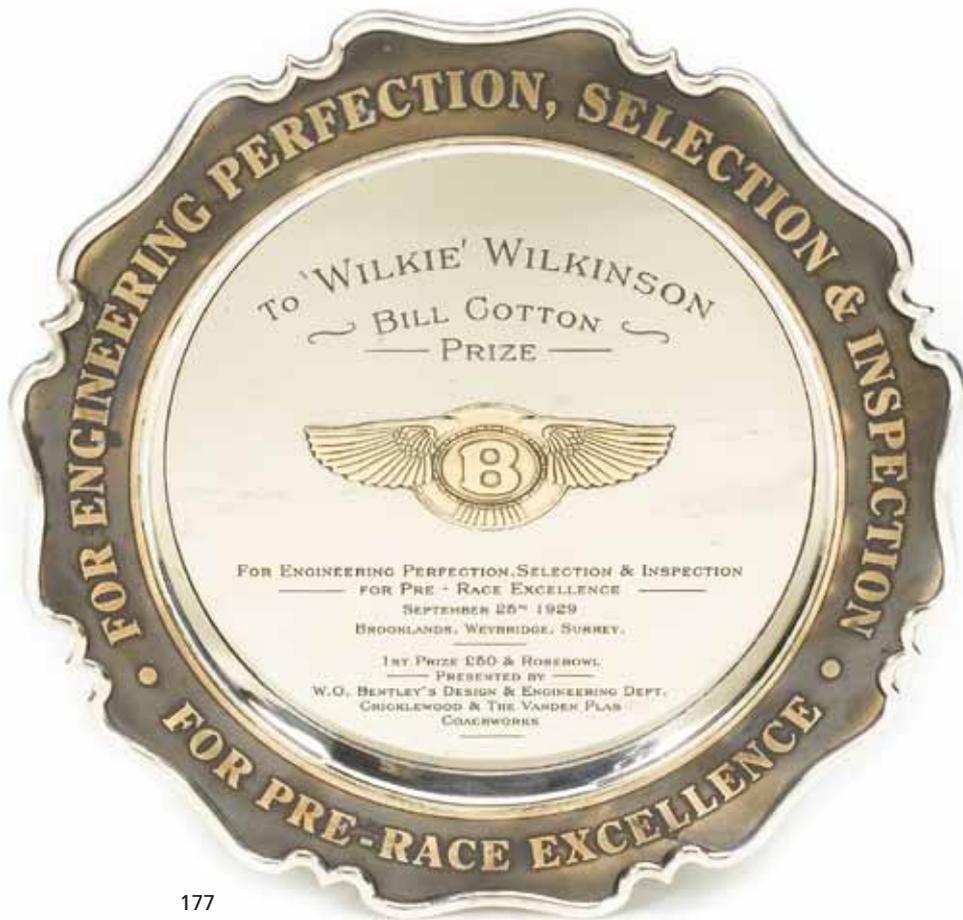
The medal was designed by the Italian Symbolist sculptor Leonardo Bistolfi (1859-1933) and was minted in bronze, silver and gold until 1930.

176\*

'The Star' Gold Trophy Race award won by E W Pacey, 1936 sterling silver with gilt plating, engraved with presentation details to the reverse, 8.5cm diameter, in Wilson & Gill presentation case. (2)

£1,300 - 1,900  
€1,500 - 2,200

The 1936 Gold Star race was won at 122.53mph by E W Pacey in his Pacey-Hassan Special, consisting of a single-seater 4½ Litre Bentley, painted all-black, made by Hassan & Saunders, with drilled side members and cross members, underslung rear axle, 3 litre Bentley front axle (no front brakes!). The engine fitted with domed pistons, special stiffened connecting rods and a compression ratio of 9 to 1, bored out 101mm giving a capacity of 4,4876cc. Built for speed, the Pacey-Hassan Special was run on alcohol fuel with 20% Benzole and the lubricating oil was heated before being put into the engine before each race.



177

177

A silver presentation 'Bentley/Bill Cotton' rosebowl, hallmarked London 1925, the outer bowl by Wakely and Wheeler, with later inset decorative rim and liner, fitted with central flying 'B' motif, engraved 'To Wilkie Wilkinson', the inset rim surrounded by raised inscription 'For engineering perfection, selection & inspection, for pre-race excellence', the liner engraved 'September 25th 1929', Brooklands, Weybridge, Surrey.' 1st Prize £50 & Rosebowl, presented by W O Bentley, Design and Engineering Department, Cricklewood & The van Den Plas Coachworks, 29cm diameter, together with a complimentary post card from J.G.Hamilton, Station Road Garage, Tiverton, Devon, typed, with details of the presentation.

£3,000 - 4,000

€3,500 - 4,700

William Edward Cotton, (1899-1969)

Billy Cotton, was born in Lambeth, London. He was a British band leader and entertainer, one of the few whose orchestra survived the dance band era. Today, he is mainly remembered as a 1950s and 60s radio and television personality, although his musical talent emerged as early as the 1920s. In his younger years Billy Cotton was also an amateur footballer, a power-boat enthusiast, an accomplished racing driver, a boxer and the owner of a Gipsy Moth which he piloted himself.

Walter Ernest "Wilkie" Wilkinson, (1903-2001)

Born in Friern Barnet, Hertfordshire. As an outstanding Racing mechanic Wilkinson was mostly known as one of the technical geniuses of the post war era. However he also did some racing. Wilkinson was born in London in 1903, the fifth son of a printer. At an age of 14 he joined Blakers Motor and Welding Company in East Finchley in 1917.

In 1924 he moved to Dorset to work as a coach driver and mechanic. In 1929 he joined the firm L. C. Rawlence in Landon, which imported Italian cars. Through them he got the chance to race as riding mechanic to Giulio Ramponi on the Ards circuit in Ireland. Later Wilkinson was riding mechanic to George Eyston at the 1931 Brooklands 12-Hour race. Next he became chief mechanic to Kenneth Evans. He also prepared Billy Cotton's cars. In 1938 he shared the driving in Cotton's ERA at the Donington Grand Prix, finishing 7th. During the war in charge of a test shop for aircraft propellers. He worked for Reg Parnell between 1947 and 1950 before joining Ecurie Ecosse. The D type Jaguars prepared by Wilkinson took victory at the 1956 and 1957 Le Mans. Wilkinson did also some post war racing himself, his last season being 1952 in a Bristol-Cooper. Wilkinson worked for BRM between 1961 and 1972 before retiring. Wilkinson spent his last years mostly in the Caribbean.



177 (detail)



174



178

**178<sup>†</sup>**  
**A fine 1926 Rolls-Royce silver presentation ashtray,** the sterling silver tray, by Sebastian Garrard, of Garrard & Co. 112 Regent Street, London, hallmarked 1926, bearing raised 'HW' initials to rim, with centrally mounted silver Spirit of Ecstasy mascot, measuring 15cm diameter and 9.5cm high overall, the first of a series of eleven corporate Christmas gifts presented to principal Rolls-Royce distributors in England between 1926-1937.  
**£3,000 - 4,000**  
**€3,500 - 4,700**

**179<sup>†</sup>**  
**A fine and rare 1927 Rolls-Royce radiator silver presentation deskpiece clock,** the 8-day brass-cased square-dialed clock with 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, and faint remains of engraved initials 'C.S.M.' (Cockshoat Ltd of Manchester) to the front of base, in working order, 13.5cm high overall, the second of a series of eleven corporate Christmas gifts presented to principal Rolls-Royce distributors in England between 1926 and 1937.  
**£6,000 - 7,000**  
**€7,000 - 8,200**

This desk clock is one of a series of eleven gifts in sterling silver and each incorporating the Spirit of Ecstasy mascot as a decorative theme or inspiration, believed to have been presented to Managing Directors of seven of the major Rolls-Royce distributors as Christmas gifts, between the years 1926-1937, after the successful introduction of the Phantom I, and comprised:

- 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
- 1937 pair of bookends

Recipients comprised:

- Clyde Automobiles of Glasgow
- Watson of Liverpool
- Cockshoat of Manchester
- Rippon Bros of Huddersfield
- Car Mart of London
- Roltes of Maidstone
- Croal of Edinburgh

### Registration numbers

Important Notice to bidders:

Buyers should make themselves aware of the DVLA's Rules and Regulations regarding the transfer of registration numbers before bidding on Lots 180-183. Bidders are also reminded that it is the responsibility of the purchaser to check the details of the V750 or V778 document, and ensure that the number is assigned to a vehicle before the expiry date.

**180**  
**Registration number '6 UZ',** held on V778 Retention Document, expiry date 15/11/2014.  
**£500 - 700**  
**€580 - 820**



179

**181**  
**Registration number 'B 104',** held on V778 Retention Document, expiry date 29/12/2014.  
**£5,000 - 6,000**  
**€5,800 - 7,000**

**182**  
**Registration number 'NO 4',** held on V778 Retention Document, expiry date 11/04/2014.  
**£50,000 - 60,000**  
**€58,000 - 70,000**

**183**  
**Registration number 'NO 1',** held on V778 Retention Document, expiry date 18/04/2014.  
**£80,000 - 100,000**  
**€93,000 - 120,000**

**6 UZ**

180

**B 104**

181

**NO 4**

182

**NO 1**

183



184

184†

A 1938 Land Speed Record breaking 'MG Magnette' sterling silver trophy, presented to Major A T 'Goldie' Gardner, in the form of the Reid-Railton bodied streamlined MG 'Magic Magnette' EX 135 Class G record breaking car as driven by Gardner achieving an average speed over two runs of 186.6mph, and overseen by the NSKK on the reichsautobahn on the outskirts of Frankfurt on 9th November, hallmarked 1938, and produced by the Wilmot Manufacturing Co. of Camden St, Birmingham, with painted enamel 'MG' badges to bonnet and either side of rear of driver's cockpit and Union Flag enamel badges to both sides, 14cm long, mounted on a black wooden plinth with silver plaque engraved:

*'PRESENTED BY - VISCOUNT NUFFIELD - TO MAJOR A.T.GOLDIE GARDNER, M.C. - In commemoration of his record speed of - 186.6 MILES AN HOUR - ON HIS 1086 c.c. "M.G." 9.XI.39'*

the trophy, including base, measuring 20cm long overall, offered together with a 1951 1st edition of Gardner's autobiography Magic M.P.H. (with photocopied cover) and a page from the book by Sallon: Motor-Racing Drivers Past and Present, depicting a caricature of Gardner holding a model of his car.

(3)  
£10,000 - 12,000  
€12,000 - 14,000

This model was presented by Viscount Nuffield to Gardner upon his return to England, at a luncheon attended by representatives of the manufacturers, mechanics and designers involved in preparation of the car, and various Speed Record drivers and other luminaries including Sir Malcolm Campbell, John, Cobb, Captain George Eyston, and Captain Phillips of the RAC. A brief mention of the luncheon and presentation of this model is made in Gardner's autobiography Magic M.P.H. (see page 64) offered with the lot.

185

An NSKK album presented to Major A T G Gardner, German, 1938-39,

brown imitation leather embossed in metal with NSKK eagle and swastika, 36 pages of heavy vellum and interleaved protective sheets, to acknowledge the MG record run of 9 November 1938 on the Frankfurt Autobahn, hand-written and signed 'Richard Prinz of Hess', contains over 150 photographs and many German press cuttings regarding the preparation for and the actual record run at over 187mph, 51 x 39cm, in library box (worn), together with a collection of AAA Contest Board Record Certificates presented to Maj A T 'Goldie Gardner' OBE, MC, for records broken at Bonneville Salt Beds in 1951 and 1952, comprising six unmounted for 1951, fourteen unmounted for 1952 and four framed and glazed for 1952, together with a letter explaining provenance from J W Thornley MG Car Division, The British Motor Corporation Limited, dated 1969.

£1,600 - 1,800  
€1,900 - 2,100



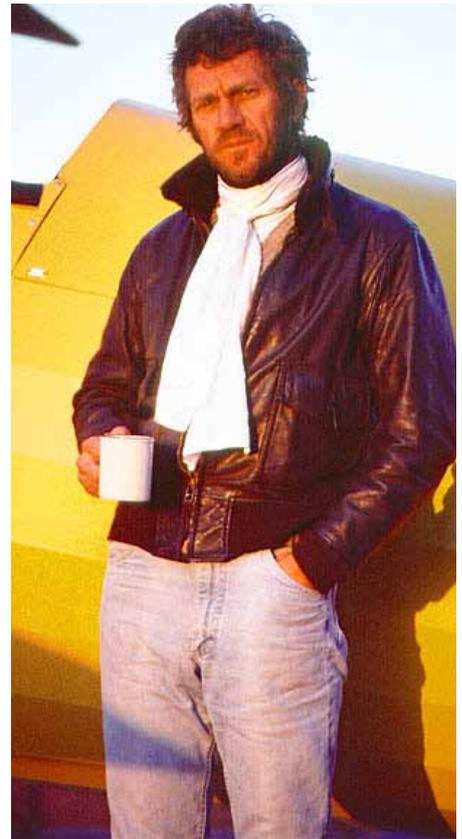
185



185



187



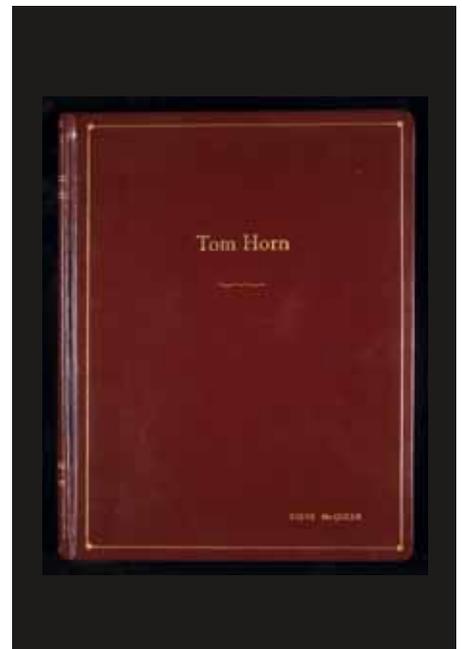
187 (Archive image not for sale)



188

186•  
Steve McQueen's presentation script from "Tom Horn", photocopied script bound in maroon leather; embossed with film title on spine and front as well as "Steve McQueen" on lower right-hand corner; six original print black and white stills from film are bound into back of script; likely given to McQueen as a gift from the producer of the film, 4to.

£700 - 900  
€820 - 1,100



186

187

**Steve McQueen's leather aviator's jacket**, dark brown leather with elastic sleeve cuffs and waist band, fur lined collar, in very good condition.

£10,000 - 12,000  
€12,000 - 14,000

When asked by evangelist Billy Graham what his religion was, McQueen famously replied, 'it's the desert, the grass, the sun in the sky, my wife and kids – and my wheels.'

Sammy Mason, Steve's flying instructor said of his pupil, 'Steve always operated at one speed, as fast as he could go – and he never new the meaning of the word quit'.

Barbara McQueen wrote: "I think part of the attraction of flying for him was the ritual of dressing the part - Steve loved wearing the old fashioned goggles, jumpsuits and leather bomber jackets."

In Steve's later years he became interested in flying and as with his accomplishments on tv and four wheels he was a natural, 'he would fly until spent, sleep and fly again'. A license pilot, Steve owned numerous airplanes and his love of flying is well documented. At the Bonhams & Butterfields November 2006 Steve McQueen Sale his leather flying helmet and goggles, were offered for sale, in the 2013 Festival of Speed auction we are delighted to present Steve McQueen's leather aviator jack. Clearly a favourite, it features in numerous images of McQueen and presents buyers with a rare opportunity to own a piece of McQueen history from his last 'piston engine fascination.

188

**A 'Steve McQueen' Porsche 917 steering wheel from the film "Le Mans"**, metal tri-spoked wheel painted black with signature of Steve McQueen scratched into the surface at the centre of the boss, with other signatures including Jonathan Williams and Michael Parkes, the outer rim of the wheel with stitched black leather padded cover, 31cm diameter.

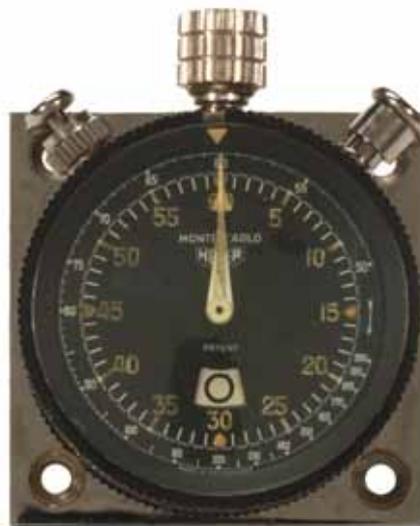
£10,000 - 12,000  
€12,000 - 14,000

See lot 177 Bonhams 15 Aug 2008 Collectors' Automobilia auction, where it was sold as "presented as a gift from Steve McQueen to the vendor".

Michael Delaney: " A lot of people go through life doing things badly. Racing's important to men who do it well. When you're racing, it... it's life. Anything that happens before or after... is just waiting."



189



190

## Wristwatches & Timepieces

189

**An Aston Martin gentleman's wristwatch by Milus, Swiss, late 1980s**, number 258, green dial with gilded lettering, three integral date dials including moon phase, 18 carat gold bezel, stainless steel case, bezel 3cm diameter with tan leather strap, in wooden case (lining worn) with paper guarantee.

£750 - 1,000  
€880 - 1,200

190

**A Heuer 'Monte Carlo' dashboard stopwatch/laptimer, 1970s**, jewelled manual wind Swiss movement, black dial with luminous Arabic numerals, digital jumping hours with lock feature, minute and second hands, start/stop winding crown with return to zero by push button, mounted on a chrome finish back plate, 56mm x 58mm.

£1,400 - 1,600  
€1,600 - 1,900



191

191

**A limited edition Tag Heuer McLaren MP4-12C watch**, number 0033/1000, automatic chronograph with flyback function, Dubois Depraz Caliber 4900, semi-perpetual calendar dial, smoked sapphire crystal, polished black titanium carbide coated hour hand and date dials, minute hands and numerals with super luminescent markers in McLaren Papaya Orange, interior crystal lens showing movement and subsidiary dials, bezel 4.5cm diameter, unworn, in original presentation case complete with instructions booklet and guarantee card, and packing box.

£5,000 - 6,000  
€5,800 - 7,000

192

**Heuer. A stainless steel manual wind chronograph dashboard timepiece**

Super Autavia, Case No.73827, Circa 1967/68  
17-jewel Valjoux Cal.5 manual wind movement with column wheel chronograph, matt black dial with luminous filled Arabic numerals, white outer 1/5th second track with Arabic numeral five second markers, luminous leaf hands with red tipped hour hand, red centre chronograph hand, subsidiary dials at 6 and 12 for running seconds and 30 minute recording, polished round case with snap on back, rotating bezel and glass with red inner chapter, start/stop button atop knurled crown, reset button between 1 and 2, mounted on Heuer back plate number 16.8433 by three screws at 2, 6 and 10 with countersunk mounting holes at each corner, case, dial and movement signed

54mm.  
£1,500 - 2,000  
€1,800 - 2,300

193

**Heuer. A pair of plastic manual wind mounted dashboard chronograph timepieces**

Master-Time and Monte-Carlo, Circa 1980  
Consisting of Master-Time 15-jewel Arogn Cal.28 8-day manual wind movement with hacking function, matt black dial with luminous Arabic numerals and white outer minute divisions, luminous sword hands and white centre seconds, black plastic case with snap on back, knurled crown, together with Monte-Carlo 7-jewel Cal.7714 manual wind movement, matt black dial with luminous Arabic five minute markers and white outer 1/5th second divisions, outer tachymeter scale, white chronograph hand and large white arrow 60 minute recording hand, aperture at 6 for hour recording, black plastic case with snap on case back, bi-directional rotating serrated bezel with luminous arrow on raised inner section, knurled crown, chronograph button in the band at 1 and lap advance at 11, mounted to black plastic quick release back plate by bayonet fittings with countersunk mounting holes at each corner, cases, dials and movements signed

57mm. (2) 121mm x 60mm.  
£1,000 - 1,500  
€1,200 - 1,800

194

**Heuer. A coated stainless steel manual wind 1/5th split second chronograph timepiece**

Case No.304475, Circa 1970  
17-jewel manual wind movement adjusted to 2 positions with column wheel chronograph and split second function, black dial with white Arabic numerals and white outer minute divisions, red outer 1/5th second divisions with Arabic two second markers on white ground, white pointed baton hands, red and white centre split second chronograph hands, subsidiary dials at 6 and 12 for running seconds and 30 minute recording, round black coated case with snap on back, metal cap, start/stop button atop the crown, split second button at 11, Heuer sticker to case back, together with fitted Heuer box, case, dial and movement signed

65mm.  
£800 - 1,200  
€940 - 1,400

195

**Heuer. A stainless steel manual wind chronograph bracelet watch**

Carrera, Ref:7753NT, Case No.106413, Circa 1971  
17-jewel Valjoux Cal.7730 manual wind movement, matt black dial with applied polished baton hour markers, white outer tachymeter scale and raised 1/5th second divisions on white ground, polished pointed baton hands with luminous inserts and black accents, white centre chronograph hand, white subsidiary dials at 3 and 9 for running seconds and 30 minute recording, brushed and polished tonneau shaped case with screw down back, signed crown flanked by twin pushers, fitted link bracelet with folding clasp, case, dial and movement signed

36mm.  
£1,200 - 1,800  
€1,400 - 2,100

196

**Heuer. A stainless steel automatic calendar chronograph bracelet watch**

Daytona, Ref:110.203B, Case No.331987, Circa 1976  
17-jewel Cal.12 automatic movement signed on the bridge Heuer, dark blue dial with luminous filled baton hour markers, white outer 1/5th second divisions and raised outer tachymeter scale, white pointed baton hands with luminous inserts and white chronograph hand, subsidiary dials at 3 and 9 for 30 minute and 12 hour recording, date aperture at 6, brushed tonneau shaped case with screw down back, signed crown at 9 and fluted pushers at 2 and 4, integral brushed link bracelet with signed folding clasp, case, dial and movement signed

39mm.  
£1,000 - 1,500  
€1,200 - 1,800

197

**Heuer. A chrome plated steel manual wind calendar chronograph wristwatch with Martini dial**

Jacky Ickx Easy-Rider, Ref:429801, Circa 1972  
Jewelled manual wind movement, white dial with brown centre section and red stripes, black baton hour markers with inner luminous dots, black outer 1/5 second divisions, white pointed baton hands with red accents and luminous inserts, red centre chronograph hand, subsidiary dials at 6 and 10 for running seconds and 15 minute recording, date aperture at 3, polished elliptical case with movement accessed through the glass, black bezel inserts with tachymeter scale, recessed crown flanked by twin chronograph pushers, fitted black rubber strap, dial signed

44mm x 40mm.  
£800 - 1,200  
€940 - 1,400



193

194

192

198

Heuer. A stainless steel manual wind calendar chronograph wristwatch

Champion, Circa 1974

17-jewel Valjoux Cal.7765 manual wind movement, brushed silvered dial with brown gradient to outer edge, applied polished faceted baton hour markers with luminous inserts, white outer 1/5th second divisions, raised outer tachymeter scale on grey ground, polished baton hands with luminous inserts and red centre chronograph hand, grey subsidiary dials at 9 and 12 for running seconds and 30 minute recording, date aperture at 3, brushed tonneau shaped case with screw down back, crown flanked by twin pushers, fitted black rubber strap with polished buckle, dial signed

£700 - 900

€820 - 1,100



195

199

Leonidas. A plastic manual wind calendar chronograph wristwatch

Easy-Rider, Circa 1972

Jewelled manual wind movement, black dial with yellow centre section and black stripes, white baton hour markers with inner luminous dots, white outer 1/5th second divisions, white pointed baton hands with black accents and luminous inserts, red centre chronograph hand, subsidiary dials at 6 and 10 for running seconds and 15 minute recording, yellow elliptical case with movement accessed through the glass, black bezel inserts with tachymeter scale, recessed crown flanked by twin pushers, fitted black Tropic rubber strap with polished buckle, dial signed

£500 - 700

€580 - 820



196



198



197



199

200

**BRM. A titanium and PVD coated automatic centre second wristwatch**

Ref:W50, Case No.002J6, Circa 2009

25-jewel automatic movement, engraved black dial with screw hour markers, skeletonised surround with wire spoke effect supports, drilled yellow pointed baton hands with luminous tips and centre seconds, brushed and PVD coated round case with back secured by 12 screws, polished steel dog leg lugs, drilled crown between 2 and 3, engraved chequered band, fitted B.R.M. black fabric strap with yellow stitching and keeper, drilled polished buckle, *together with fitted BRM box, outer card and instruction booklet, case signed*

50mm.  
£800 - 1200  
€940 - 1,400

201

**Heuer. A PVD coated automatic calendar chronograph wristwatch**

Montreal, Ref:110501N, Circa 1976

17-jewel Cal.12 automatic movement, black dial with luminous filled baton hour markers, white outer 1/5th second divisions, raised outer tachymeter and pulsation scales, white pointed baton hands with luminous inserts and white centre chronograph hand, subsidiary dials at 3 and 9 for 30 minute and 12 hour recording, coated barrel shaped case with screw down back, signed crown at 9 and fluted pushers at 2 and 4, fitted perforated black leather strap with signed polished buckle, case, dial and movement signed

42mm.  
£800 - 1200  
€940 - 1,400

202

**TAG Heuer. A stainless steel automatic calendar chronograph wristwatch**

Monaco, Ref: CW2114, No.030/230, Case No.SB3217, Circa 2000

37-jewel ETA Cal.2894-2 automatic movement, sunburst brown dial with applied polished faceted baton hour markers, white inner 1/5th second divisions, polished faceted pointed baton hands with luminous inserts and centre chronograph hand, subsidiary dials at 3, 6 and 9 for running seconds, 30 minute and 12 hour recording, date aperture at 6, brushed and polished square case with back secured by 4 screws, signed crown flanked by twin rectangular buttons, fitted brown fabric strap with white stitching and polished buckle, case, dial and movement signed

38mm.  
£1,000 - 1,500  
€1,200 - 1,800

203

**TAG Heuer. A stainless steel automatic calendar chronograph wristwatch with box and papers**

Targa Florio tribute to Juan Manuel Fangio, Ref: CX2113, No.0247/1957, Sold 14th April 2004

37-jewel ETA Cal.2892-2 automatic movement, black dial with luminous Arabic hour markers, white outer 1/5th second divisions, Fangio signature to dial, white pointed baton hands with luminous inserts and centre chronograph hand, subsidiary dials at 3 and 9 for running seconds and 30 minute recording, date aperture at 6, polished round case with back secured by 6 screws, signed crown flanked by twin buttons, milled stepped bezel, fitted TAG Heuer black leather strap with signed polished folding clasp, *together with fitted Heuer box, outer card, slip case, instruction booklet and guarantee card, case, dial and movement signed*

41mm.  
£1,500 - 2,000  
€1,800 - 2,300

204

**Heuer. A stainless steel automatic calendar chronograph bracelet watch**

Montreal Automatic, Ref:750.503N, Circa 1978  
17-jewel Valjoux Cal.7750 automatic movement, matt black dial with luminous filled baton hour markers, white outer 1/5th second divisions and raised tachymeter scale, luminous filled baton hands and orange centre chronograph hand, subsidiary dials at 6, 9 and 12 for running seconds, 30 minute and 12 hour recording, day and date apertures at 3, brushed and polished barrel shaped case with screw down back, gilt signed crown flanked by twin pushers, fitted blue Tropic rubber strap with polished buckle, dial signed

41mm.  
£700 - 1,000  
€820 - 1,200

205

**TAG Heuer. A stainless steel automatic calendar chronograph wristwatch**

Monaco, Ref: CW2119, Case No.LK7791, Circa 2000

37-jewel ETA Cal.2894-2 automatic movement, mother-of-pearl dial with applied polished faceted baton hour markers, black inner 1/5th second divisions, polished faceted pointed baton hands with luminous inserts and centre chronograph hand, subsidiary dials at 3, 6 and 9 for running seconds, 30 minute and 12 hour recording, date aperture at 6, brushed and polished square case with back secured by 4 screws, signed crown flanked by twin rectangular buttons, fitted TAG Heuer blue denim strap with white stitching and signed folding clasp, *together with swing tag, case, dial and movement signed*

38mm.  
£1,200 - 1,800  
€1,400 - 2,100

206

**Heuer. A PVD coated manual wind calendar chronograph wristwatch**

Champion, Circa 1970

17-jewel Valjoux Cal.7765 manual wind movement, brushed silvered dial with brown gradient to outer edge, applied polished faceted baton hour markers with luminous inserts, white outer 1/5th second divisions, raised outer tachymeter scale on grey ground, polished baton hands with luminous inserts and orange centre chronograph hand, grey subsidiary dials at 9 and 12 for running seconds and 30 minute recording, date aperture at 3, coated tonneau shaped case with screw down back, signed crown flanked by twin pushers, fitted black rubber strap with signed polished buckle, dial signed

38mm.  
£700 - 900  
€820 - 1,100



200



201



202



203



205



204



206



207

**207**  
**TAG Heuer.** A stainless steel automatic chronograph calendar bracelet watch Autavia Limited Edition, Ref:CY2111.EB0016, No.40/70, Case No.DU5588, Circa 2000  
 55-jewel ETA Cal.2892A2 automatic movement, black dial, applied polished baton hour markers with white and orange inserts, white outer 1/5th second divisions with luminous dot 5 second markers, polished faceted pointed baton hands with luminous inserts and orange centre chronograph hand, subsidiary dials at 3 and 9 for running seconds and 30 minute recording, date aperture at 6, brushed and polished tonneau shaped case with back secured by 6 screws, signed crown at 9 and rectangular buttons at 2 and 4, black bezel insert with tachymeter scale, fitted brushed comb link bracelet with signed folding clasp, *together with swing tags*, case, dial and movement signed  
 43mm.  
 £3,000 - 4,000  
 €3,500 - 4,700



208



209

**208**  
**TAG Heuer.** A stainless steel automatic calendar chronograph wristwatch Monaco, Ref:CW2114, Case No.GP7177, Circa 2000  
 37-jewel ETA Cal.2894-2 automatic movement, sunburst brown dial with applied polished faceted baton hour markers, white inner 1/5th second divisions, polished faceted pointed baton hands with luminous inserts and centre chronograph hand, subsidiary dials at 3, 6 and 9 for running seconds, 30 minute and 12 hour recording, date aperture at 6, brushed and polished square case with back secured by 4 screws, signed crown flanked by twin rectangular buttons, fitted brown leather rally strap with signed polished buckle, case, dial and movement signed  
 38mm.  
 £1,000 - 1,500  
 €1,200 - 1,800

**209**  
**TAG Heuer.** A stainless steel automatic calendar chronograph wristwatch Monaco, Ref:CS2111, Case No.07576, Circa 2000  
 37-jewel ETA Cal.2894-2 automatic movement, black two-tone dial with applied polished faceted baton hour markers and luminous tips, white outer minute divisions, polished faceted pointed baton hands with luminous inserts and white centre chronograph hand, subsidiary dials at 3, 6 and 9 for running seconds, 30 minute and 12 hour recording, date aperture at 6, brushed and polished square case with back secured by 4 screws, signed crown flanked by twin rectangular buttons, fitted black leather rally strap with white stitching and signed polished buckle, case, dial and movement signed  
 38mm.  
 £1,000 - 1,500  
 €1,200 - 1,800



210

211



212

**210**  
**TAG Heuer. A stainless steel automatic calendar chronograph wristwatch**  
 Monaco, Ref: CW2113-0, Case No. CN9095, Circa 2000  
 37-jewel ETA Cal.2894-2 automatic movement, sunburst blue dial with applied polished faceted baton hour markers, white inner 1/5th second divisions with luminous dot five second markers, polished faceted pointed baton hands with luminous inserts and red centre chronograph hand, subsidiary dials at 3 and 9 for running seconds and 30 minute recording, date aperture at 6, brushed and polished square case with back secured by 4 screws, signed crown flanked by twin rectangular buttons, fitted blue leather rally strap with signed polished buckle, case, dial and movement signed  
 38mm.  
 £1,500 - 2,000  
 €1,800 - 2,300

**211**  
**Heuer. A stainless steel automatic calendar chronograph wristwatch**  
 Monaco, Ref: 1133G, Case No. 158830, Circa 1970  
 17-jewel Cal.11 automatic movement, slate grey dial with printed circular white minute track and red 5 minute divisions, applied horizontal faceted polished hour markers with vertical marker at 12, dial signed Monaco Heuer Automatic Chronograph, polished baton hands with luminous inserts and red accents, red chronograph hand, subsidiary dials at 3 and 9 for 30 minute and 12 hour recording, date aperture at 6, brushed square case with snap down case back, Heuer signed crown at 9, fluted chronograph pushers at 2 and 4, fitted black rubber Tropic Sport strap and polished Heuer buckle, case, dial and movement signed  
 40mm.  
 £4,000 - 6,000  
 €4,700 - 7,000

**212**  
**TAG Heuer. A stainless steel automatic chronograph calendar wristwatch**  
 Silverstone Re-edition, Ref: CAM2111.FC6259, Case No. RBD5869, No. 1323/1860, Circa 2010  
 55-jewel ETA Cal.2892A2 automatic movement, sunburst brown 'fumeburst' dial with block hour markers on raised outer 1/5th second divisions, white baton hands with luminous inserts and white centre chronograph hand, subsidiary dials at 3 and 9 for running seconds and 30 minute recording, date aperture at 6, brushed and polished square case with back secured by 4 screws, Heuer signed crown at 9 and pushers at 2 and 4, fitted Heuer perforated brown leather strap and signed polished folding clasp, together with *swing tags*, case, dial and movement signed  
 42mm.  
 £1,500 - 2,000  
 €1,800 - 2,300



214



213



215



216

## Toys & Models

**213**  
A Mercedes W196 'Streamliner' tinplate toy, made in Western Germany, mid-1950s, painted red upper body, black base-plate, with friction-drive to rear wheels, adjustable steering and check pattern decorated cockpit, some play wear and weathered in places, 26.5cm long  
£500 - 600  
€580 - 700  
No Reserve

**214** ◇◇  
A 'Ferrari Grand Prix' child's pedal car, by Tri-ang, steel body, finished in red and with Ferrari decals and wearing the number 7, with solid rubber tyres, complete with Perspex windscreen, 120cm long.  
£500 - 600  
€580 - 700

**215**  
A Golden Arrow tinplate clockwork toy by Kingsbury, American, circa 1929, of the famed Land Speed Record breaking car driven by Major Henry Segrave, complete with driver, windscreen and original 'Dunlop' rubber wheels, some loss to paintwork, 50cm long.  
£700 - 1,000  
€820 - 1,200

**216** ◇◇  
A late-1940s American soap-box racer, simple wood construction, front wheel steering, hand painted in red and white, decorated with 'The Bristol Press' to sides, fitted with official soap box derby tyres, measuring 205cm long and 88cm wide overall.  
£800 - 1,200  
€940 - 1,400

In 1933, Myron Scott, a photographer for the Dayton Daily News in Ohio, came across three boys racing hand-made, motor-less cars down a local hill. Ticked by the sight, he invited the boys to come back a week later, with friends, and he would officiate a more formal race. Nineteen hardscrabble racers showed up. Feeling encouraged, Scott approached his editor. "My boss agreed, somewhat reluctantly, to let me promote a race," Scott once told a reporter. With \$200 from the paper, he hosted a larger derby in Dayton on August 19, 1933. A total of 362 kids brought cars with chassis made of fruit crates and scrap wood propped up on wheels pilfered from baby buggies and roller skates. According to police estimates, 40,000 people gathered to watch the spectacle.

The success of Scott's inaugural race prompted Editor & Publisher, a monthly magazine focused on the newspaper industry, to run a story, and newspapers across the country took Scott's lead, sponsoring their own soapbox races. In daily articles, newspapers covered the race's rules and tips for building a car, while schools incorporated car construction into their wood shop curriculums. The National Championships are held each year at Akron's Derby Downs, a three-lane, 1,100-foot-long racetrack, complete with stadium seating that was built in 1936 by the Works Progress Administration. The sport sailed into its heyday in the late '40s, 50s and 60s. Boys' Life magazine reported in May 1959 that about three million people witnessed or took part in some form of derby activity each year. This soapbox was sponsored by the local paper of Bristol, Connecticut and most of the soap box racers of this period were sponsored by their local newspapers when they competed at the National championships at Akron.



217



219



218



220



221

217 ◇◇

A modified Austin J40 pedal car, converted to petrol power, number 6923, fitted with front-mounted Suffolk Iron Foundry 4-stroke 75 G 14 model 10A pull-start petrol engine with chain-drive to rear wheels via automatic clutch, further modifications include front swing axle, brake and accelerator pedals, forward and reverse gears, and re-positioned right hand drive steering, finished in two-tone dark blue and cream livery and with chromed bumpers and brightwork including Flying 'A' mascot, with 2-seater maroon leather upholstery, wooden dashboard fitted with Smiths car clock and Lucas battery switch with key for 12V battery powering headlights, instrument lights, clock and horn, requiring some light recommissioning, reported by the vendor as being able to achieve a speed of approximately 7mph, suitable for cheat at the Goodwood Revival Settrington Cup Austin J40 races!  
£1,000 - 1,500  
€1,200 - 1,800

218 ◇◇

An Austin J40 pedal car, chassis number 22944, 1960, partially restored, in light blue, horn-push, headlamps and seat still to be sourced and finished, together with photographs of the restoration, a reproduction Austin leaflet, some original spares removed from the car and new seat cushion patterns and two foam cut-outs to be upholstered.  
(Qty)  
£1,200 - 1,500  
€1,400 - 1,800

219 ◇◇◇

A half scale 'Baby' Bugatti Type 52 replica child's car, by Crosthwaite & Gardiner, hand-built aluminium construction and bodywork finished in blue, chromed radiator and enamel Bugatti badge, fitted with rear-mounted 12-Volt electric motor (requires battery), featuring forward and reverse drive, cast alloy wheels with pneumatic tyres, leather seat, removable bonnet secure with leather straps and spare wheel, stamped '526' behind the seat, measuring 195cm long overall.  
£4,000 - 6,000  
€4,700 - 7,000

220

A 1:18 scale model of a 1957 'Ferrari Automobili' Fiat Transporter, by CMC models, hand-built model from over 3,000 metal parts, of the Fiat 642 RN2 Bartoletti transporter as used by the Scuderia Ferrari race team, finely detailed with ramps, adjustable hoist, opening doors and engine compartment revealing engine detail, functional steering, adjustable side-mirrors, leather seats, and other features, measuring 50cm long, in unused condition and offered with original box, packaging and instruction booklets.  
£500 - 600  
€580 - 700

221 †◇

A model of a 1935 Mercedes-Benz 500K-AK Cabriolet, by Pocher, kit-built model of the car in black livery, 62cm long, mounted on a mirrored base with wood-framed glazed display case with brass plaque.  
£500 - 600  
€580 - 700



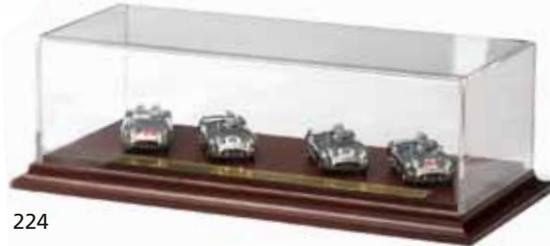
222



226



226



224

222 ◇  
A 1:30 scale model of a Douglas DC-3 Dakota, metal skinned body with finely drilled-rivet effect, detachable wings, free turning propeller blades, rubber tyres, moveable, ailerons, elevators and rudder, 98cm wingspan.  
£500 - 600  
€580 - 700

223  
Four 1:5 scale promotional models of Formula 1 cars, plastic injection moulded bodies, comprising Ayrton Senna's 1988 Marlboro McLaren Honda MP4/4, Senna's 1991 Marlboro McLaren Honda MP4/6, Alain Prost's 1988 Marlboro McLaren Honda MP4/4, and Jacques Villeneuve's 1998 Winfield Williams FW20, each approximately 88cm long.  
(4)  
£500 - 700  
€580 - 820

224  
A display set of four 1:43 scale 1955 Mercedes-Benz 300SLR models by Blueprint, each modelled as the car finished the race including exhaust streaks and damage, comprising 1955 Mille Miglia 1st Moss/Jenkinson, 1955 Le Mans Fangio/Moss (withdrawn), 1955 Tourist Trophy 1st Moss and 1955 Targa Florio 1st Moss/Collins, on wooden display base with Perspex cover, 39.5 x 19 x 12.5cm.  
£500 - 700  
€580 - 820

225  
A 1:12 scale model of a Jaguar D-Type, by MG Models, resin body, finished in British Racing Green competition livery, 32cm long, mounted in a Perspex display case.  
£500 - 600  
€580 - 700

226  
Three Alfa Romeo models, comprising 1:20 scale hand-finished white metal model of an Alfa Romeo P3 Hill Climb 1932-1935, mounted on a wooden baseboard, loose in a glazed display case, two cast metal Alfa Romeo 159 Alfettas, one 1950s, lacking windscreen with repair to steering wheel, the other a modern copy of the same.  
(3)  
£500 - 700  
€580 - 820

227  
A 1:12 scale model of the 1967 Le Mans Ferrari 412P, finely detailed handbuilt resin model with alloy parts and rubber tyres, finished in Rosso Corsa race livery, as driven by Richard Attwood and Piers Courage for Maranello Concessionaires, 35cm long, mounted within a Perspex display case with engraved plaque.  
£600 - 800  
€700 - 940

228  
A 1:12 scale model of the 1960 Le Mans winning Ferrari TR59/60, finely detailed handbuilt resin model with alloy parts, wire wheels with rubber tyres, finished in Rosso Corsa race livery, as driven to victory by Olivier Gendebien and Paul Frere, 34cm long, left side exhaust detached but present, mounted within a Perspex display case with engraved plaque.  
£600 - 800  
€700 - 940

229  
A 1:12 scale model of the 1954 Le Mans winning Ferrari 375 Plus, finely detailed handbuilt resin model with wire wheels and rubber tyres, finished in Rosso Corsa race livery, as driven to victory by Jose Froilan Gonzalez and Maurice Trintignant, 35cm long, rear petrol cap detached but present, mounted within a Perspex display case.  
£600 - 800  
€700 - 940

230  
A 1:12 scale model of the 1967 Le Mans Ferrari 330 P4, finely detailed handbuilt resin model with alloy parts, rubber tyres, with removable bonnet and rear panel revealing engine details, finished in Rosso Corsa race livery, as driven to 3rd place by Willy Mairesse and Jean Blaton, 34cm long, mounted within a Perspex display case.  
£600 - 800  
€700 - 940

231  
A 1:12 scale model of a Le Mans Ferrari TR 57, finely detailed handbuilt resin model with alloy parts, wire wheels with rubber tyres, with removable bonnet panel revealing engine detail, finished in yellow race livery, 34cm long, mounted within a Perspex display case.  
£600 - 800  
€700 - 940

232  
A 1:12 scale model of the 1961 Le Mans winning Ferrari TR 61, finely detailed handbuilt resin model with wire wheels and rubber tyres, with removable bonnet panel revealing engine detail, finished in Rosso Corsa race livery, as driven to victory by Olivier Gendebien and Phil Hill for Scuderia Ferrari, 35cm long, mounted within a Perspex display case.  
£600 - 800  
€700 - 940

233  
A 1:12 scale model of the 1970 Le Mans Ferrari 512, finely detailed handbuilt resin model with alloy parts, rubber tyres, with hinged rear panel revealing engine detail, finished in Rosso Corsa race livery, as driven to 4th place by Ronnie Bucknam and Sam Posey for the NART Team, 37cm long, mounted within a Perspex display case.  
£600 - 800  
€700 - 940



227

228

229

230

231



232

233

234

235

236



240



241

234

A 1:12 scale model of the 1949 Le Mans winning Ferrari 166MM, finely detailed handbuilt resin model with alloy parts, wire wheels with rubber tyres, with removable bonnet panel revealing engine detail, finished in Rosso Corsa race livery, as driven to victory by Lord Selsdon and Luigi Chinetti, 25cm long, mounted within a Perspex display case.

£600 - 800

€700 - 940

235

A 1:12 scale model of the 1972 Le Mans Ferrari 'Daytona' 365 GTB/4, finely detailed handbuilt resin model with alloy parts, finished in yellow race livery, as driven to 8th place by Derek Bell, Teddy Pilette and Richard Bond, 35cm long, mounted within a Perspex display case.

£600 - 800

€700 - 940

236

A 1:12 scale model of the 1962 Le Mans winning Ferrari 330 TRI/LM Spyder, finely detailed handbuilt resin model with alloy parts, wire wheels with rubber tyres, finished in Rosso Corsa race livery, as driven to victory by Olivier Gendebien and Phil Hill, 35cm long, mounted within a Perspex display case.

£600 - 800

€700 - 940

237

A 1:8 scale model of a Scuderia Ferrari 156 'Sharknose' Grand Prix car, resin body, spoked wheels fitted with rubber tyres, finished in Rosso Corsa, 50cm long, mounted within a Perspex display case.

£700 - 900

€820 - 1,100

238

A 1:8 scale model of a Ferrari P4, resin body, finished in Rosso Corsa racing livery, 52cm long, mounted within a Perspex display case.

£700 - 900

€820 - 1,100

239

Twelve 1:24 scale metal model racing cars, comprising boxed Maserati 250F and Ferrari GTO 250, both by Western Models, four Scuderia Ferrari Alfa Romeo P3 models, Bugatti Type 35 and Mercedes W154 by Casadio, Auto-Union Type C by Revival, Maserati 250F and 1935 Le Mans winning Lagonda M45R by Bellini, and a Miller American race car, three in Perspex display cases.

(12)

£800 - 1,200

€940 - 1,400

240

A 1:8 scale model Maserati 250F by Javan Smith, finely detailed scratch built kerbside model with full cockpit detailing, mounted on a wooden base with Perspex cover, 64 x 32 x 20.5cm overall.

£900 - 1,200

€1,100 - 1,400

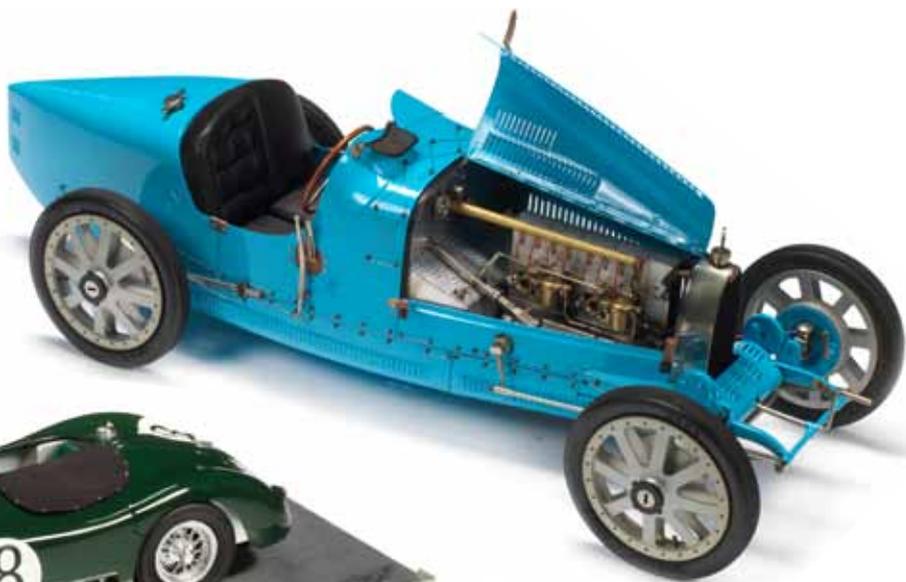
241

A 1:8 scale model Mercedes-Benz W196 by Javan Smith, finely detailed scratch built model of car number 6 as driven in 1955 by Stirling Moss at the Argentinian and Monaco Grand Prix, kerbside model with full cockpit detailing, mounted on a wooden base with Perspex cover, 64 x 32 x 20.5cm overall.

£900 - 1,200

€1,100 - 1,400

243



244



242



237



238



225



245



245



244

A 1:8 scale model of the 1953 Le Mans winning Jaguar C-Type 'Lightweight', by Javan Smith, handbuilt resin model of the car in British Racing Green livery, as driven to victory by Duncan Hamilton and Tony Rolt, with wire wheels and detailed cockpit, 49cm long, mounted to a brushed steel display base with race details and signed to the base by the model-maker and dated August 2004, with Perspex display case decorated with Jaguar emblem.

£1,200 - 1,400

€1,400 - 1,600

245

Two 'Land Speed Record' wooden models, wind-tunnel type wooden blockwork models, comprising one of the 1929 Irving-Napier Golden Arrow in gold-coloured paint and with Bakelite wheels, 59cm long, and another unidentified model of a streamlined Speed Record type car, in silver-coloured paint and with pin-marked 'airflow points', 46cm long, both contained in a wooden crate with lid.

(3)

£1,500 - 1,800

€1,800 - 2,100

242

A 1:8 scale model of Bugatti Type 35 Grand Prix de Lyon 1924, by Art Collection Auto, France, numbered 167 of a limited edition, hand-built using steel, brass, aluminium and wooden parts, finely detailed with bonnet opening to reveal engine, 49cm long, on metal display stand in Perspex display case fitted with engraved brass plaques, offered together with a canvas folio of information relating to the model's construction.

(2)

£1,000 - 1,500

€1,200 - 1,800

243

A 1:8 scale model of a Bugatti Type 35 by P Fontenelle for De La Chapelle, number 60, finely detailed, with bonnet opening to reveal engine compartment, cockpit includes black leather seats, dashboard with instruments and magneto, working steering and suspension, alloy wheels with rubber 'Dunlop' tyres, body panels wired, finished in Bugatti blue.

£1,200 - 1,500

€1,400 - 1,800



246



247



248



249

**246**  
A 1:8 scale model Ferrari 250LM by Javan Smith, the definitive 1965 Ferrari 250LM in left hand drive, scratchbuilt 'kerbside' model with full interior detailing, this model is build number 4 of a limited edition of 20 of this great 60's sports/racing car by Javan Smith, complete with maker's authentication certificate and presented on a Perspex plinth and enclosed within a "Ferrari" etched display case, 60 x 27 x 20cm overall .  
(2)  
£1,800 - 2,200  
€2,100 - 2,600

**247**  
A 1:8 scale model Mercedes-Benz W196 by Javan Smith, finely detailed scratch built model of the featured double Formula 1 Grand Prix winning Mercedes-Benz W196, chassis number 00006/54, which helped five-times World Champion Juan Manuel Fangio to his second driver's championship in 1954, kerbside model with full cockpit detailing, mounted on a high quality Perspex plinth and complete with a "Tristar" etched display case, overall 60 x 27 x 20cm.  
£1,800 - 2,200  
€2,100 - 2,600

**248**  
A 1:8 scale model Jaguar E-Type 'Lightweight' by Javan Smith, 5114WVK, Chassis Number S850664 - the first of the three "Lightweights" entered by Briggs Cunningham for the 1963 Le Mans 24 Hour, scratch built scale model of this iconic racing Jaguar with full cockpit detailing, mounted on a Perspex plinth and enclosed within an etched display case, overall 60 x 27 x 20cm.  
£1,800 - 2,200  
€2,100 - 2,600

**249\***  
A Juan Manuel Fangio commemorative Mercedes Benz W196 pylon racing car, German, late 1990s, cast alloy body, painted in 'silver', and numbered 4, fitted with William E Atwood 'Torpedo 10' petrol engine, geared drive to rear axle, internal spring suspension on front axle, hand spoked wheels with rubber tyres, the model 40.5cm long overall.  
£2,500 - 3,000  
€2,900 - 3,500

One of only 5 built by a German craftsman in the late 1990s, as a private commission, to commemorate the life and racing career of the great Juan Manuel Fangio (1911-1995).



252 (interior)

252



251

250 ◇◇◇

A half-scale Mercedes W196 Streamliner bodywork by Mark Williams, a magnificent coachbuilder's demonstration piece, the highly polished aluminium panelled construction, each piece was made in traditional fashion over a hand-made wooden styling buck, 218 x 86 x 32cm overall.

£4,000 - 5,000

€4,700 - 5,800

251

A Michele Conti scratchbuilt 1:12 scale model Mercedes-Benz W196, Italian, 1968, hand-built kerbside model by the Italian master model builder, the underside applied with his amkers transfer, finished 'silver' number 18, with detailed cockpit with chequered canvas seat cover, some wear to paint, windscreen replaced.

£4,500 - 5,500

€5,300 - 6,400



250

252 ◇

A fine 1:8 scale 'one-off' scratchbuilt model of a Bugatti Type 43 Torpedo, by Marc Antonietti, custom-built at the Antonietti-Bossac factory circa 1970, from in excess of 750 individually prepared hand-made brass, steel, aluminium and copper parts, details include opening door, hinged cowlings revealing fully detailed engine, wheels fitted with rubber tyres, articulated steering to front wheels and rear suspension, wood-finished floor pan, padded leather seating and interior panelling and machined dashboard with instruments, the hood in retracted position and bodywork primed and finished in three layers of closely matched 'Bugatti Blue' paintwork, bearing small brass plaque to underside stamped 'Marc Antonietti No 5 7 8', the model measuring 52cm long overall.

£4,500 - 5,500

€5,300 - 6,400

It is believed that of the five examples of this Bugatti Type 43 model built this is the only one constructed with hood detail.



253



255



254

253 ◇◇

A half scale Mercedes-Benz W196 child's car, one-off scratch built by an experienced engineer, of recent construction, with bespoke chassis and bodywork using steel and aluminium panels, fitted with rear-mounted 50cc water-cooled petrol engine with throttle control, electric fan radiator, Ackerman rack and pinion steering, rear cable brakes, front suspension, and 16 inch wire-spoked wheels, with fully trimmed cock-pit and dashboard fitted with push-button start, magneto and fan, finished in silver livery and measuring 240cm long, 94cm wide.

£4,500 - 6,500  
€5,300 - 7,600

254\* ◇

A fine 1:12 scale model of a 1930 Bentley Eight-Litre, by Fulgurex, limited edition scratchbuilt model, constructed from nickel and brass parts, featuring functioning steering and suspension, opening bonnet revealing engine, wire wheels fitted with rubber tyres, differential, leather seats, dashboard, headlamps, and other parts reproduced in fine detail, finished in British Racing Green livery, with plaque to underside numbered 12802, 42cm long, offered with a wood framed glazed display case with mirrored wooden base bearing maker's plaque, a certificate of authenticity dated 1975, Fulgurex range catalogue and instructions pamphlet, and a factory issued print of the car.

(Qty)  
£3,000 - 3,500  
€3,500 - 4,100

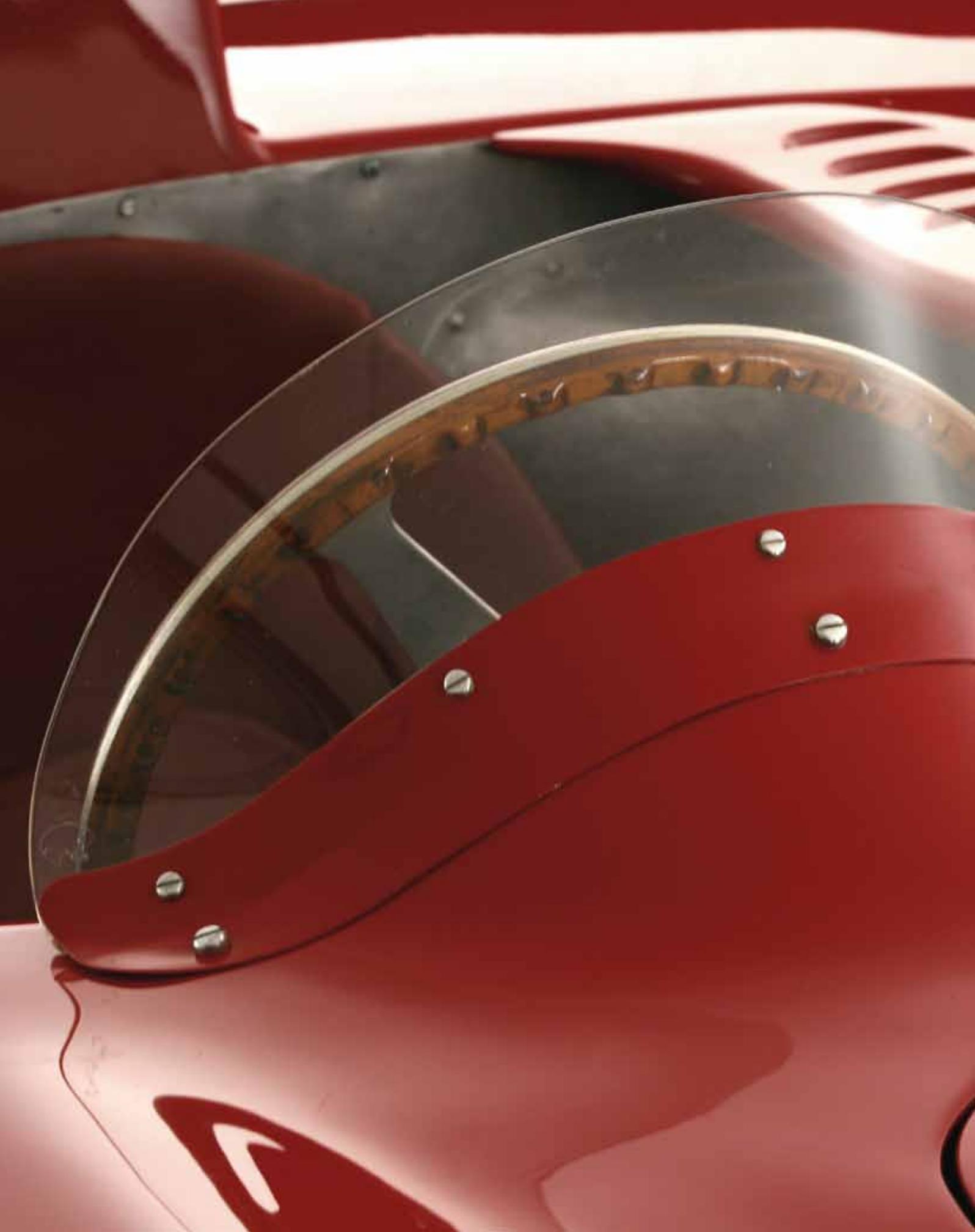
255 ◇

A fine 1:12 scale model of a 1931 Mercedes-Benz SSKL, by Fulgurex, limited edition scratchbuilt model, constructed from nickel and brass parts, featuring functioning steering and suspension, removable bonnet revealing engine, wire wheels fitted with rubber tyres, differential, leather seats, dashboard, control levers, radiator mascot, and other parts reproduced in fine detail, finished in white sports livery, with plaque to underside numbered 11958, 36cm long, offered with a Perspex display case with mirrored Fulgurex wooden base with plaque.

£7,000 - 9,000  
€8,200 - 11,000

256 - 300  
No lots

## End of Automobilia



A close-up photograph of a red vintage car's body panel. The image shows a curved metal surface with a latch mechanism. The latch is made of dark metal and is attached to the panel with several screws. The car's body is painted a vibrant red color. The background is a blurred view of the car's interior or another part of the vehicle.

**Motor Cars**  
**2.30pm**  
**Lots 301 - 364**

Further images of each  
lot can be found at:  
[bonhams.com/20929](https://www.bonhams.com/20929)

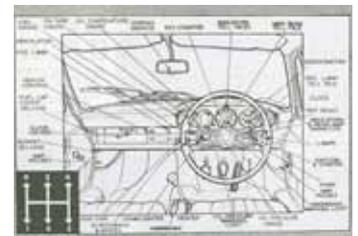
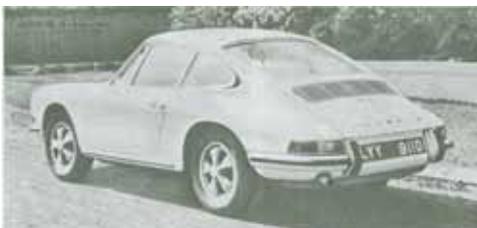


**301**  
***The ex-Porsche Cars GB press fleet, earliest right-hand drive 911S imported into the UK***  
**1966 Porsche 911S 'SWB' Coupé**

Registration no. LYY 911D  
 Chassis no. 305328  
 Engine no. 960043

'The Porsche 911S is a car one never likes to leave parked when one could be driving it somewhere.' – The *Autocar*.

A 'modern classic' if ever there was one, Porsche's long-running 911 sports car first appeared at the 1963 Frankfurt Show as the '901' but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers. The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.



Manufactured in 1966, chassis number '305328' is the earliest right-hand drive 911S imported into the UK. It is an early, short-wheelbase car of the type much favoured by the historic rallying fraternity, a situation that has led to unmodified examples such as this one becoming a great rarity. Originally white, 'LYY 911D' was tested by The *Autocar* magazine (14th October 1966 edition, copy article available) which described it as an 'outstanding 2-litre GT with sparkling acceleration and high top speed. Exceptionally light controls with fade-free brakes and excellent steering.' The highly respected motoring journal observed that care needed to be taken in wet conditions and that the rear seating was merely 'occasional', while praising the 'comfortable ride and seating' of a 'well finished, high precision car'.

In the current vendor's possession since 1988, 'LYY 911D' has been off the road since 1979 and is presented in 'barn find' condition and sold strictly as viewed. Mostly complete, it comes with a spare door, lights and wheel. Accompanying documentation consists of two old tax discs and email printouts from Porsche Club Great Britain Archivist, Peter Cook, confirming its provenance.

**£15,000 - 20,000**

**€18,000 - 23,000**

**No Reserve**



**302**

**Works prepared by the BMC  
Competitions Department  
1962 Austin Healey 3000 MkIIA Convertible**

Registration no. 744 GON  
Chassis no. HBT7/21662  
Engine no. 29F-RU-H/2513

This Austin-Healey 3000 MkIIA was built in October 1962 and registered that same month in Birmingham as '744 GON'. It was then sent to BMC's Competitions Department (listed as first owner in the original logbook) and prepared to Liège-Sofia-Liège Rally specification for the personal use of Umberto Pizzagalli. A frequent visitor to BMC's Cowley and Longbridge factories, Umberto Pizzagalli was the resident engineer for Innocenti, which manufactured various BMC designs under license in Italy.

The Competitions Department's in-period engine modifications included a polished cylinder head; special valve springs; competition camshaft; balanced crankshaft; a sump guard and special works inlet manifolds mounting three SU HD8 carburettors. Chassis and body modifications included strengthening the former and modifying the inner wing to aid cooling. There is also evidence of an additional cooling vent ahead of the windscreen and modifications to the gearbox tunnel. Power was transmitted via a straight-cut gearbox, complete with competition overdrive, to a 4.3:1-ratio final drive. Running gear improvements included 14-leaf rear springs, twin clutch and brake reservoirs and Minilite alloy wheels, while the interior was equipped with competition seats and additional instrumentation in the form of an ammeter.



'744 GON' comes with an extensive history file containing two BMIHT certificates confirming its origins. Additional documentation includes correspondence between previous owners and others; various inspection reports; numerous photographs (including of the modified components); letters from ex-BMC employees verifying the car's provenance; assorted expired MoTs and copies of old UK registration papers. The file also contains various press articles, including ones confirming the car's presence at Silverstone's 1988 Donald Healey tribute meeting following Donald's death in January of that year.

The Healey had been in storage for many years and was in 'barn find' condition when purchased by the immediately preceding owner in 2002 and taken to Australia. Photographs on file taken in 1993 show that the car was in good condition at that time. '744 GON' has been kept in storage since 2002 and is in effectively the same condition as when purchased. Some of the original parts have been removed: the alloy front wings have been replaced with steel ones while the rear rally spotlight is missing. The cowl vent has been filled in (the opening is still visible beneath the dashboard) and the competition gearbox and overdrive replaced with standard components (originals with car). Nevertheless, apart from the aforementioned items, most of the original components and modifications appear to be present, including the factory hardtop. Records indicate that the registration number is still with the car so the next owner should be able to obtain a new UK V5C registration document from the DVLA.

**£20,000 - 30,000**

**€23,000 - 35,000**

**No Reserve**

303

# 1970 Ferrari 365GT 2+2 Coupé Coachwork by Pininfarina

Registration no. ABW 268H

Chassis no. 12789

Engine no. 12789

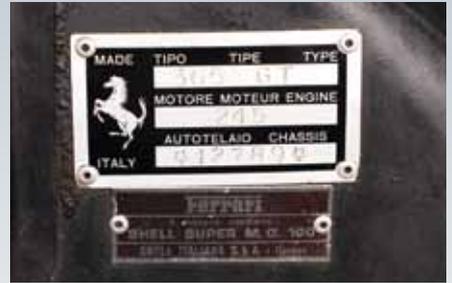


Photo credit: Tom Wood

By the mid-1960s, 50 percent of all Ferraris produced were being built with four seats, which demonstrates just how important this particular market sector had become for Maranello. Following on from the success of its first such model, the 250GTE of 1960, Ferrari introduced the 330GT 2+2 in January 1964. The newcomer's steel tube chassis was 50mm longer in the wheelbase than that of its predecessor and featured independent front suspension and a live rear axle, while beneath the 330's more-spacious Pininfarina coachwork was a 300bhp, 4.0-litre V12 coupled to a four-speed overdrive gearbox. Its replacement, the 365GT 2+2, was launched at the Paris Salon in October 1967. Sleekly styled in the manner of the ultra-exclusive limited edition 500 Superfast, the 365GT was the most refined Ferrari to date.

Based on that of the contemporary two-seater 330GTC, albeit 250mm longer in the wheelbase, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and as well as featuring independent suspension all round (for the first time on a Ferrari 2+2) boasted Koni's hydro-pneumatic self-levelling system at the rear. Further refinements included mounting the engine and drive-train in rubber bushes to insulate the car's occupants from noise and vibration, and providing ZF power-assisted steering and air conditioning as standard equipment. Developing 320bhp in its 365GT incarnation, the well-proven 4.4-litre V12 engine was coupled to a five-speed gearbox, while the car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by Girling ventilated discs all round.

A total of 800 cars had been completed by the time production ceased in 1971. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by *Car* magazine as 'the most civilised Ferrari yet.'

*Autosport's* Patrick McNally was equally impressed, finding the 365GT 2+2, 'a refined and sophisticated automobile by any manufacturer's standards. There is enough torque for the car to be driven in a very lazy fashion if one doesn't feel inclined to play tunes on the gearbox. The flexibility of the 365 is its finest single feature.' He also remarked on the 365GT's outstanding roadholding in both wet and dry conditions, and its generously sized boot.

Sold new in the USA where it was owned by a Mr Weiss of New Jersey, this late-model 365GT was imported into the UK in 2012 and is finished in silver blue with beige leather interior. With only 55,000-or-so miles covered from new, this un-restored car has been kept in a Carcoon for maximum protection and is described by the vendor as very well cared for and in generally excellent, near perfect, driveable condition. We are advised that the paintwork is impeccable and the interior superb, and that the engine runs incredibly well considering its age. Offered with New York DMV sale certificate, DVLA paperwork, current MoT and Swansea V5C registration document, '12789' represents a wonderful opportunity to acquire a low mileage example of one of Ferrari's finest *Gran Turismos*.

**£60,000 - 80,000**

**€70,000 - 93,000**



**304**

## **1962 Jaguar E-Type Series I 3.8-Litre Roadster**

Registration no. OKU 43A

Chassis no. 850565

Engine no. RJ9059



Photo credit: Tom Wood

'If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.' - John Bolster, *Autosport*.

Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. With a claimed 265bhp available E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962.

Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This beautiful E-Type Series I Roadster was sold to the previous owner by Eagle Racing Ltd in 2001 having previously belonged to ace restorer Simon Parris of Rotherfield, East Sussex. Parris spent over £23,500 (before he stopped adding up the bills!) and many many hours of his own time on the E-Type's restoration which also involved the incorporation of several discreet enhancements. The latter include up-rated suspension torsion bars, Koni adjustable shock absorbers all round, 4-pot front brake callipers, 6½" racing wheel rims, high-flow radiator, Kenlowe electric fan and a 2" stainless exhaust with branch manifold. A Tracker device is also fitted. The car has benefited from further work carried out by Eagle E-Types in August 2006, at a cost of £11,688, which included a service and the installation of an upgraded alternator, starter motor and crankshaft damper (see report and invoice on file).

The car comes with a file of history containing numerous other bills, old-style logbook, photographic record of the restoration, a quantity of expired MoTs and tax discs, Swansea V5C document, current MOT and road fund licence. OKU 43A is offered from private enthusiast ownership where it has shared the motor house with other exceptional classic and veteran cars.

**£110,000 - 130,000**  
**€130,000 - 150,000**



305

## *Offered in the 50th Anniversary year of the marque,* **1990 Lamborghini Countach 25th Anniversary Coupé**

Registration no. G178 VUV

Chassis no. ZA9C005A0KLA12868

Engine no. 12868

The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. Lamborghini's four-cam V12 was retained, though this time installed longitudinally. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential - driven by a shaft passing through the sump - at the rear. The result was a delightful gearchange and a better-balanced car than the Miura.

When production began in 1974, the Countach sported an improved chassis and the standard 4.0-litre - instead of the prototype's 5.0-litre - engine. Even with the smaller engine producing 'only' 375bhp, the aerodynamically efficient Countach could attain 170mph and, as one would expect, came with racetrack roadholding to match.

The car's potentially largest market - the USA - remained closed to it until the arrival of the 'emissions friendly' LP500S in 1982. Although no more powerful than before, the newcomer's 4,754cc engine brought with it a useful increase in torque. The final development saw the engine enlarged to 5,167cc and new four-valves-per-cylinder 'heads adopted for the Countach Quattrovalvole in 1985, the latter's 300km/h (186mph) top speed making it - at the time - the world's fastest car.

The Countach's ultimate development, considered by many to be the most desirable, arrived in September 1988. Launched at the Italian Grand Prix, Monza, this was the Anniversario, introduced to celebrate Lamborghini's 25th anniversary as a motor manufacturer. Restyled and updated, the Anniversario incorporated hundreds of subtle changes and improvements over the Quattrovalvole.



The body was reworked by designer Horacio Pagani, creator of the Pagani Zonda, gaining a new nose and front bumper/spoiler incorporating front brake air ducts. US-destined cars retained the ugly '5mph' impact-resistant bumper, while the new rear bumper was common to both US and European models.

The most striking difference in the Anniversario's appearance was in the treatment of the radiator air intakes directly behind the doors, which featured thicker vertical strakes, colour-matched to the body. Beneath the skin the chassis had been extensively updated for improved handling, its development assisted by none other than three-time World Rally Champion, Sandro Munari. Split-rim forged alloy OZ wheels were adopted for the Anniversario, shod with Pirelli's new 'P Zero' dual-compound asymmetrical-tread tyres. Available with carburettors in Europe or fuel injection in the USA, the V12 engine was virtually unchanged from the Quattrovalvole. In total, 657 Countach Anniversario models were made between September 1988 and April 1990, one of the many high-profile owners being ex-Formula 1 World Champion Mario Andretti.

Right-hand drive chassis number '12868' was ordered new through Portman Lamborghini in London. A letter on file from the first owner to Portman specifies the Bianco Perlato (Pearl White) paint and white leather interior trim (supplied by the owner) with blue piping and dark blue carpets, while an interesting second (faxed) letter to the first owner from Ubaldo Sgarzi at the Lamborghini factory concerns the paint finish. The original bill of sale (for £110,258.55) is on file also, the total including £1,100 for metallic paint.

First registered on 13th February 1990, the Countach has had only two owners from new and currently displays a total of 13,008 kilometres (approximately 8,080 miles) on the odometer. Recent works include a brake calliper rebuild (new pistons, seals, brake fluid, front brake cooling ducting and re-plating of the front brake shields); fitting new air filters; and changing the engine oil and filter; while the genuine Ansa sports exhaust has been coated in a ceramic satin black finish. In addition, the water pump has been overhauled and the car checked over by marque specialists Colin Clarke Engineering, who have advised that the clutch is 'approximately 75% worn' and the carburettors require an overhaul.

Kept in a heated and dehumidified garage for the last 10 years, the Countach comes complete with owner's hand book, spare keys and tool kit, the latter containing an unused pair of leather 'Lamborghini' tyre changing gloves, plus an original Portman Lamborghini tax disc holder and Portman Lamborghini car cover. One spare outer front and one rear outer wheel rim, plus a few other spares, are included in the sale. Representing a rare opportunity to acquire what is widely regarded as the best road-going Countach in terms of handling and reliability, this well-maintained Anniversario is offered with the aforementioned order/purchase documentation, current road fund licence, MoT to May 2014 and UK V5C registration document.

**£90,000 - 120,000**  
**£110,000 - 140,000**



306

# 1950 Allard J2 Competition Roadster

Registration no. MWE 254

Chassis no. J1570



Norman Woolhouse, Leeds, 1960s



Using a crashed Ford V8 coupe on to which he had grafted the body from a Grand Prix Bugatti, Sydney Allard constructed one of the most unlikely of all pre-war trials specials. However, the Allard Special's lightweight construction and relatively powerful American V8 engine, although not the first such combination, demonstrated the formula's potential and provided the inspiration for future imitators including Carroll Shelby, who acknowledged Allard's influence on the Cobra.

After WW2, Allard progressed from specials-builder to motor manufacturer, though the latter activity was really little more than a means of financing the company's competition programme. Despite its small size and limited resources, Allard's achievements were legion in the immediate post-war years, Sydney himself finishing 3rd at the 1950 Le Mans in a J2 sports-racer and winning the Monte Carlo Rally outright in a P1 saloon. Allard's 3rd place at Le Mans should not be underestimated, for he and co-driver Tom Cole had been lying 2nd ahead of works Aston Martins, Ferraris and Jaguars when the bottom two gears of the three-speed gearbox broke. Such was the flexibility of the American V8 that they were able to continue to a class-winning finish using only top gear.

Introduced in 1950, the competition-orientated J2 two-seater employed Allard's trademark independently suspended 'split' front axle and a De Dion rear end with inboard brakes. Like the vast majority of production Allards, the J2 used Ford/Mercury components, these being readily obtainable from Ford in the UK. However, importing engines, such as Cadillac's powerful new overhead-valve V8, into Britain was prohibitively expensive so it was not unusual for cars exported to the USA to be fitted with the customer's choice of engine on arrival. With one of the larger of these installed the Allard J2 was more than a match for any contemporary sports car in a straight line, Jaguar's XK120 included. The majority of J2s produced ended up in the USA where they were raced with considerable success, dominating SCCA events.

A relatively rare, right-hand drive example, chassis number '1570' was delivered new shortly after the model's introduction in 1950 via Tate of Leeds to Messrs Maurice Wild and T 'Cuth' Harrison. Fitted with a Cadillac engine, the Allard was driven at venues including Gamston, Croft, Shelsley Walsh and that year's TT at Dundrod in Northern Ireland. In 1951 the J2 was sold to Norman Woolhouse of Barlow near Sheffield, who continued to compete with it. In 1963 Woolhouse sold the Allard to Arnold Welton, who had begun stripping the car before giving up and selling it a few weeks later to Malcolm Dungworth.



Photo credit: Simon Clay

Acquired in December 1963, the Allard was stripped, rebuilt and repainted Royal Blue in time for the Harewood hill climb on 12th April 1964. A 5th place was followed up by a 6th at the 24th April Harewood meeting and then a 1st on July 12th. Dungworth's best time of 56.2 seconds was set at the 12/13th September meeting, prior to which the Allard had won its class at Shelsley in July. The season ended prematurely when the gearbox broke at the Church Fenton Drag Festival in September. Various period photographs showing the car in action are contained within the history file.

'MWE 254' was back on the road in early December, but with Dungworth offered a works-backed drive by TVR for 1965, the Allard was put up for sale (see correspondence on file). In February 1965 the car was sold to Paul Hope of Eccles, Lancashire. During Hope's ownership the original engine blew up and was removed, and the car then had various other power units including Jaguar. A Ford V8 had been installed by the time the car was exported to the USA.

The Allard subsequently passed through the hands of dealer Brian Classic and in 1987 was sold to Nick Mason's 'Ten Tenths' collection. In 1995 Nick Mason sold the car to racing driver/motor dealer Frank Sytner. Later that same year it was offered for sale at auction and purchased by the current owner. Currently fitted with a Ford V8 engine and an Alvis gearbox, the car is said to be running well.

Reliable, easy to maintain and delivering plenty of 'grunt', this charismatic Anglo-American sports-racer is offered with sundry invoices, current MoT and UK V5 registration document, and comes ready to participate in a wide variety of historic motor sport events.

**£150,000 - 200,000**

**€180,000 - 230,000**





MVE 254 at speed, Harewood Hill Climb 1964

307

## 1968 Aston Martin DB6 4.2-Litre Sports Saloon

Registration no. PEU 271F

Chassis no. DB6/3292/R

Engine no. 400/3365



'If you want a truly British driver's car, the ultimate development of a continuous line of thoroughbreds from the Vintage era to the present day, there is nothing in quite the same field as the Aston.' – *The Motor* on the Aston Martin DB6, 26th November 1966.

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons, and thus considered by many to be the last 'real' Aston, the DB6 was introduced in 1965, updating the DB5.

Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows.



Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' revealed Motor magazine, concluding that the DB6 was one of the finest sports cars it had tested. 'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

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

It is an irony that, having brought the original DB4 concept to perfection in the form of the DB6, Aston Martin chose to change direction with the larger DB5 and successor V8-engined models. Today the accomplished DB6, despite being the most evolved and practical of the original DB family is also, somewhat paradoxically, the most affordable.

This manual transmission DB6 was first registered in the United Kingdom on 1st January 1968 with the registration 'PEU 271F' and has had seven owners in this country. The last owner was Mr Michael Adam Kaye, who purchased it on 28th August 2008 from marque specialists Runnymede Motor Company. In 2006/2007, Runnymede had undertaken a major overhaul of the Aston including a bare metal restoration, new leather interior and a complete engine rebuild to 4.2 litres specification, after which the odometer mileage was reset to zero. Since completion the car has covered only 2,784 miles.

There are numerous invoices on file to Runnymede for spare parts and work subcontracted to other specialists. The current vendor purchased the DB6 through Runnymede on 14th February 2013. Stored in a Carcoon for maximum protection, it remains in generally excellent driveable condition, the engine registering correct oil pressure and, equally importantly, never overheating in traffic. Finished in Silver Birch with black leather interior, 'PEU 271F' is offered with the aforementioned bills, current MoT and Swansea V5 document.

**£100,000 - 130,000**  
**€120,000 - 150,000**



## Frank Tiedeman Collection - Part II



Frank Tiedeman is 92 years old and first raced - at the Eight Clubs Meeting - in 1951. He finished 4th, but would enjoy many podium finishes over the years. That first race was in his Austin Seven Ulster that he would race for a number of years before selling it. In later years, he would track the Ulster down and buy it back. It remains in his collection today and is offered with his other race cars - the Lotus 22 single-seater and '5435 WD' his ex-Works Austin-Healey Sebring Sprite - here at the Bonhams Festival of Speed auction.

He knew the great John Bolster and, having offered advice after expressing his concerns over the running of the 750 Motor Club in the 1950s, was invited by Bolster to a seat on the committee in 1957. That year Frank also built the first rear engine 1172 car and called it the Milli-Cent - again with much success. Frank's racing career spanned six decades, finally hanging up his racing boots in the early 2000s - we think in the Sebring Sprite at Prescott.

These three competition cars have wonderful provenance having formed part of the Tiedeman equipe for many years. They only come to market due to Frank's advancing years and his wish that they are back doing what they do best - racing.....



**308**

***The ex-works, Clive Baker, Nick Ramus, Frank Tiedeman***  
**1961 Austin-Healey Sebring Sprite Coupé**

Registration no. 5435 WD  
 Chassis no. ST456  
 Engine no. XSP 1736

Although BMC's Competitions Department did little to develop the Sprite for rallying, the Healeys enthusiastically pursued an endurance racing campaign from 1959 onwards, concentrating on Le Mans, Sebring and the Targa Florio. The Sprite offered here is believed to be the Team's practice car at the 1961 Sebring 12 Hours race. According to the Sebring Sprite Register, the Healeys loaned '5435 WD' to the 19-year old Clive Baker for the 1962 club-racing season. In 1963 the Sprite was sold by the Warwick works to Nick Ramus, who campaigned the car for some years before selling it to Frank Tiedeman in the mid-1970s. Mr Tiedeman has competed in it regularly, mainly at hill climb events such as Prescott. It was maroon with this body (works Mark 2 hardtop and Williams & Pritchard Sebring-type bonnet) at the time of acquisition but it is not known when the change from the original 'frog-eye' shape was made.

In his book 'Mighty Midgets and Special Sprites', John Baggott says that Clive Baker drove Sprites for the Team more than any other driver, including races where he borrowed a car to drive as a private entrant, or was lent to another team to drive for them. He was awarded a contract in 1962 and drove '5435 WD' at most of the British circuits, rarely finishing outside the top three in his class. He also raced '5345 WD' at the Nürburgring 500km with team-mate Peter Jackson.



According to 'MM&SS': 'Sussex driver Nick Ramus ran a variety of Sprites in autocross, scoring a surprise FTD at the Maidstone and Mid-Kent Car Club round of the Player's No. 6 Championship on 27th April 1969. The foul weather and muddy conditions favoured his 1.3 wire-wheeled, ex-Clive Baker Sebring Sprite, 5435 WD, enabling him to beat the likes of Barry Lee, Rod Chapman and John Taylor, who found their extra power to be an embarrassment.'

'5435 WD' has been barn stored for a number of years and will need thorough re-commissioning at the very least before further use. There are Prescott Hill Climb scrutineering labels from 2002/2003 and we are told that the engine has been started since then. The glassfibre bodywork is aged, with extensive cracking to the paint, while the interior has been stripped out for racing. Offered with Swansea V5 and sold as viewed, '5435 WD' represents a rare opportunity to acquire an ex-works Austin-Healey Sprite with in-period race history, wonderful continuous provenance, and eligibility for a plethora of historic events.

**£18,000 - 24,000**  
**€21,000 - 28,000**



**309**  
**1962 Lotus Type 22 Formula Junior Monoposto**

Chassis no. 22J18

As its name so aptly suggested, Formula Junior was the main 'feeder' racing class for Formula 1 and other more senior forms of motor sport in the early 1960s. Lotus's first foray into this hotly contested series was with the Type 18, a highly versatile mid-engined design - the company's first - that could accommodate a wide variety of engines and saw service in both Formula 1 and Formula 2.

In 1961 the Type 18 was replaced by another tubular spaceframe design, the Type 20, although, method of chassis construction apart, the two cars could not have been more different. For this new, more streamlined car, Lotus boss Colin Chapman adopted a semi-reclining driving position, a move that enabled him both to lower the car's centre of gravity and greatly reduce its frontal area, while the provision of disc brakes all round (inboard at the rear) represented another significant step forward.



Announced, as usual, at the London Racing Car Show, the successor Formula Junior car - the Type 22 - represented a further refinement of the Type 20 design, incorporating an inclined engine, almost invariably a Cosworth-modified Ford 105E. In total 77 Lotus 22 Formula Juniors were built and, like its two predecessors, the car proved to be the class of the field, Team Lotus works driver Peter Arundell claiming 18 wins and three 2nd places from 25 starts over the course of the 1962 season on his way to the British Championship.

Frank Tiedeman bought this Lotus 22 from Len Holland and last raced it at the VSCC's Silverstone meeting in 2002. '22J18' is fitted with a 1,100cc Richardson engine (rebuilt by Richard Hinton in June 1995) which drives via a Hewland Mk4 four-speed gearbox. Offered with FIA papers (98/2416) and Richard Hinton's set-up information sheet, the car will require re-commissioning before returning to the racetrack.

**£20,000 - 30,000**  
**€23,000 - 35,000**



### 310 1930 Austin Seven Ulster Sports

Registration no. DV 9602

Soon after the Austin Seven's introduction, much modified, supercharged versions were racing with some success, prompting the factory to develop a somewhat less radical, though still supercharged, competition car for general sale. The first of these special Sevens was completed towards the end of 1927 and the following year one of them won the Australian 100-Mile Grand Prix. Only a tiny handful of the resulting 'production' model - the Super Sports - was completed but the exercise would give rise to one of the most delightful small sports cars of the 1930s - the Seven Ulster - 168 of which were built between 1930 and 1932.

Like the Super Sports, the Ulster used a tuned and strengthened engine equipped with gear-driven Cozette 'blower' (in which case it also came with magneto ignition and pumped cooling) but unlike its predecessor could also be ordered in cheaper, normally aspirated form. The chassis was 3" lower than standard and featured improved front suspension while the door-less coachwork, with its sleek lines and pointed tail, was even more handsome than that of the Super Sports.



This particular Ulster first piloted by Frank Tiedeman in June 1951 on the Silverstone Long Circuit. It was Mr Tiedeman's first ever race and he brought the Seven home in a highly creditable 4th place in the 750 Formula event. In 1954 the car was sold and had several owners subsequently, including the late Peter Moores who raced it under the registration 'TK 3410'. Frank repurchased the - now disassembled - Ulster in 1963 and restored it, returning to the racetrack in 1964.

After some 14 years laid up, it was retrieved in 1982 for the Austin Diamond Jubilee Race at Mallory Park and the Donington Park Diamond Jubilee event. The following year the car finished 1st in the 750 MC's Austin race at the MRC's 25th Anniversary meeting at Brands Hatch, after which it was laid up for another six years. Raced occasionally during the 1990s, the engine being rebuilt in 1992 following a blow-up, the Ulster was last on track at Silverstone in August 2005 and will require re-commissioning before further use. A list of events contested and results achieved comes with it.

**£12,000 - 16,000**  
**€18,000 - 23,000**

311

*The ex-John Lennon*

**1965 Ferrari 330GT 2+2 'Series 1' Berlinetta  
Coachwork by Pininfarina**

Registration no. DUL 4C

Chassis no. 6781

Engine no. 6781



DUL 4C back at Kenwood for the first time in over 45 years

© Russ Smith, Classic Cars Magazine

The splendid Ferrari 330GT offered here was personally selected by Beatles singer/songwriter John Lennon as his first car. In February 1965 The Beatles recorded 'Ticket to Ride', a song that would become one of their biggest hits, topping both the UK and US singles charts. By happy coincidence, that same month the news that Lennon had passed his driving test made headlines across the country. Within hours, the road outside the security gates of his Kenwood home in Weybridge, Surrey was jammed with Maseratis, Aston Martins and Jaguars as luxury car dealerships - hungry for business - spotted an opportunity to secure a high-profile client. The singer, by then father to 22-month-old Julian by his first wife Cynthia, strolled out to inspect the cars and chose a right-hand drive Ferrari 330GT 2+2 coupé finished in Azzuro (blue) with matching interior and priced at £6,500 (equivalent to a little over £110,000 in today's money).

Perhaps the need to accommodate his family made Lennon choose Ferrari's latest '2+2', which was a relatively new model having been introduced in January 1964. By the end of the 1950s, the market for sports cars with 'family accommodation' had grown sufficiently for Ferrari to contemplate the introduction of a four-seater model.

Introduced in the summer of 1960, the first such Ferrari - the 250GTE 2+2 - was based on the highly successful 250GT. Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting characteristics, and the master carrozziere succeeded brilliantly, moving the engine, gearbox, and steering gear forward and the fuel tank back, thus creating sufficient room for two occasional rear seats.

The 250GTE provided the basis for its replacement: the 330GT 2+2. Pininfarina was once again entrusted with the styling, adopting a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. The 330GT's tubular chassis was 50mm longer in the wheelbase than before, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs, while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted for front and rear.



Photo credit: Simon Clay

The 330GT's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a big-bore 250GTE 2+2) in 1963. Displacing 3,967cc, the single-overhead-camshaft, all-alloy unit was good for 300-plus horsepower, an output sufficient to propel the 330GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari. Equipped at first with a four-speeds-plus-overdrive gearbox, the 330GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, becoming the 'Series 2' after 500 had been built. Electric windows, alloy wheels and hanging control pedals were other Series 2 improvements. Retrospectively known as the 'Series 1', the early 330GT is now relatively rare, many having been used as donors for replicas of the GT250 SWB or Testa Rossa racing Ferraris.

Built alongside the ultra-exclusive Superamericas, the 330GT was Ferrari's ultimate grand tourer for the sophisticated client during the era known in Europe as 'la dolce vita'. A favourite of Enzo Ferrari, it was the first of his cars to sell in excess of 1,000 units.

Motor vehicles were to become a passion for John Lennon, none more so than this Ferrari, which he used for the best part of three years, covering more than 20,000 miles by the time he parted with it in October 1967. A photocopy on file of the original logbook shows that the next owner was one Walter Cryer of Leicester followed by the Danesford Engineering Co Ltd of Runcorn, Cheshire, while the last owner listed is one Ryan Hodges of Chockendon, Reading, who acquired the Ferrari in December 1973. The original logbook currently belongs to a private collector in New Zealand. 'DUL 4C' is also known to have belonged to well-known racing driver Nick Faure around 1977. Copies of the Ferrari's Lennon-ownership service history and original order paperwork are contained within the extensive history file.



By the late 1980s, this special car was with the famous Modena Engineering Ferrari dealership in London, from where it was acquired by the current owner in 1989. Painted red and separated from its original registration when acquired, it was then lovingly restored to original specification, most of the work being undertaken by various specialists during 1996/1997 (see numerous invoices and photographic record on file). More recently, the Ferrari was taken back to Kenwood for a feature in the current edition of *Classic Cars* magazine.

Offered for sale by with its original 'DUL 4C' registration reallocated by the DVLA, this matching-numbers Ferrari 330GT comes with UK V5C document and the aforementioned extensive history file documenting its provenance and restoration, which also includes correspondence with Lennon. A wonderful opportunity to acquire a fine example of Italian motoring exotica associated with an unparalleled icon of contemporary popular culture.

**£180,000 - 220,000**

**€210,000 - 260,000**



©Sara Schmidt

Stan Parkes, Lennon's cousin poses by DUL 4C at Kenwood in 1965.



DUL 4C sits in the Kenwood courtyard

© Russ Smith, *Classic Cars Magazine*

312

## 1934 MG Midget Type NA Monoposto

Registration no. AAO 797

Chassis no. N459

Engine no. XN459R

'AAO 797' was originally registered to the MG dealership Imperial Motor Mart, which passed it on to the Keswick Motor Co. They sold the car to Mr Charles Hilton Prince of Pershore, Worcestershire who kept it for less than a year. It was then sold to hotelier H I Wilkes, owner of the Regent Hotel in Cheltenham, who ran it until 1946 when it was bought by Flt Lt Ronald Baker. The next time 'AAO 797' surfaces is in 1985 when it passed via dealer K Waistell to Barry Walker and then to John Wallinger towards the end of the 1980s.

The construction of the car in its present form began around 1990 when John Wallinger set about stripping and rebuilding the rolling chassis. A new engine block was purchased together with a Phoenix crankshaft and Carrillo con-rods. John was convinced that a compression ratio of 9:1 was possible and since he had been chief engine technician at both Weslake of Rye and also Airship Industries, he designed a new set of pistons, which Mahle produced for him, and had the combustion chamber made to his own shape and specification. Two solid aluminium cylinder head gaskets were made: one at 7:1 compression for running in and one at 9:1 for racing, the latter being fitted currently.



© Becca Parker



John loved the overall look of the 1937 Mercedes-Benz W125 Grand Prix car and the tail of the Bugatti Type 59, and incorporated aspects of both of these in the design of the bodywork. These influences can be seen in the tailpiece with its riveted upright ridge and the 'waterfall' grille (made of separate pieces like that of the Auto-Union) flanked by the carburettor air intake. The whole of the tailpiece lifts off after undoing five knurled screws to reveal the twin fuel tanks, which are pressurised either separately or together by a hand pump in the cockpit. John always meant to make a second dummy intake on the other side but never got around to it. Front and rear quick-lift jacks have been made and these support the entire car while all four wheels are changed.

There are two gearboxes: the Riley pre-selector currently installed being described as 'a full house racing with all the available goodies inside', while the other is a manual MG 'box complete with straight-cut, close-ratio gears. The latter comes with a different length prop shaft and flooring sections should the new owner wish to change over to it.

The attention to detail with which this car has been made is extraordinary, and it was always in the front of John's mind that it should be a typical Brooklands-type racer that could have been raced in period. The current vendor bought the MG from John Wallinger in 2007 and during a full season with the VSCC, changed various things to improve the car's handling and performance, making it a very fast competitor. The latest of these modifications is the installation of a Baynton-Jones racing camshaft and gear set for the Volumex supercharger, thus gearing it up to 1.3:1 and increasing the boost pressure to 14psi.

Incorporating these latest modifications and running on methanol fuel, the 1,271cc six-cylinder engine is estimated to produce at least 150-160bhp, which may increase after a rolling road session to tune the carburettor. Events entered during the current ownership include (VSCC) Mallory, Silverstone, Donington, Prescott hill climb, Brooklands 12/12, etc. The car is the subject of a forthcoming article in the MG Car Club's 'Safety Fast' magazine.

Because John Wallinger originally designed the MG as a two-seater (he later changed his mind and made the cockpit opening smaller) it comes with a second seat, so if the next owner wished, the cockpit could be enlarged and the second seat installed. With a self-starter and 'Brooklands can' silencer fitted, the car could be made road legal without too much additional effort.

'AAO 797' also comes with quick-lift front and rear jacks; a set of five alloy-rim race wheels shod with Blockley tyres; a filing cabinet full of drawings and information; spark plug box; spare straight-through exhaust; Prince Bira-style hand pump; tailor made car cover; specially made trailer; and a substantial quantity of spares too numerous to mention. Offered with UK V5 registration document, it represents a wonderful opportunity to acquire a unique MG racing car eligible for VSCC, MGCC and other historic events.

**£80,000 - 120,000**  
**€93,000 - 140,000**

**313**  
No Lot



314

*From the Estate of the late Michael Sydney ('Mike') Smith*  
**1923 Bentley 3 litre TT Replica Two-seater**

Registration no. HB 747  
Chassis no. 296  
Engine no. 298



Bentley entered three Team Cars in the rain-sodden 1922 Isle of Man TT Race, one entrusted to ace engineer Clement while 'W.O.' himself drove the second car and the third was entrusted to Hawkes. The Coatalen Sunbeams were the team to beat while Vauxhall provided the only other competition in the 3-litre class. Richard Hough in his history 'Tourist Trophy' recorded that 'the only machines bearing any relationship to catalogued models were the Bentleys' and against this backdrop it is remarkable that the Bentleys took 2nd, 4th and 5th places, winning the Team Award, with Clement taking 2nd place at a speed of 52.21 mph despite the disadvantage of only two wheel brakes. His amusing report in *The Motor* magazine related that 'Two of the "Bugs" gave me no trouble, but a third I followed for miles and the blessed mechanic wouldn't look round. Mile after mile I tried to get by, and I felt round for a heavy spanner to throw at them, but couldn't find anything likely to hurt enough. And there I was on half throttle with only Chassagne in front of me.' The 1922 TT race result could perhaps have been so different.

Bolstered by this undoubted success, Bentley launched and marketed the TT Replica on the 9ft 9 ½ in chassis, with slightly higher cylinder compression than the standard cars. Perhaps the earliest 'production' TT Replica (no.153) was delivered to Gordon Crosby no less in January 1923 while other notable owners included Viscount Curzon, Lord Westmorland and Lord Glenconner.

The TT Replica was to evolve into the legendary Speed Model which was to establish the Bentley name at the forefront of British motor racing successes, with notable 3 Litre victories at Le Mans (Duff/Clement in 1924 and Davis/Benjafield in 1927) while winning much acclaim at the Brooklands circuit in England.

Our good friend and much missed former Bonhams motoring specialist, the late Mike Smith, had been brought up with a spanner in his hand in a household where the only place for the right foot was flat on the floorboards and where the garage invariably housed a Bentley in some guise or other. He campaigned AC Cobras, (he would say in the days before posh people called them Coebras!), with much success at Silverstone and elsewhere and flung Jaguars quickly up Harewood Hill and at Castle Howard hillclimbs.



When he set his mind on acquiring a 'W.O.' Bentley some 25 or so years ago he was not going to settle for the ordinary and Chassis no. 296 which he found in Cumbria in 1991 was exactly what he was looking for. He famously described it as "just like a giant Airfix but without assembly instructions and with several pieces missing." But here was a matching numbers car, chassis and engine starting life together, and he saw its potential.

Chassis no. 296 had been delivered new to Australia in June 1923 to A.B.Howett at The Commercial Travellers Club at Flinders Street in Melbourne, Victoria. It is thought that the car originally carried Weymann-style drophead coupe coachwork and later fixed head coupe coachwork by Martin & King of Melbourne, which had been removed from Chassis no. 1135. In this guise 296 had been photographed in Australian Motor Sports magazine in 1947 participating in the Peninsula Car Trial, at that time in the ownership of Alex Bryce. His brother Bill Bryce is thought to have later campaigned the car before it was dismantled, in which condition it remained for many years before coming to the UK in the late 1980s. Mike Smith acquired the car in 1991 and embarked on a comprehensive rebuild which is exceptionally well documented.

Cutting no corners, Mike turned to marque specialists Briardale Engineers, Donald Day, the Bentley Drivers' Club Spares Scheme and others to assist in those parts of the restoration where he felt their skills would contribute to a car that would be quick and safe.

Front wheel brakes were top priority for a car which was going to be driven quickly and a Phoenix crankshaft was a no brainer – the restoration files reveal other sensible modifications including a fitted overdrive, to ensure that 296 would be as bullet-proof as possible and yet remain as original as possible. An aluminium flywheel made to replicate the original but one-third of the weight, contributed to the performance that would perplex many a 4 ½ litre owner and bring that familiar broad smile across Mike's face at the wheel as he overtook. The two-seater body acquired with the car had been built by Roy Ashton in the 1980s in the spirit of the factory TT cars and Mike retained that coachwork. Perhaps with a slight rebel streak Mike chose not to livery the car in the traditional British Racing Green, instead selecting a fine claret livery and hence in BDC circles, and elsewhere where it was well known, the car became known as 'Victoria Plum' or by close friends as 'Vicky P'!



In this guise Mike, with ever-present wife Carol at his side, campaigned 'Vicky P' extensively from 1992 to 2012 in BDC and VSCC events, rallies, sprints and hillclimbs and it served him well during the demanding times of his Chairmanship of the Bentley Drivers' Club Northern Region. 'Vicky P' was always immaculately turned out and maintained to Mike's own exacting standards – and so it is offered here today.

Chassis no 296 comes with a good history file, old tax discs, expired MOT certificates and copious invoices for restoration and maintenance work carried out in the hands of its Bentley connoisseur owner. The car is currently road licenced with a Swansea V5C document and comes with a copy of Bentley records briefly recording its early years. We feel a careful service would be advisable following the 296's short period of limited use, before exploiting Vicky P's full driving potential.

**£120,000 - 140,000**

**€140,000 - 160,000**



**315\***

*The ex-Sir John Whitmore, Alan Mann Racing,  
European Touring Car Championship-winning*  
**1965 Lotus Cortina Competition Saloon**

Registration no. KPU 392C

Chassis no. BA74EU59019

Engine no. LP2864LBA



Arguably the most famous of all racing Lotus Cortinas, 'KPU 392C' was campaigned by Alan Mann Racing and driven by Sir John Whitmore during the 1965 European Touring Car Championship season. In a crushingly dominant performance, Sir John and 'KPU 392C' won all eight races and hill climbs they contested, including six outright wins. His singular achievement was summed up in *Autosport* by Patrick McNally: 'In the European Touring Car Challenge Sir John Whitmore was outstandingly successful, his Alan Mann Racing Lotus Cortina proving to be both fast and reliable. The popular racing baronet often won his races outright as well as the class, and shattered course and circuit records everywhere he went.'

Born into a land-owning family, Sir John Henry Douglas Whitmore first turned to motor sports in 1956 and after a spell of rallying and sprinting began circuit racing with a Lotus 6 in 1958. In 1959 Lotus boss Colin Chapman offered him a drive at the Le Mans 24-Hour Race in which he shared an Elite with Jim Clark, finishing 2<sup>nd</sup> in class. British Saloon Car Champion in 1961 driving a Mini, Sir John later became associated with Ford, driving a GT40 at Le Mans and the Targa Florio. He was also a member of Carroll Shelby's World Sportscar Championship-winning team.

In 1966, at the height of his fame, Sir John retired from motor sports to pursue a career in the emerging science of sports psychology. He is author of the influential work 'Coaching for Performance'. After many years away from motor sport, Sir John returned in 1987 and enjoyed many successful seasons of historic competition, including driving for the revived Alan Mann Racing. He shared cars with Alan himself at times and finally hung up his crash helmet a few years ago.

Throughout the 1960s, Ford had pursued an ambitious and wide-ranging motor sports programme - 'Total Performance' - that would see the 'Blue Oval' triumph at Le Mans with the GT40, while Ford-powered cars also won at Indianapolis and took the Formula 1 World Championship. In Group 2 production car racing the firm was just as dominant, thanks to one particular model: the Ford Lotus Cortina.

Ford's Walter Hayes commissioned Lotus boss Colin Chapman to develop the Group 2 competition version of the new Cortina saloon; Lotus would then build the 1,000 cars required for homologation. Launched in 1963, the Lotus Cortina - Cortina Lotus in Ford parlance - featured the Elan's Ford-based, twin-overhead-camshaft, 1,558cc engine in the two-door bodyshell. McPherson strut independent front suspension was retained, with revised spring and damper rates, while the rear leaf springs were replaced by coil-spring/damper units, axle location being achieved by trailing arms and an 'A' bracket. The latter arrangement was not entirely successful; reversion to Ford's standard leaf-sprung axle in 1965 improved reliability.

Production of the Lotus Cortina began in February 1963 but it was not until September of that year that it was eligible to race. Driven by Jack Sears, a works Lotus Cortina finished 1<sup>st</sup> in class on the model's racing debut at Oulton Park on 20<sup>th</sup> September, with Trevor Taylor 2<sup>nd</sup> in another car. Lotus Cortinas dominated saloon racing's 2-litre class, often challenging for outright honours. Works cars were driven by Jim Clark, Graham Hill, Peter Arundell and Jackie Ickx.



KPU 392C on it's way to victory, Snetterton 500 Kms, 1965

© Peter Darley



© Peter Darley

Peter Procter (car no. 40) follows closely behind Sir John Whitmore, Snetterton, 1965



Its early outings had proved that the Lotus Cortina was fast, but the handling was far from perfect and designer Len Terry was asked to make the necessary changes to the rear axle's locating arrangements. After the axle change, the hitherto fragile Lotus Cortina proved a highly capable rally car, works driver Bengt Söderström winning the Acropolis and RAC rallies in 1966.

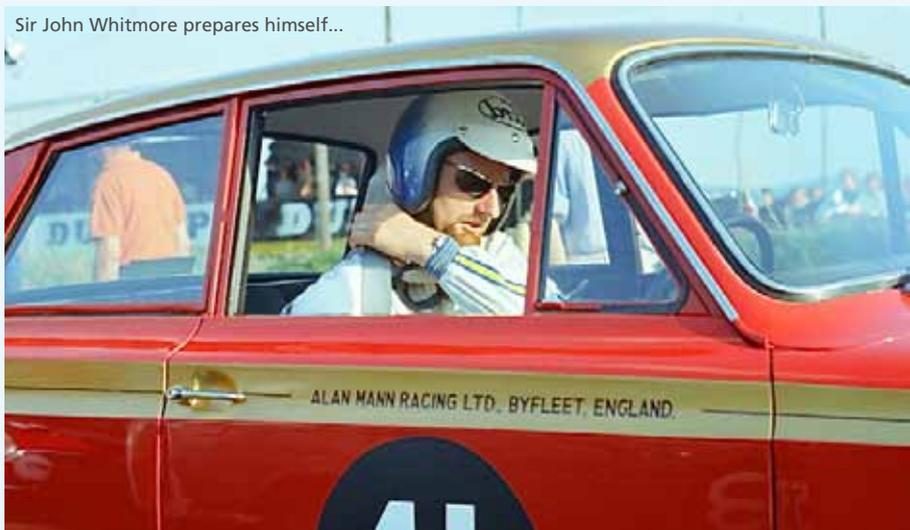
Alan Mann's Lotus Cortinas had dominated the 1964 European Touring Car Championship, trouncing the opposition at Brands Hatch, Zolder and the Mont Ventoux hill climb, only to have almost certain victory snatched away when the final round at Monza was controversially cancelled. The team's top driver with five wins, Sir John had to be content with 2<sup>nd</sup> place overall behind Warwick Banks's Mini Cooper S.

At the start of the 1965 season, Mann used the 1964 cars pending the homologation of the leaf-sprung rear axle, and when 'KPU 392C' made its debut at the Championship's second round at Mont Ventoux, still finished in standard white/green colours rather than Mann's red livery, it carried one of the '64 cars' registration numbers. Although not a regular hill climber, Sir John nevertheless secured an overall win and set the touring car course record for the mountain.

One week later he shared 'KPU 392C' with Jack Sears at the Nürburgring 6-hour race, winning overall and setting the touring car lap record on a wet track. This was followed by overall wins at Zolder and the Olympia hill climb at Innsbruck. The next weekend brought with it a class win at Karlskoga, Sir John finishing 2<sup>nd</sup> overall. By this time it was beginning to look like the Championship would go to Whitmore and after he had driven 'KPU 392C' to overall victory at the Snetterton 500km it seemed all but certain. Another overall win at the St Ursanne hill climb in Switzerland was followed by finishing 1<sup>st</sup>-in-class and 2<sup>nd</sup> overall at Zandvoort and the Championship was in the bag.

Among the cars beaten by the combination of Sir John Whitmore and 'KPU 392C' were Ford Galaxies, Alfa GTAs, Mercedes-Benz 300Es, BMW TISAs and Alan Mann Ford Mustangs. The same car/driver combination also finished ahead of Alan Mann Lotus Cortinas piloted by drivers such as Jackie Stewart.

After the '65 season's end, 'KPU 392C' was retired from racing, rebuilt, re-sprayed and despatched on a promotional tour of Ford dealerships. In 1967 the car was acquired by Sir John Whitmore, who owned it until 1995 when it was sold at auction to the current vendor. During Sir John's ownership the Lotus Cortina spent time on display at the National Motor Museum, Beaulieu (from approximately 1972 to 1978) before being retrieved by its owner and placed in storage at the premises of another of Alan Mann's drivers: Jack Sears. In the meantime, the car had been back to Alan Mann Racing for a major service. Its distinctive features, such as the lowered rear suspension, were retained.



Sir John Whitmore prepares himself...



Snetterton, 1965 (Photo credit: LAT Photographic)



Sir John Whitmore reunited with KPU 392C , Goodwood press day March 2013

Subsequent outings were few, being confined to a couple of track tests for *Thoroughbred & Classic Cars* magazine (1987 and 1989). On the latter occasion, 'KPU 392C' was driven at Ford's Boreham test track by Sir John and racer/journalist Tony Dron, now of *Octane* magazine. Some 24 years after the Boreham test, 'KPU 392C' was reunited with Sir John Whitmore at the 2013 Goodwood Festival of Speed Press Day on 20<sup>th</sup> March when Sir John drove the car up the Goodwood hill.

Since its acquisition by the current vendor in 1995, 'KPU 392C' has been carefully preserved. In 2012 extensive detail re-commissioning was undertaken by local specialists the USA (see bills totalling \$8,292.74 on file) but the car remains as it was at time of purchase. It has just been gently re-commissioned again ready for sale (the braking system was completely rebuilt and new Dunlop racing tyres fitted). Offered with two old-style Swansea V5 registration documents (both recording Sir John Whitmore as owner) and an extensive file of period race reports, 'KPU 392C' represents a unique opportunity to acquire one of the most famous and historic of all racing saloon cars, possessing an unrivalled provenance.

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

**£90,000 - 120,000**

**€110,000 - 140,000**





### Results of the 1965 European Touring Car Championship races

Date	Track	Country	Place	Event
6/6/65	Mt. Ventoux	France	1 <sup>st</sup>	Hill Climb
13/6/65	Nurburgring	Germany	1 <sup>st</sup>	Circuit
20/6/65	Zolder	Belgium	1 <sup>st</sup>	Circuit
1/8/65	Olympia at Innsbruck	Austria	1 <sup>st</sup>	Hill Climb
8/8/65	Karlskoga	Sweden	1 <sup>st</sup>	Circuit
15/8/65	Snetterton	England	1 <sup>st</sup>	Circuit
22/8/65	St. Ursanne - Les Rangiers	Switzerland	1 <sup>st</sup>	Hill Climb
29/8/65	Zandvoort	Holland	1 <sup>st</sup>	Circuit



**316**

## **1964 Aston Martin DB5 Convertible**

Registration no. EGF 82B

Chassis no. DB5C/1503/R

Engine no. 400/1591



'More and more cars today reach the magical "ton" but those which can do it with the same ease and rapidity of the Aston can be counted on the fingers of one hand. High-speed stability and safety is not cheap to engineer, and with few people to pay the price, production costs are never reduced by the quantity of the work. The DB5 therefore fills a unique corner of the market, a corner at the top end both in the way it performs and the price one pays for the privilege.' – *Autocar*, 18th September 1964.

Introduced in 1963, the DB5 was a development of the preceding DB4 that had represented such a giant step forward in Aston Martin's post-war evolution on its arrival in 1958. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. The DB4's engine was still an all-alloy twin-overhead-camshaft 'six' but the old W O Bentley-designed 3.0-litre unit had been superseded by a new design by Tadek Marek. Proven in racing before it entered production in the DB4, the new 3,670cc engine featured 'square' bore and stroke dimensions of 92x92mm and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Touring's *Superleggera* body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely-strong platform-type chassis. Independent front suspension was retained, the DB2/4's trailing links giving way to unequal-length wishbones, while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Five series were built as the model gradually metamorphosed into the DB5. The latter's distinctive cowed headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4.

The DB5's 3,995cc engine, first seen in the Lagonda Rapide, produced 282bhp and was mated to a four-speed, overdrive-equipped gearbox, a 'proper' ZF five-speed unit being standardised later. Other improvements included alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included a mere 123 convertibles and 12 shooting brakes.





A desirable, manual transmission, matching numbers car, 'EGF 82B' was built in May 1964 and despatched in July of that year to Brooklands of Bond Street. The accompanying BMIHT certificate records the finish as Goodwood Green with Fawn trim and matching hood (as it remains today) and notes that the car was fitted with Selectaride shock absorbers.

Acquired by the current owner from Paradise Garage in October 1985 (bill of sale on file) the Aston has benefited from considerable refurbishment while in his care, as evidenced by accompanying invoices. Works carried out include a re-spray, re-Connollising the interior leather and fitting rear bumper, wire wheels, hood and carpets in 1986 by Rupert Goalen Ltd (costing £14,892).

In addition, new sills were fitted by Goldsmith and Young Ltd. in 1988 for which invoices are on file. A full engine overhaul by marque specialist Ian H Moss was done in 1994 following a compression test by Aston Martin Lagonda Ltd (costing £7,183). When inspected by AML, the car had covered 74,000 miles to which a further 13,000 have been added since then making the current total 87,000, which equates to only 650 miles annually.

There are further bills on file for routine general servicing by Ian Moss, a braking system overhaul by Historic Racecar Preparation Ltd in 2008 and replacement of rubbers and refurbishment of the interior in 2010 by Mike Thomas Trimming. Described as in generally good condition, this rare and most desirable soft-top Aston Martin is offered with the aforementioned invoices and restoration photographs, workshop manual and owner's handbook (copies), MoT/tax to May 2014 and UK V5 document.

**£450,000 - 550,000**  
**€580,000 - 700,000**



Photo credit: Simon Clay



**317**

***Believed one of three remaining, in single family ownership since 1963***  
**1939 AC 16/90hp Supercharged Tourer**

Registration no. HPJ 878

Chassis no. L662

Engine no. UBS7.613



Having abandoned plans to produce a 20hp touring car, John Weller turned his not inconsiderable design talents to something more mundane - a three-wheeled commercial delivery vehicle. Introduced in 1904, the Auto-Carrier was an immediate success and a passenger version - the Sociable - followed in 1907, at which time the company name was abbreviated to 'AC'. The firm's first four-cylinder car arrived in 1913 and fours would be catalogued until 1928, thereafter the company offered sixes only.

AC's famous Weller-designed, overhead-camshaft six entered production in 1922, by which time Weller and his financial backer John Portwine had been ousted by new owner S F Edge. A prominent racing driver of the Edwardian era, Edge believed fervently in the publicity value of competition successes and pursued this policy enthusiastically during his stewardship of AC. In 1922 an AC became the first 1,500cc car to cover the mile at over 100mph and in 1926 the marque's place in motoring history was assured when a 2.0-litre model became the first British car to win the Monte Carlo Rally.

Financial difficulties saw AC taken over by the Hurlock brothers in 1930 and from then on the firm concentrated on sporting cars aimed at the discerning enthusiast. Successful motor dealers, the Hurlocks had bought AC as a means of expanding their existing business and only restarted the manufacturing side in response to customer demand. Existing stocks of spares were used at first but when these began to run out the brothers had no option but to make a fresh start. This they did using a bought-in chassis from Standard, into which went Weller's six and a conventional ENV gearbox, replacing AC's traditional three-speed transaxle. The marque's reputation for producing well engineered and equally well finished cars continued under the Hurlocks' ownership, enabling AC to prosper despite the higher asking prices that these exemplary standards necessitated.

An improved, under-slung chassis of 9' 7" wheelbase was adopted for AC's 1934 range, which was first displayed at the London Motor Show in October 1933. By 1935 a flat radiator with mesh grille had replaced the previous rounded type, only to be superseded for the following season by the classic slatted version. A synchromesh gearbox was standard by this time, while other noteworthy features included automatic chassis lubrication, built-in jacks and Telecontrol shock absorbers, all of which were incorporated in the 16/60hp and 16/70hp models launched in 1936.



Also in the range at this time was the 16/80hp Competition model, an entirely new sports two-seater that had first appeared publicly at the 1935 London Motor Show. Weller's 2.0-litre six was installed in a short-wheelbase chassis, under-slung at the rear and equipped with Moss remote-change synchromesh gearbox and Bendix self-energising mechanical brakes. Topped off by a supremely handsome roadster body, the 16/80 combined gorgeous looks with excellent handling and a 90mph maximum speed. Only 28 were constructed before a mildly restyled version arrived for 1937. At the 1938 Motor Show an example was exhibited fitted with an Arnott supercharger, which added £35 to the price, and this 16/90hp model remained available until AC ceased car production in 1939.

One of only a tiny handful of its type made, chassis number 'L662' carries the Surrey registration 'HPJ 878' and was sold new in April 1939 to a Michael B Thomson of Birmingham. It was subsequently sold to Miss Betty Haigh of Bury Gate, Sussex, who is perhaps best remembered for her 2-Litre Class win in the 1946 Alpine Trial driving an AC 16/80, 'EPJ 101'.

The accompanying continuation logbook (issued 1952) records the owner at that time as one Alexander Bruce Ritchie of Dundee, who had acquired the AC in September 1949, followed by musician David Tarbet Phin from 1957. Mr Phin is said to have used the car to transport his double bass to and from engagements, and the logbook records no fewer than five different addresses for him over the succeeding five years, the last entry being stamped in June 1962. The current owner bought 'HPJ 878' from Eversfield Garage of St Leonards-on-Sea, East Sussex in August 1963, paying a mere £15 (purchase receipt on file). The cylinder block had corroded and water had contaminated the engine oil leading to bearing failure. Replacement engines being unobtainable, the car was sold for its scrap value. Although the blower had been removed, the fact that the AC had been a supercharged model was confirmed by the boost gauge on the dashboard.

'HPJ 878' remained in storage until some cylinder blocks were remanufactured by Werner Oswald, and its restoration commenced in the late 1990s. In the intervening period the owner had accumulated numerous parts, including some bought directly from the AC factory in Thames Ditton. The restoration was carried out by Bruce and Jim Young between 1997 and 2005, the engine being rebuilt by Tim Abbott who advised that a new crankshaft and rods be made and fitted, given the age of the originals and the risk to the new block if anything failed.



Most of the body frame was kept but new wheelarches had to be made from epoxy bonded laminated ash. The aluminium body panelling was badly corroded wherever it was nailed to the frame, and it was considered more efficacious to re-skin the body rather than make repairs, while the hood cover was missing and had to be remade. Although rusty in places the original steel wings were otherwise sound and were repaired successfully together with the splash deflectors. A complete interior re-trim was undertaken by Graham Williams, who also made and fitted a new hood, hood bag and side screens. Fewer than 1,000 miles have been covered since the rebuild's completion and all invoices relating to the restoration are on file.

Shortly after completion the AC received the ultimate accolade when it was invited to attend the inaugural 'Concours of Elegance' at Windsor Castle in the presence of HM The Queen, joining approximately 60 of the world's finest cars in the Castle's quadrangle (letter of invitation on file). Eminently suitable for historic road rallies such as the popular 'Flying Scotsman', this extremely rare and beautiful Post-Vintage Thoroughbred is offered with the aforementioned old-style logbook, current road fund licence, UK V5C document and two box files of history.

**£130,000 - 150,000**

**€150,000 - 180,000**



Photo credit: Simon Clay

**318**

***Formerly part of the Holthusen Collection***  
**1939 Lagonda V12 Drophead Coupé**

Registration no. 7645 H  
Chassis no. 14065  
Engine no. 14065



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

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

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

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

The V12's announcement demonstrated that the revitalised company was very much back in business, an impression Lagonda's decision to enter the 1939 Le Mans 24-Hour Race can only have enhanced. The marque already possessed a credible Le Mans record, a short-chassis 4½-Litre driven by John Hindmarsh and Luis Fontes having won the endurance classic outright in 1935. In October 1938 a Lagonda V12 saloon driven by Earl Howe had covered 101.5 miles at Brooklands in a single hour, despite having to stop to change a burst tyre, and this together with other high-speed tests, during which the car had shown complete reliability, indicated that it would be a highly suitable candidate for reviving British prestige at Le Mans. Accordingly, it was decided to enter a two-car team in 1939 with the aim of securing valuable data, and then to mount a full-strength challenge the following year. In the race the two streamlined two-seater Lagondas fared better than expected, Messrs Brackenbury and Dobson finishing in third place with Lords Selsdon and Waleran fourth. Had a less conservative race strategy been employed, then either might have won.





Photo credit: Simon Clay

The rare Lagonda V12 drophead coupé offered here was ordered new by Lord de Ramsey, who specified two spare wheels and the built-in jacking system under the driver's floor. The car was first registered on 5th April 1939 as 'MG 6484', this number being part of a series issued irregularly via the MG Car Company distributors University Motors, which might well have been the original suppliers.

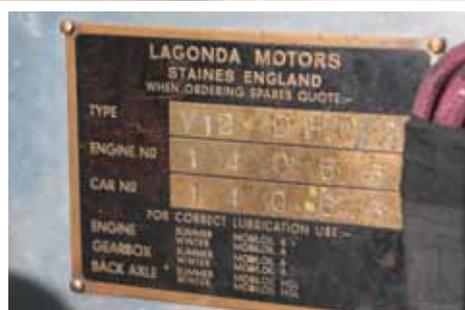
By July 1949 the car had covered some 49,844 miles, as recorded on the factory record card, and had also been tuned by the works that same month in preparation for the Alpine Trial. By 1960, chassis number '14065' was in the hands of a Mr A P Steward, who shipped the car to New Zealand where it remained in his hands until 1976. The car's history thereafter is unknown until 1989, at which time it was re-imported into the UK. It seems likely that it may well have spent some time off the road in storage in New Zealand, because by the time it arrived back in Britain, the body's timber frame had suffered from a damp climate.

Offered for sale by Paradise Garage in London, '14065' was acquired from them by Bernd Holthusen on 24th October of that year, joining what was then the most important representation of the Lagonda marque ever assembled. It was found that, with few exceptions, most of the body frame required renewal although fortunately the original aluminium body panels had been well preserved and were reusable. A five-year body-off restoration then commenced. The chassis and all mechanical elements were entrusted to marque specialist Peter Whenman of Vintage Coachworks at Hartley Wintney, Hampshire while construction of the new body frame and coachwork restoration was undertaken in Hamburg.

The classic lines of the Frank Feeley-designed body, in this case installed on the 10' 4" chassis, are as breathtaking today as they were in 1939. There is ample accommodation for four adults at a sacrifice of some boot space, but this is compensated for by an ingenious fold-out luggage carrier that retracts behind the lower rear valance with its integral number plate. The latter swings downwards, permitting the folding carrier to be swung out and locked, whereupon the valance is then returned to its normal position. No doubt costly to manufacture, the convertible hood is exceptionally well constructed and capable of being folded very compactly, just like all Lagonda hoods of the period. Other noteworthy features include adjustable shock absorbers; thermostatically controlled carburettor/choke and radiator shutters; adjustable steering wheel, seats, backrests and windscreen ventilation; and the original Phillips radio. Lagonda's short-stroke V12 engine was renowned for its flexibility and quietness, aided by the sound insulating qualities of the double-ply woollen carpeting, leather trimmed interior panels and coachbuilt body construction.

The current owner purchased '14065' when the Holthusen Collection of Lagonda motor cars was sold by Bonhams at our Goodwood Revival Meeting Sale in September 2002 (Lot 104). Finished in two-tone brown/beige with tan leather interior, this superbly presented Lagonda drophead is offered with sundry restoration invoices, current road fund licence, recently expired MoT (April 2013) and Swansea V5C document. As we said in 2002: 'There will be no finer warranty than to own an ex-Holthusen Lagonda...'

**£240,000 - 280,000**  
**€280,000 - 330,000**



319

*5,900 miles from new*

## 2004 Porsche Carrera GT

Registration no. to be advised

Chassis no. WPOZZZ98Z4L000183

Engine no. 99430770



'Putting this remarkable car into context, the Carrera GT represents a modern version of an early street-legal 550 with a hint of 356 Carrera Speedster. Through this state-of-the-art supercar, Porsche once again captured the spirit of the Carrera and it is to the credit of those early engineers that the reputation and bloodline of the Carrera has continued to flourish.' – Glen Smale, *'Porsche: The Carrera Dynasty'*.

One of the most evocative model designations in motoring history, 'Carrera' has been adorning Porsches since the mid-1950s, having been adopted following the German manufacturer's triumph in the 1954 Carrera Panamericana in Mexico. That famous victory was achieved by a Type 550 sports-racer, not a car that could be offered to the general public in large numbers, so the 'Carrera' name first appeared in 1955 on the Porsche 356A Coupé, which also got the 550's competition-bred four-cam engine. Since then it has been used as a designation for models with enhanced performance or competition potential, and then in 1983 was applied to the entire 911 range.

When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked a return to its competition roots, the new flagship supercar's looks recalling those of the original Type 550 of 50-plus years ago. Known as 'Project Code 80', the programme to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998. Although a couple of dozen GT1s were adapted for road use, something more practical would be required for volume production, though it was intended that the GT1's advanced technology would be carried over to the new model.

The first hint that Porsche was planning something very special was dropped in 2000 when a concept car designed by American Grant Larson appeared on the Stuttgart manufacturer's stand at the Paris Motor Show. Its overwhelmingly favourable reception gave Porsche the green light to commence development of a version suitable for production.

It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster, which Porsche had done when developing its last supercar, the 959, but the new model needed to be significantly different in order to achieve the desired impact. Fortunately there was a suitable power unit to hand: a 5.5-litre four-cam V10 developed a few years previously for a still-born Le Mans racer. The latter had incorporated a carbon-fibre monocoque, as had the GT1, and this state-of-the-art method of construction was carried over to the Carrera GT, albeit in a form that met the requirements of a road car. Porsche's engineers gave themselves an additional set of problems to solve by extending the use of this material to the engine support structure.

The development of a small-diameter, multi-plate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower centre of gravity than would have been possible with a flat six. Before production commenced the V10 would be enlarged to 5.7 litres, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.



Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability the rear body incorporates a wing that is raised automatically at around 75mph, retracting when the speed drops back to 50mph. This was no mere gimmick but a vital necessity in a car capable of exceeding 200mph.

The Carrera GT's suspension is pure competition car, featuring unequal-length control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminium callipers gripping 15" diameter ceramic composite discs that are more heat resistant and 50% lighter than cast-iron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.

When the production Carrera GT went on sale in 2004 it looked remarkably similar to the 2000 Paris Show car yet was subtly different in countless ways. One more obvious difference was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed for stowage in the front luggage compartment. Inside, the seats were made of leather-trimmed carbon fibre while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917 endurance racer.

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: these days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology. The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, and email and Internet connectivity. A five-piece luggage set was included in the specification at no extra cost, though, perhaps surprisingly, air conditioning was an optional 'extra'.

Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasising the car's exclusivity, and each example carries a numbered plaque on the centre console (the factory retained 'No.1' for its museum). When deliveries commenced in January 2004 the selling price was \$448,000 (approximately £279,500 or €349,200 at current rates of exchange). When *Car & Driver* tested a production Carrera GT, the respected American motoring magazine recorded a 0-60mph time of 3.5 seconds with the 'ton' arriving only 3.3 seconds later. In the event, the Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2007 only 1,207 had been completed.



An early example, this Carrera GT was first registered in August 2004 in Nantes, France to its first owner, a resident of Monaco, and subsequently registered in the UK by the second (current) owner in April 2012. Finished in classic Porsche GT Silver with Ascot Brown leather interior, it is equipped with air conditioning and the Porsche Online Pro navigation and hi-fi systems. A low mileage example, having covered a mere 5,900 miles, the vehicle benefits from recent (March 2013) full major service costing £11,000 with fewer than 200 miles covered since. Fully documented including pictures, this major service included engine removal, new timing belts, spark plugs and coil packs, water pump and valve tappet clearance check. The gearbox oil and filters and the brake fluid were changed, a new clutch fitted and the rear main oil seal replaced. Previous services were carried out at 1,638 kilometres, 3,071 kilometres, 4,463 miles and 5,621 miles.

Currently taxed, the car comes complete with its original user manuals (in English and French) and an unused luggage set plus the original tool kit, wheel socket, spare key and factory ID tags. Accompanying documentation consists of the original service booklet and invoices, current MoT certificate and UK V5C registration document.

With relatively few produced and all in the hands of private collectors, this superb Porsche Carrera GT represents a wonderful opportunity to acquire an example of what *Car & Driver* considered 'arguably the finest sports car the company has ever produced.'

**£240,000 - 280,000**

**€280,000 - 330,000**

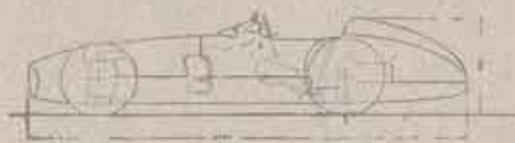
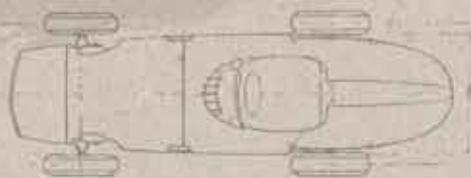
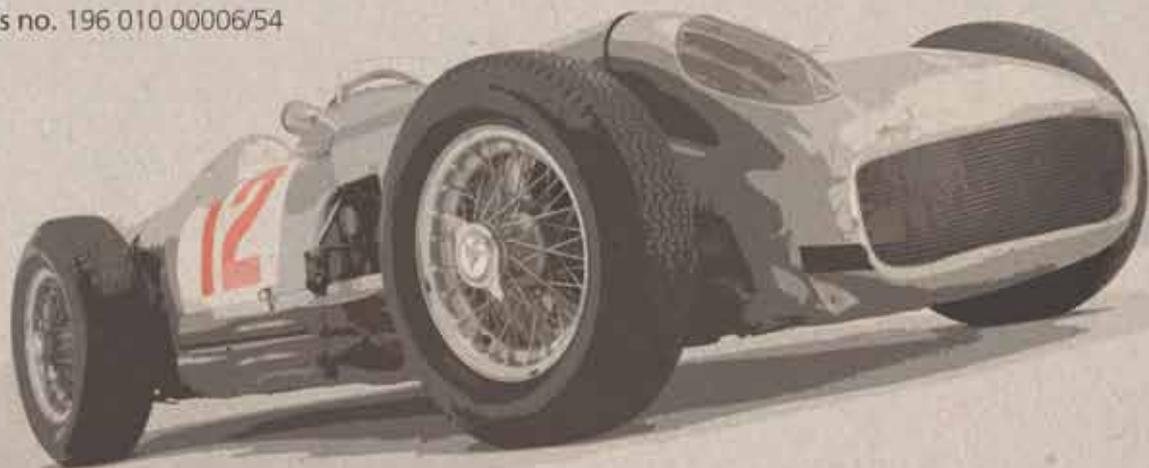


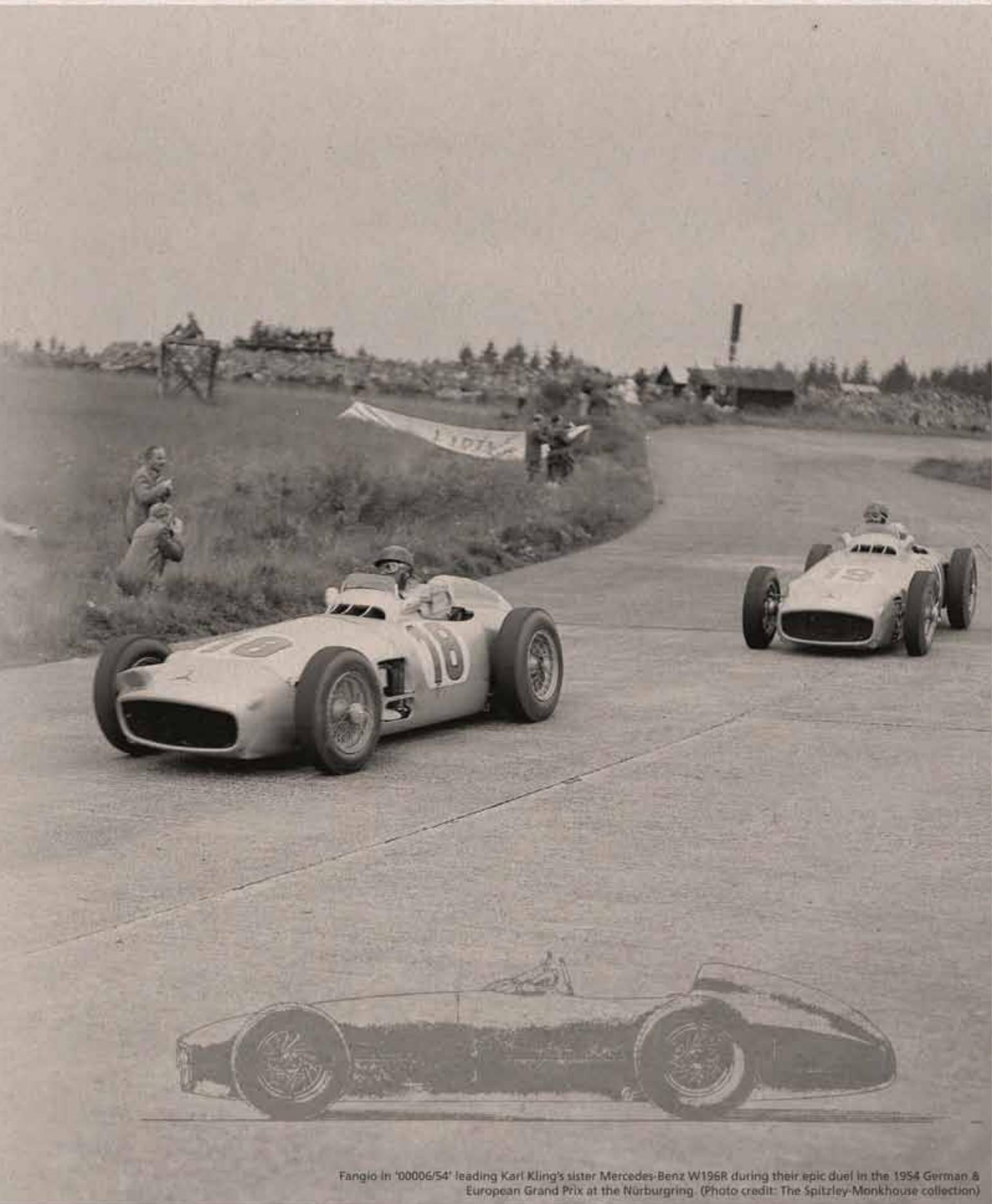


**320\***

*The ex-Juan Manuel Fangio, Hans Herrmann, Karl Kling,  
German and Swiss Grand Prix-winning*  
**1954 Mercedes-Benz W196R  
Formula 1 Racing Single-Seater**

Chassis no. 196 010 00006/54





Fangio in '00006/54' leading Karl Kling's sister Mercedes-Benz W196R during their epic duel in the 1954 German & European Grand Prix at the Nürburgring. (Photo credit: The Spitzley-Monkhouse collection)



Above: Fangio with his contemporarily inseparable companion Andreina 'Beba' watching progress during rain-affected practice at the Nürburgring, 1954.  
Right: 1954 German GP, Fangio - Mercedes (Photo credit: Spitzley-Monkhouse)

Today it is part of postwar German folklore that, on July 4, 1954 at Berne in Switzerland, the underdog German soccer team had just beaten the favourites, Hungary, 3-2 to win the FIFA World Cup. Some claim that this memorably redemptive moment became the first time postwar that the German National anthem had been played at such a major sporting event...

Yet that very same day, at the Reims-Gueux circuit in France, Juan Manuel Fangio had just led home team-mate Karl Kling in a brand-new sister Formula 1 Mercedes-Benz W196, to finish first and second in the French Grand Prix.

That shattering success marked Mercedes-Benz's Grand Prix come-back for the first time since 1939. So July 4, 1954 became a doubly great day for Germany. It might be recalled by most today as having witnessed the footballing 'Miracle of Berne' – but within the motor racing world, Reims had witnessed something far more predictable. The Italian motor racing axis of Maserati and Ferrari had been trembling in their boots at the prospect of a come-back by what Mr Ferrari called the '*TransAlpini*' – and indeed their worst nightmares had been fulfilled. Those near-unbeatable silver cars bearing the three-pointed star were back.

Perhaps it was doubly significant that seven weeks later, after a second come-back victory in the German GP at the Nürburgring, Fangio and Mercedes-Benz added a third great win; this time in the Swiss GP, which – for the brilliant Argentinian – also clinched his second Formula 1 Drivers' World Championship title. As he raised his trophy at Berne's Bremgarten forest circuit he was only a couple of miles away from the Swiss city's Stadium where elated German soccer captain Fritz Walter had so recently raised the World Cup.

Denis Jenkinson of '*Motor Sport*' magazine set the scene for it all when he wrote: "The name of Mercedes-Benz was one of the most powerful in Grand Prix racing between 1934 and 1939 and during those years they brought a science into motor racing that was revolutionary; at the same time they speeded up the process of racing car design to a pace that forced many of their competitors to abandon Grand Prix racing... With the approach of the new Formula 1 that was due to begin with the 1954 season, Daimler-Benz announced that they would be represented... by an entirely new team of Mercedes-Benz racing cars...".

When these entirely new streamline-bodied W196 cars emerged at Reims, fans recoiled in astonishment. These sleek new silver rocket ships with their wheel-enclosing bodyshells were futuristically-alien machines from Mars. Drivers Juan Fangio and Karl Kling immediately qualified first and second, then finished 1-2 in this their debut race.

Over the fleeting 14 months that followed – completing the 1954 season then on through 1955 – the Mercedes-Benz W196 single-seater cars contested 12 World Championship-qualifying Grands Prix. They won nine of them, confirmed Juan Manuel Fangio's 1954 Drivers' World Championship, then carried him to a second consecutive Drivers' title in 1955. With perhaps tacit generosity on Fangio's part his team-mates Karl Kling and Stirling Moss won the non-Championship 1954 Berlin GP and the Championship 1955 British GP. Earlier in '55 Fangio had also won the *Formule Libre* Buenos Aires City GP.

Through that second season of the W196s' meteorically brief career, the Daimler-Benz factory team had also campaigned its related 300SLR sports-racing cars. They proved totally unbeatable, winning every Sports Car World Championship race entered except Le Mans from which the team was withdrawn when running 1-2.





Big responsibility, big man – the Mercedes-Benz team's veteran racing manager, the legendary Alfred Neubauer.



Finally, on October 16, 1955, Stirling Moss and Peter Collins won the Targa Florio in Sicily to add the Sports Car title to Fangio's Formula 1 Drivers' crown. That night, roly-poly team manager Alfred Neubauer received a letter from Fritz Nallinger, Daimler-Benz AG's main board Director of Research and Design. Neubauer read: "After mature deliberation the management committee has decided... to absent itself... irrevocably from motor racing for several years".

With both World Championships won and total road racing domination re-established, Mercedes-Benz had nothing left to prove...

Thirty-two years later, in September 1987 Doug Nye interviewed Daimler-Benz's revered former Chief Engineer, 81-year-old Rudi Uhlenhaut, for BBC TV in his old office at Unterturkheim. When asked about his company's postwar return to serious motor racing in 1954-55, his words were crystal clear.

He said "Believe me... I do not speak propaganda. But when we returned to racing in the mid-1950s, our directive was to be the best, and to win both the Formula 1 Drivers' Championship, and the Sports Car Championship. We did that, and - while we could have done better - when our board took the decision to withdraw, we were the best".

That was no idle boast, in fact no boast at all. Rudi Uhlenhaut's words were simply a statement of fact, and it's a fact embodied within W196 chassis '00006/54' that we at Bonhams now offer here for sale by auction.

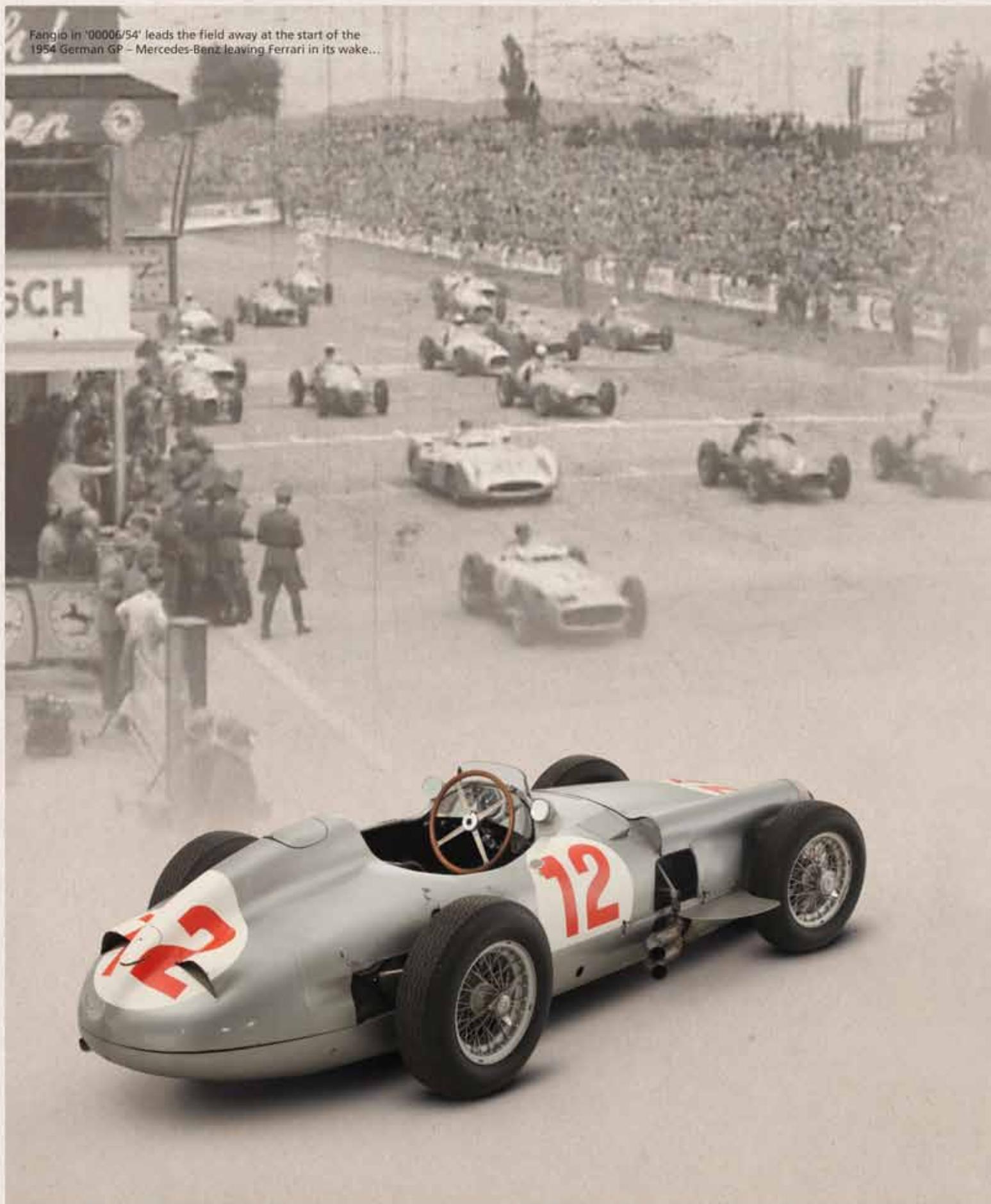
This is the only W196 out of factory or institutional captivity; the only survivor not preserved within either Daimler-Benz or an International museum. Yet it is the most successful of all surviving W196s.

It is the only surviving Mercedes-Benz W196 to have won not just one World Championship-qualifying Grand Prix race, but two. It is the first open-wheel version of the landmark W196 design ever to have won a race, and it is the actual car in which Fangio clinched the second of his five Formula 1 Drivers' World Championship titles. It is to be offered in remarkably unspoiled, almost 'barn-find' condition - its super-sophisticated mechanicals believed to be complete and runnable after proper preparation - and it is a Grand Prix car in whose presence enthusiasts simply stand and stare...

The car has been inspected in great detail by the factory's Mercedes-Benz Classic experts, and their report is appended. Save for the paint finish and the replacement of some hoses with modern Aeroquip, the car remains today as last assembled and prepared by the factory *Rennabteilung* upon the works team's withdrawal, on December 9, 1955.



Fangio in '00006/54' leads the field away at the start of the 1954 German GP - Mercedes-Benz leaving Ferrari in its wake...





For those who understand its stature, and its history, and its incredible – factory-confirmed – as-works assembled specification, Fangio's 1954 German and Swiss GP-winning 'Treble-Oh-Oh-Six' here is absolutely iconic.

Yet there is still more. As a work of supreme mechanical artistry '00006/54's stature surely transcends mere motor racing. This mechanical masterpiece is a work of sculpture entirely emblematic of German industry's postwar re-emergence from obliteration. Daimler-Benz had emerged from the cataclysm of World War 2 – in 1945-47 – making bicycles and servicing US Army Jeeps. Mercedes historian Karl Ludvigsen has described how in the late 1940s; anyone who enquired about a possible Mercedes-Benz return to racing would be told: "Please, we are fighting for our very lives. We have no time to think of such things...".

From July 1948 the 'European Recovery Program' – better known as the Marshall Plan – pumped \$13-billion into western-aligned economies. Germany received a share from 1949. Mercedes-Benz car production gathered pace and the board considered an eventual return to racing to promote their brand's resurgence. An initial racing foray to the Argentine Temporada series in February 1951, using pre-war designed W154 Grand Prix cars, then disappointed.

In April, 1951, Mercedes-Benz's new 300 production car was launched. Its six-cylinder cast-iron engine was adopted to power a new sports-racing car to publicise the marque's rebound in 1952. The result was the spaceframe-chassised ultra-light W194 300SL 'Gullwing' Coupe. These handsome and handy little cars showed formidable form that year, finishing 2-4 in the Mille Miglia, 1-2-3 at Berne, 1-2 at Le Mans, 1-2-3-4 (in Spyder form) at the Nürburgring, and ultimately first and second in the mighty Mexican Carrera PanAmericana.

For that Mexican trip competitions manager Neubauer shipped-in the two successful W194 Coupes, two Spydres, two 3½-ton trucks and nearly 40 personnel. To study just one of his team movement sheets is to gaze at a work of art. Every border, every Customs post, even individual Customs officers, were named, telephone numbers provided, hotels and meal-stops booked, rendezvous venues pinpointed, individual journey-stages all given target times. Not only European but also American competitors looked on, and blinked. Mercedes-Benz really had returned.

Through 1953 the factory's racing efforts concentrated upon development of the all-new 2½-litre unsupercharged Formula 1 cars for 1954. These roller-bearing engined W196 cars broke new ground, successfully introducing to Formula 1 lightweight spaceframe chassis construction, fuel injected straight-eight 'laydown' engines with desmodromic valve actuation, all-round inboard-mounted brakes, and all-independent suspension with low-pivot swing-axles at the rear.

These defining complex cars emerged late, missing the first two World Championship rounds of 1954 in Argentina and Belgium. Charged with providing his team with every advantage, Neubauer had engaged 1951 World Champion driver Fangio for the Stuttgart team's re-emergence.

Neubauer had offered him two options – either a full race fee to miss early-season GP races for which the new Mercedes would be unready, or to forego that fee and be free to drive for another team. Fangio chose freedom – stayed with Maserati and immediately won both of that year's early GPs in a 250E. Then at Reims that first weekend of July he switched to the three-pointed star...

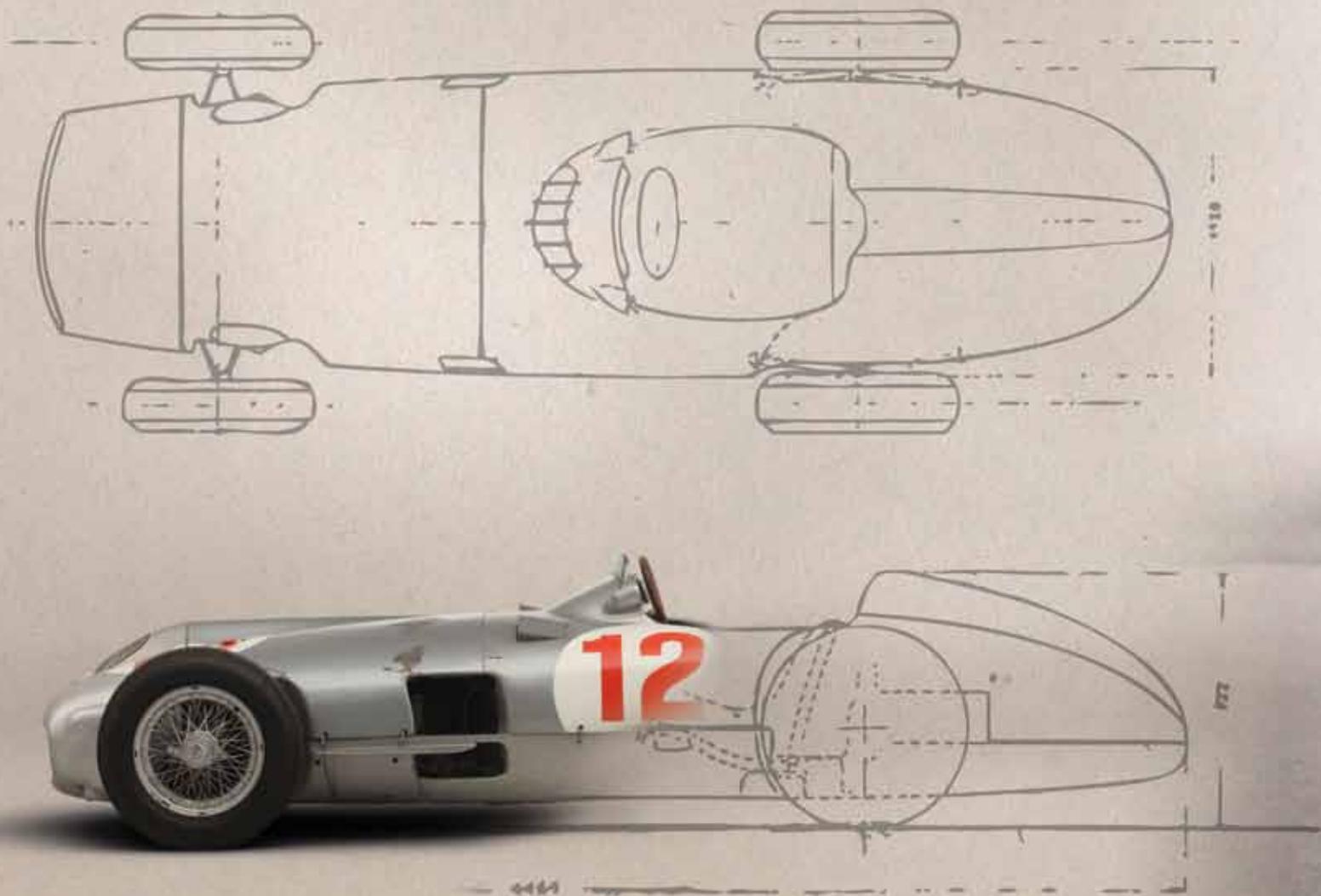
Decades later, Fangio would recall: "The best team was Mercedes... I never had any worries when I was driving for them, because the team was so strong technically. If I asked them to make a change of any kind, they got down to work, and in no time at all I was back at the wheel with things as I wanted them to be. That's why I won eight of the 12 races I drove in with them. In another three I was second, third and fourth, and only retired in one at Monaco 1955. In my estimation, 75 per cent of the credit for a win went to the car and the group whose work backed it up, and the remaining 25 per cent went to the driver, and to luck..."

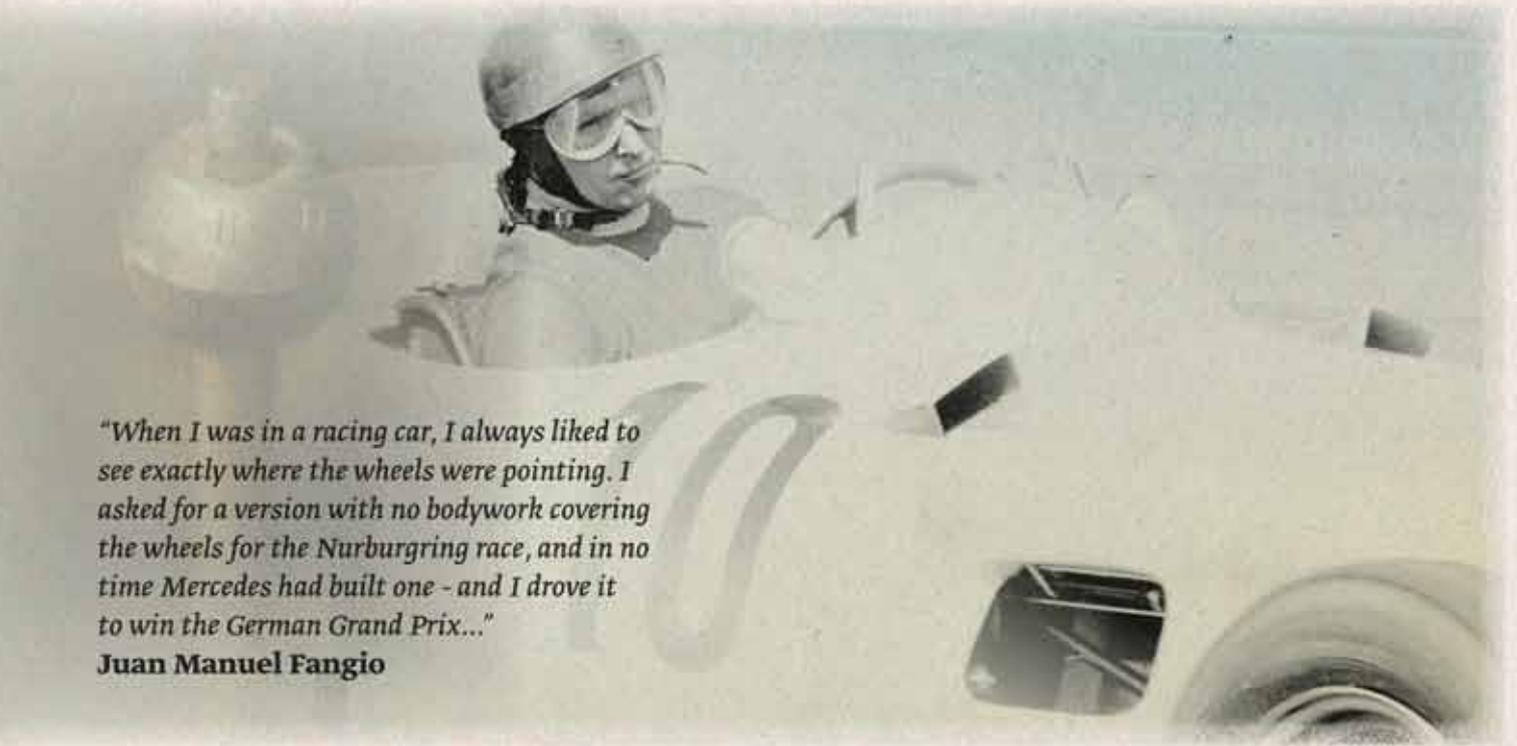
While the original enveloping-bodied *Stromlinienwagen* W196s had shone at superfast sun-soaked Reims, they proved a handful around Silverstone in the British GP. It was cold, and the circuit was slick with drizzle. Mercedes's tyre supplier, Continental, had been out of major-league racing for 15 years and the slithering streamliners' skittishness was due more to inadequate grip than any deficiency in driver view. An alternative open-wheeler slipper-bodied W196 had been planned for the tighter courses, especially for the following German & European GP at the Nurburgring, but the programme was still running late.

As Fangio recalled after he'd clouted marker tubs during practice at Silverstone both he and Kling vigorously lobbied Neubauer and engineer Uhlenhaut that night in The Five Arrows Hotel at Waddesdon, near Aylesbury, emphasizing that the promised open-wheeler was not merely preferable for the *Nurburgring*, but absolutely vital.

In response, three open-wheeler W196s were hastily finalised for Mercedes-Benz's home race; the Reims-winning *Stromlinienwagen* chassis '00003/54' stripped and rebodied, plus two sister cars – chassis '00005' and '00006' – built new as open-wheelers. In the *Nurburgring* race, Fangio would drive car '6, Kling '3 and pre-war Champion Hermann Lang (aged 46) car '5. Hans Herrmann drove a *Stromlinienwagen*, car '2.

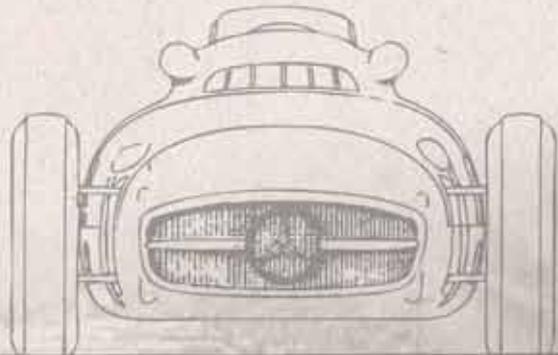
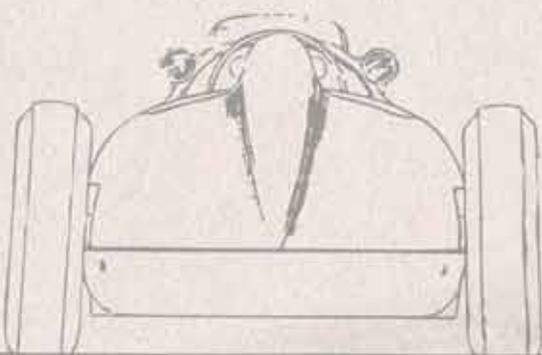
Fangio qualified his brand-new 'Triple-Oh-Oh-Six' – now offered here – on pole position, while Kling lost a wheel on the *Tiergarten* Straight and had to start way down the grid.





*"When I was in a racing car, I always liked to see exactly where the wheels were pointing. I asked for a version with no bodywork covering the wheels for the Nurburgring race, and in no time Mercedes had built one - and I drove it to win the German Grand Prix..."*

**Juan Manuel Fangio**



Below: Youth, supreme talent and experience – Mercedes-Benz works drivers 1954: Herrmann, Fangio and Kling. (Photo credit: Mercedes-Benz Motorsport) Right: Fangio – touched by God-given skills – clinched consecutive World titles with Mercedes-Benz 1954-55.



Despite the grief of having lost their compatriot driver Onofre Marimon who had crashed fatally in his works Maserati during practice, Fangio and Froilan Gonzalez of Ferrari promptly ran 1-2 as the Grand Prix began. 'Triple-Oh-Oh-Six' outpaced the Ferrari, but was itself caught and passed by team-mate Kling's W196, charging up from the back of the grid. While Fangio sat back in second place, confident he could handle the German driver/engineer in the closing stages, Kling was a man on a mission before his home crowd. Then he began to taste and smell a fuel haze blowing past him in the cockpit. He realized his car's tail-tank was leaking, and his apparently crazy pace was to build time to refuel.

Neubauer became frantic. Fangio: "This was not how the race was supposed to run...but I was not responsible, so every time I passed the pits I pointed at Kling as if he had no right to be there...". Neubauer angrily signalled Kling 'FANG-LANG-KLING'.

But the veteran Lang could not maintain the pace, eventually to spin off when his W196 seized. With six laps to run the 300,000 crowd eagerly anticipated a home win for Mercedes-Benz and Karl Kling, but the commentator at the *Karusse!* suddenly announced that Fangio had retaken the lead, and Kling was slowing. He stopped at the pits with a transmission mounting broken. It was wired in place and he rejoined to finish fourth.

Having conserved his brand-new car, and ever confident he could have disposed of Kling had he kept running, Fangio hurtled home in 'Triple-Oh-Oh-Six' to cement Mercedes-Benz's comeback with this home-race victory.

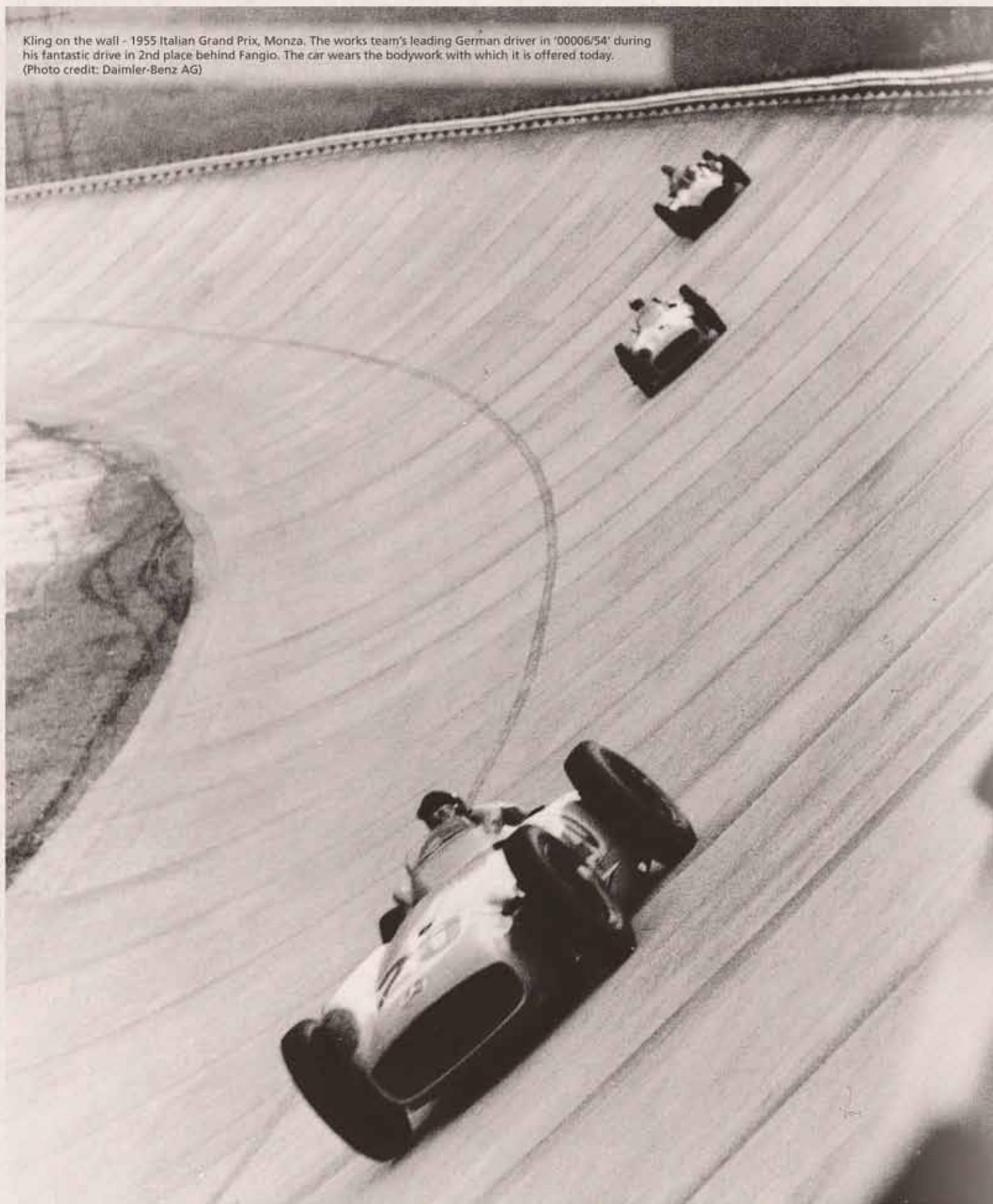
Three weeks later, Fangio won the Swiss GP at Berne from his compatriot Gonzalez's Ferrari and fresh-faced Hans Herrmann, third in his sister W196. Again Fangio's mount had been 'Triple-Oh-Oh-Six' offered here, and as he took the flag in this car so he clinched his second Drivers' World Championship title.

Thereafter, Hans Herrmann was assigned 'Triple-Oh-Oh-Six' as his car for the Italian GP at Monza, in which he finished fourth behind Fangio's winning *Stromlinienwagen* chassis '00004'. And in the season's-ending Spanish GP at Barcelona, Herrmann retired with spark plug trouble and engine failure, caused by over-rich mixture selected as a precaution in variably hot weather.

Old 'Triple-Oh-Oh-Six' was then confined to test duties through 1955 when Stirling Moss joined Fangio and Kling in the full-time factory team. The car was finally recalled to the colours for the season-ending Italian GP at Monza, in which Kling drove her with typical fire and intensity. He ran a strong second behind Fangio's leading (and eventually winning) *Stromlinienwagen* chassis '2' until 'Triple-Oh-Oh-Six's propeller shaft parted, due to the rare omission in assembly of a locating dowel. Kling was bitterly disappointed, but Mercedes-Benz still dominated – Fangio first and guest driver Piero Taruffi second in open-wheeler chassis '15 – the last W196 built.



Kling on the wall - 1955 Italian Grand Prix, Monza. The works team's leading German driver in '00006/54' during his fantastic drive in 2nd place behind Fangio. The car wears the bodywork with which it is offered today. (Photo credit: Daimler-Benz AG)





Mercedes-Benz W196R '00006/54' fascinating modern-era fans...

In fact there had been no chassis '11, and of the 14 Mercedes-Benz W196 cars built, nine would survive intact until 1991-92 when written-off chassis '00005' would be revived for display in the Daimler-Benz Museum, making ten today. In fact the factory preserve six W196s – cars '2-5-8-10-13 and '14 – while '3 as an open-wheeler and two *Stromlinienwagen*s, '9 and '12 are in customer-country Museums.

So how did 'Triple-Oh-Oh-Six' escape into private hands?

After its final race, driven by Kling at Monza, it had been prepared to full race standard and then consigned to the Daimler-Benz Exhibitions Department on December 22, 1955. In June 1965 it was exhibited in Munich and during 1966 it starred at both Le Mans and Hockenheim. It then appeared at the 1967 British Grand Prix before being used for tyre testing at the Unterturkheim factory test-track, and displayed in Berlin and at Stuttgart University. Further display duties followed in 1969 in Luxembourg, Berlin and Hamburg. A Daimler-Benz Museum archive document records that – as of November 5, 1969 – "Car should be available at any time for R. Uhlenhaut for testing purposes".

On June 24, 1972 the car ran in engine tests at Unterturkheim before, on May 22, 1973 Mercedes-Benz officially presented it – as a smarter replacement for deteriorating car '14 – to the freshly re-constituted National Motor Museum at Beaulieu, Hampshire, England.

Some years later that Museum's authorities decided to offer the car for sale, to help finance construction of a Museum library and lecture-hall complex. Mercedes-Benz supported Beaulieu's new John Montagu Building and 'Triple-Oh-Oh-Six' was sold to Sir Anthony Bamford of JCB Excavators. It was acquired from him – in a deal brokered by Adrian Hamilton of Duncan Hamilton Ltd. – by French collector Jacques Setton who wanted "simply the World's most rarefied, most exclusive, Grand Prix car".

Setton is reputed to have paid what was at the time a world-record price (for any motor car). It then passed subsequently to German businessman Friedhelm Loh who in 1999-2000 ran it in such events as the Monaco Historic Grand Prix, and the Goodwood Festival of Speed, with leading British historic-category driver Willie Green at the wheel. The car was then re-sold and today, after many years out of public view, 'Triple-Oh-Oh-Six' is offered here.

This fabulous Formula 1 car's stature is self-evidently immense. It is not only the iconic 'Fangio car' of the 1950s. It is also a shining star of ground-breaking Mercedes-Benz engineering. Amongst Mercedes-Benz cars it is certainly amongst the top handful in terms of its landmark attributes and achievements.

Here we offer an absolute technological landmark in the long and glittering history of motor sport. And for many perhaps it will be, above all, an emblem of worldwide postwar recovery.

As such this machine is a monument to modern Germany's resurgence in making friends, not enemies – and to human endeavour's ability to rebound from cataclysm. As such '00006/54', offered here, celebrates World Champion innovation, performance, pace, and the return of peace... It epitomizes everything epitomized by the world-famous Three-Pointed Star.

*Please note that the W196 is subject to the reduced import tariff rate of 5% should it remain in the EU.*

**Estimate: Refer department**

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

[www.bonhams.com/FangioMercedes](http://www.bonhams.com/FangioMercedes)

Stirling Moss and Lewis Hamilton compare Fangio's 1954 Formula 1 Grand Prix car with Hamilton's modern Silver Arrow.



## Mercedes-Benz

To whom it may concern:

### "Executive Summary of the Manufacturer's Expertise of the Mercedes-Benz W 196 R Racing Car with the Vehicle Identification Number 196 010 00006/54"

As an entity of the original manufacturer, Mercedes-Benz Classic has the exclusive competence needed to verify a vehicle's as-delivered state and to prove this both wholly and without a shadow of a doubt. Accordingly, the Manufacturer's Expertise of Mercedes-Benz Classic allows us to provide not only recognised vehicle documentation with unrivalled validity but also peace-of-mind to the owners of high-value Mercedes-Benz vehicles.

For the auction of the Mercedes-Benz W 196 R Formula 1 racing car with the vehicle identification number '196 010 00006/54', the specialists of Mercedes-Benz Classic have also provided such an expertise, allowing us to arrive at the following result.

Based on the extensive original documentation in the Mercedes-Benz Classic Archives and an inspection of the vehicle by the Mercedes-Benz Classic specialists, we were able to decisively ascertain that the vehicle in question is in fact the original vehicle from the 1954/1955 racing season. The construction, the dimensions and the number of the frame and the body – in monoposto open-wheel racing car design and with a wheelbase of 2350 mm – corresponds to the vehicle's as-documented state. The engine fitted in the vehicle, which was able to be identified by means of the identification number stamped on it as well as a number of other markings, was found to be the M 196 R engine model variant with which the vehicle in question retired on 9 December 1955 from a successful racing season. The identification numbers stamped on the front and rear axles, the transmission and the steering gear clearly indicate that these are components which were also fitted in the vehicle bearing the vehicle identification number 0006/54 at the end of the 1955 season."

**The Mercedes-Benz Classic team's thorough inspection of '00006/54' offered here concluded with their approval stamp being applied to the fabric of the vehicle itself - on chassis, engine and transmission.**

June 2013

Yours sincerely

## Juan Manuel Fangio

Juan Manuel Fangio was not 'just' five-times Formula 1 World Champion Driver. He was not 'just' the accepted, immensely well-respected, standard setting racing driver of his era, 1949-1958. He was also one of the nicest and finest of human beings.

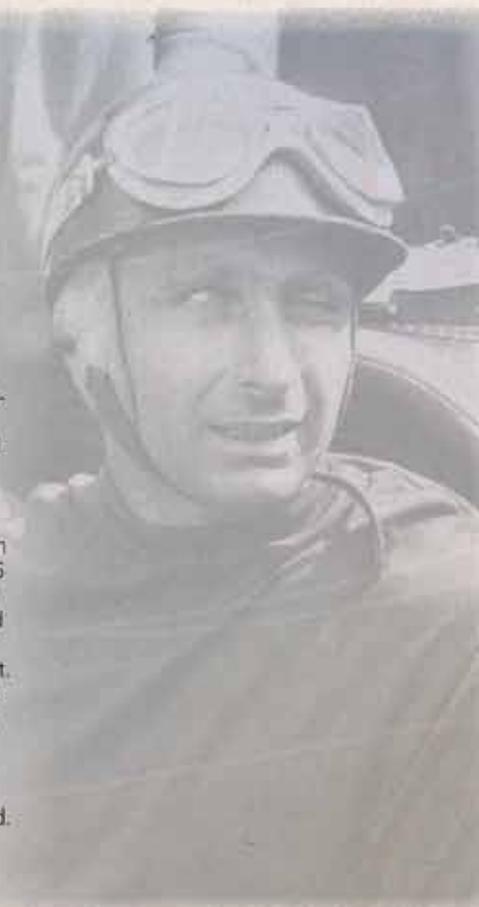
To almost matchless speed, balance, fantastic vision, anticipation, technical knowledge and mechanical sympathy, he added amazing maturity, humility and simple common sense. He came from a humble background in rural Argentina, yet despite achieving immense worldwide celebrity he never forgot it. He could always relate as much to prince as to pauper – he accorded all their due respect – and far into old age as pure motor racing royalty he remained unfailingly serene, friendly and faultlessly approachable.

A World Championship-qualifying Formula 1 Grand Prix win his era was a rare achievement. Few GP races were run each year. During his entire glittering career Fangio started only 51. Yet of those he won a record 24. What is more he started all but two of those races from the front row of the starting grid – and 29 of them from pole position...

Fangio could dominate in almost any racing car he ever drove – and his rivals always looked to him as their benchmark, the performance standard of their time, the man by whom they judged their own abilities.

Fangio won not only in Formula 1 Grand Prix cars, but also in endurance racing. He won for Lancia in the five-day Carrera PanAmericana road race through Mexico, and for Ferrari and Maserati in two Sebring 12-Hour races, and twice to finish second in the 1,000-mile Mille Miglia, for Alfa Romeo... and then for Mercedes-Benz. And it was in the silver cars bearing that three-pointed star emblem that Fangio achieved perhaps the most dominant form of his entire career. In the W196 car offered here he won both the 1954 German and Swiss Grands Prix, accompanied in sister W196s by victories in both that year's French and Italian GPs. Through 1955 – still in the Mercedes-Benz W196 factory team cars – he won the Argentine, Belgian, Dutch and Italian GPs and finished second to his young friend and pupil Stirling Moss in the British event. With these historic victories he became Formula 1's first-ever three-time World Champion Driver. No other racing driver has ever achieved more iconic stature within the motor racing world.

'Fangio' - his name alone epitomizes gold standard. He remains revered as motor racing Royalty.



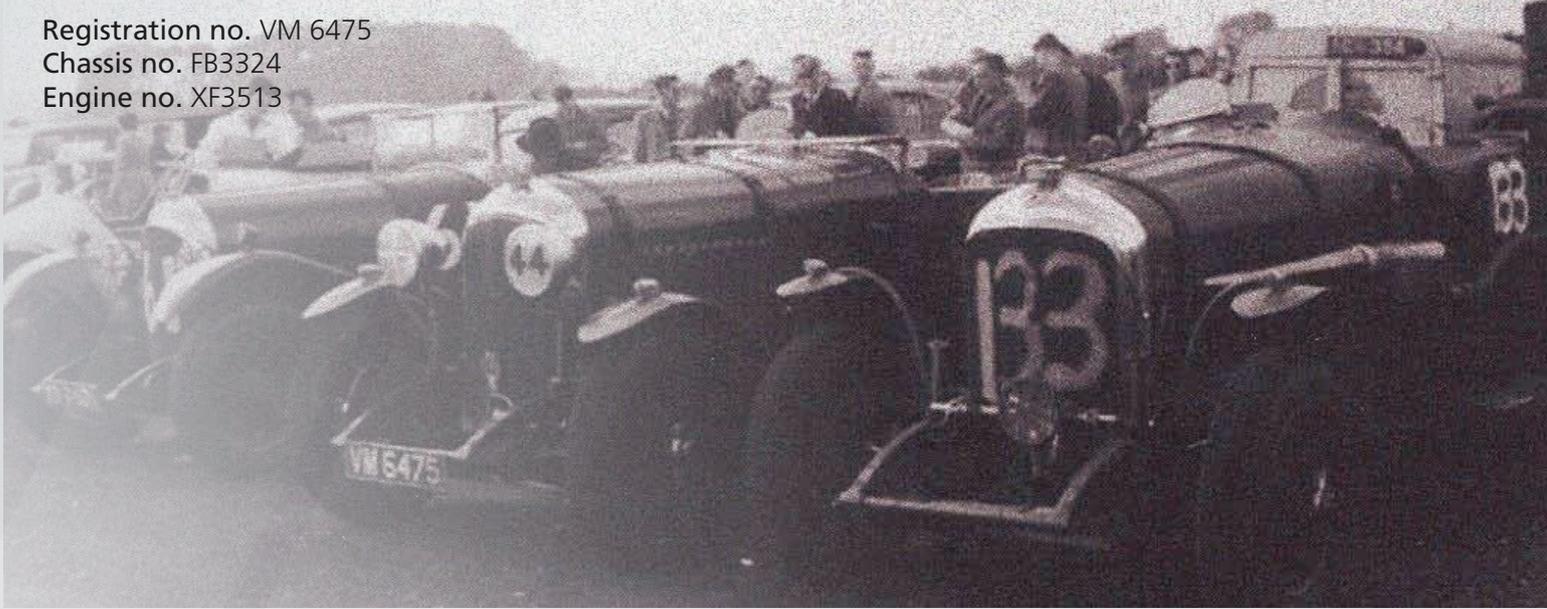
321

## 1929 Bentley 4½-Litre Tourer

Registration no. VM 6475

Chassis no. FB3324

Engine no. XF3513



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'.

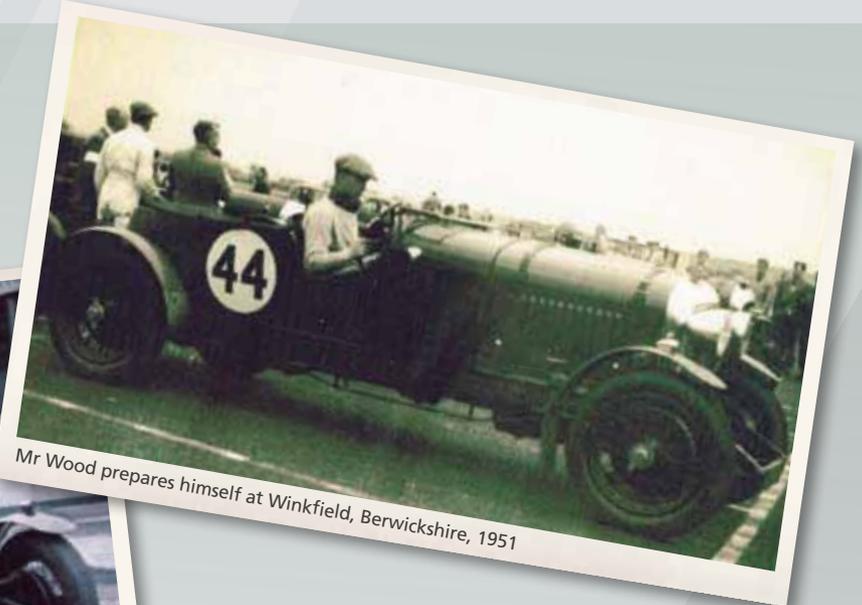
The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder 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.





VM 6475 outside the Gray's Electrical shop, Banbury c.1950



Mr Wood prepares himself at Winkfield, Berwickshire, 1951



The 4½-Litre was produced for four years, all but nine of the 665 cars made being built on the 3-Litre's 'Long Standard', 10' 10"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.

The car offered here - chassis number 'FB3324' – was despatched from the Cricklewood works late in 1928 bound for coachbuilders Freestone & Webb where it was bodied as a Weymann-type all-weather saloon. On completion the Bentley was registered 'VM 6475' on 8th January 1929.

Factory records held by the Bentley Drivers Club afford a fascinating insight into the comprehensive warranty offered by Bentley Motors, which included replacing this car's chassis later in 1929. As was typical at the time, this sporting Bentley was subjected to energetic use in its early life and onwards into the 1930s and '40s. By the time 'VM 6475' was 20 years old the body was completely worn out and so was removed, the chassis being re-bodied in Vanden Plas 'Le Mans Replica' style. The BDC has photographs taken around this time of the car being used in competition.

Soon afterwards, the original engine ('RL3427') was removed and replaced with a 3-Litre unit ('SR1407'). The car was still in this configuration when it was offered for sale by Jack Bond Vintage Autos and purchased by the current vendors in November 1960. Some ten years later a correct 4½-Litre engine ('XF3513') was acquired and it was decided to undertake a complete strip-down and rebuild. The chassis was sent to Messrs Rubery Owen for restoration and the steering gear and rear axle were completely reconditioned. Then progress slowed and in 1976 the task was entrusted to specialist restorer, Ian Lock, who at that time was working at Fergus Engineering near Spalding in Lincolnshire.

Completed in 1976, the comprehensive rebuild included fabricating a new body in the style of the preceding one but to a very much higher standard. Since then, only running repairs have been necessary. These have included relining the clutch, rebuilding the water pump and overhauling the magnetos. 'VM 6475' has been used regularly for the last 36 years, including various VSCC rallies in recent times, but has not covered a huge mileage and remains in generally very good/excellent condition, nicely patinated and running perfectly. MoT exempt, this most delightful '4½' is offered with old-style logbook, sundry restoration invoices, current road fund licence and Swansea V5 registration document.

**£280,000 - 320,000**

**€330,000 - 370,000**



Photo credit: Simon Clay

322

## 1937 Mercedes-Benz 540K Sports Saloon

Chassis no. 169341

Engine no. 169341



Together with its predecessor the 500K, the magnificent Mercedes-Benz 540K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s, representing the pinnacle of its pre-war achievements. A development of the 500K, whose independently suspended chassis it shared, the 540K was powered by a 5.4-litre supercharged straight-eight engine. The 540K was one of the first models developed under Mercedes' new chief engineer, ex-racing driver Max Sailer, successor to Hans Nibel, who had died in November 1934 aged only 54. It featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmospheric intake to the carburettor. This system had been thoroughly proven on the preceding series of Dr Ferdinand Porsche-conceived S-Type cars, and in effect the 540K was the last supercharged production Mercedes until relatively recent times.

Launched at the Paris Salon in October 1936, the 540K had an engine that developed 115PS un-supercharged or 180PS (178bhp) with the compressor engaged. The gearbox was a four-speeder, but with a direct top gear rather than the overdrive ratio used on the earlier 500K. With the supercharger engaged, the 540K's blown straight-eight gave it a top speed approaching 110mph (177km/h) which was matched by servo-assisted hydraulic braking. Its performance potential was such that Mercedes-Benz in the UK retained racing driver Goffredo 'Freddy' Zehender as technical adviser and demonstration driver, since the supercharged Mercedes was one of the few genuine 100mph road cars available in the 1930s.

Tested by Britain's *Motor* magazine, the 540K was judged to have less heavy steering and handling than its predecessor, the 500K, plus an even more comfortable ride, even though the same all-round independent suspension layout with parallel links and coil springs at the front and swing axles at the rear was retained. The *Motor*'s test car returned 102mph over the timed quarter-mile with the supercharger engaged and 85mph with it disengaged. The servo-assisted brakes came in for fulsome praise, the blower was found to be relatively quiet and the springing more comfortable than that of the 500K, while the steering and handling also compared favourably with that model.

In May 1938, the 540K was tested by *Motor*'s rival magazine *Autocar* and achieved the highest maximum speed of any road-test car up to that date: carrying three passengers, the car reached 104.65mph (168.5km/h) on the race circuit at Brooklands, Surrey. 'One's foot goes hard down, and an almost demonic howl comes in,' reported test driver H S Linfield. 'The rev counter and speedometer needles leap round their dials: there is perhaps no other car noise in the world so distinctive as that produced by the Mercedes supercharger.'



Photo credit: Simon Clay

Late in 1938, a revised 540K made its appearance, with oval-section chassis tubes instead of channel frame members, while the adoption of sodium-cooled valves followed the company's highly successful racing practice. The manufacturing record of the 540K reveals its exclusive nature: 97 being produced in 1936, 145 in 1937, 95 in 1938 and 69 in 1939 before the war ended series production (though three more were built up to July 1942). In recent years, the rarity, style and performance of these big supercharged Mercedes have made them one of the most sought-after of all classic cars on the few occasions they have come on the open market.

Built to commission number '247491', the 540K offered here was delivered in July 1937 to Messrs Souheur & Chappuis, a Mercedes-Benz dealership in Brussels, for a Baron de Montpellier. According to the factory records the official designation of the body was two-door sedan, although it resembles a coupé in some ways. Irrespective of the designation this was one of the rarer body styles on the 540K chassis.

According to the official body production figures, only 28 were built (presumably by Mercedes-Benz's in-house coachbuilder, Sindelfingen). Bonhams is grateful to Mercedes-Benz for providing the foregoing information from the factory records, which sadly contain no documentation concerning what happened to the car after delivery. At time of cataloguing no further information was to hand concerning its current mechanical condition or subsequent history.

Apparently an older restoration, '169341' is finished in dark midnight blue with dark sandy beige cloth interior trim. The dashboard boasts a full complement of instruments while other noteworthy features include twin side-mounted spare wheels, Bosch headlamps, centre spotlight, air horns and side exit exhausts. The supercharger is in place beneath the bonnet. Offering four-seater accommodation allied to breathtaking performance, this rare and stylish 540K coupé represents the very best that money could buy in the late 1930s and is a fine example of this classic German model.

**£180,000 - 250,000**

**€210,000 - 290,000**





323

*8,528 miles from new*

## 1969 Rolls-Royce Phantom VI Limousine

Registration no. WOT 95

Chassis no. PRH4296

Engine no. 4296



Rolls-Royce's new limousine model, the long-wheelbase Phantom V effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. The latter's relatively short - for a limousine - wheelbase had made it all but impossible for coachbuilders to provide adequate boot space in a comfortable seven-seater automobile, a shortcoming addressed by the Phantom V. Built on a much modified and strengthened Silver Cloud II chassis enjoying the same 145" wheelbase as the IV, the new Phantom measured over 6 metres (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. A lower final drive ratio ensured that, while top speed was a little down on that of its stablemates though still in excess of 100mph, the new Phantom could all but match them for acceleration.

Rolls-Royce's in-house coachbuilder Park Ward Limited produced what was in effect the 'standard' seven-passenger limousine coachwork for the Phantom V. The usual upholstery for the front compartment was leather, which was also included in the list of alternatives for the rear along with West of England cloth. As one would expect in a car of this class, a cocktail cabinet was often incorporated into the rear compartment's cabinetwork while electric windows and air conditioning were among the preferred options.

Park Ward's design remained substantially unaltered until the introduction of the Silver Cloud III and Bentley S3 in the autumn of 1962 when it was revised to incorporate the new models' four-headlamp lighting arrangement and a completely new above-waistline treatment.

Now built by the combined firm of H J Mulliner, Park Ward Ltd, the car lived on into the 1990s as the Phantom VI, its passing in 1992 marking the final demise of the separate-chassis Rolls-Royce.

Right-hand drive Phantom VI chassis number 'PRH4296' was delivered new to P J Evans Ltd of Birmingham and then passed through the hands of a further five owners before being purchased by the current vendor from a Mr John Batte in 1996. Since acquisition the Phantom has undergone an extensive mechanical and body restoration to the highest standards, being refinished and extensively upgraded to the owner's own specification. A comprehensive record of this renovation is available for inspection together with the car's previous service history.

'PRH2976' is finished in Harrods Green with golden basket weave to the side panels, while the interior is in green leather with the Harrods logo screen-printed on the headlining. Interior equipment includes a television, video player, analogue fax machine, telephones (x3), wine cooler and a cocktail cabinet.

Expertly maintained in house regardless of cost, this unique and imposing limousine has covered only 8,528 miles (13,733 kilometres) from new and comes with the aforementioned restoration and service invoices, current MoT certificate and UK V5C registration document.

**£50,000 - 60,000**  
**€58,000 - 70,000**



Photo credit: Simon Clay

324

## 1965 Ferrari 330GT 2+2 'Series 1' Berlinetta Coachwork by Pininfarina

Registration no. JNP 837C

Chassis no. 6135

Engine no. 6135

Ferrari manufactured 503 examples of the original 330GT, the specification of most, such as '6135', including a four-speed gearbox with overdrive. The model changed in 1965, emerging as the 'Series 2' with twin headlights replacing the original four-lamp arrangement. Retrospectively known as the 'Series 1', the early 330GT is now relatively rare, many having been used as donors for replicas of the GT250 SWB or Testa Rossa racing Ferraris, and exceptionally restored examples even more so.

A letter from the Maranello Concessionaire Archive, dated February 2011, states that left-hand drive chassis number '6135' was manufactured in 1965 and delivered to Luigi Chinetti Motors in New York, Ferrari's importer to the USA. According to their records, Chinetti Motors distributed the car to the Beverly Hills, California dealer Otto Zipper Motors, who sold it to first owner Robert C Rapp Jr.

However, in a letter dated May 2011 Mr Rapp wrote: 'I bought the car from Luigi Chinetti Motors in Greenwich Connecticut, from 'Lu' Chinetti Junior in 1967. Quad headlights, four speed plus manual overdrive... and eventually (replaced with) the New York Show car 330GTC.'

By 1973 the Ferrari had moved to Minnesota with the registration '4JA 937' and does not appear to have been registered for the road again until its arrival in the UK in early 2011. Though much of the history is known, there is not enough to guarantee that the mileage of just over 52,796 is correct other than the many telltale signs that cognoscenti would immediately recognise. As is critical with all Ferraris of this era, '6135' retains its original engine and key mechanical components, and the numbers match the production records.



Benefiting from a most thorough mechanical, structural and cosmetic restoration in 2011/2012, since when only 200 miles have been covered, '6135' is said to be exceptional. When purchased, the Nero (black) leather interior was original, its good condition being an indication of the careful use the car had enjoyed for almost five decades. However, given the scope and thoroughness of the restoration, eventually it was decided to renew the seat leather and the front-seat foam to maintain the restoration's overall standards. Similarly, though original and serviceable, the carpets were renewed to ensure the restoration's high standards were maintained. The headlining is original and in excellent condition, as is the original instrument panel. The delicate interior door handles are unbroken and the original Nardi steering wheel has been beautifully refinished.

Although '6135' is in its fifth decade, the stainless steel exterior trim is undamaged and without the usual scratching or dents. Though undamaged, both front and rear bumpers were re-chromed to ensure consistency with the restoration's high standards, while all brightwork was lightly polished or plated and the Borrani wire wheels fully re-polished. All the window glass is in excellent condition but since original windscreen was lightly stone-chipped, a new replacement was sourced from Pilkington Glass.

'6135' has been completely repainted from bare metal, a process that included fully dismantling the windows, doors, bonnet and boot lid, and removing all the mechanical components, all of which is documented. As a result, the Verde Midio paintwork is of exceptional quality with a deep lustre. In the process of restoration a 'carte blanche' approach was taken to the bodywork and chassis, which was facilitated by the car's exceptionally original condition, making the process much easier than when work is necessitated by prior restoration or repairs. Indeed, careful sandblasting of the chassis and body revealed that it had never suffered any serious accident damage. Though the original chassis needed little attention, the opportunity was taken to completely renew the inner and outer sills on both sides, the panel gaps around the doors, bonnet and boot lid probably being better now than when manufactured.

The engine compartment has been lightly restored to be consistent with the Ferrari's age, not over-restored in an attempt to emulate the look of a 'new' car, with careful attention paid to renewing or refinishing all fasteners and fittings. All mechanical components have been checked and either renewed, overhauled, rebuilt or dismantled and cleaned as necessary. Highlights include a full engine rebuild with new balanced forged piston and all new valves, guides, chains and seals; specialist gearbox overhaul including the latest factory upgrade to 2nd gear synchromesh; complete overdrive overhaul; new clutch plate, balanced with the flywheel; full rear axle overhaul with new bearings and seals; new suspension joints and bushes; brakes fully rebuilt with eight new cylinders, rebuilt master cylinder, refaced callipers, rebuilt servos and new pads and hoses; front shock absorbers serviced; steering box rebuilt with 'worm and peg' from GTO Engineering; carburettors cleaned and rebuilt and fuel tank de-scaled; radiator re-cored and new hoses fitted; new electric fuel pump and mechanical pump rebuilt; full new stainless steel exhaust system, downpipes and hangers; and wheels fitted with new spinners and Pirelli Cinturato tyres. Bills and a detailed listing are available.

Requiring careful running-in for the first 1,000 miles, the engine is said to show excellent compression in all cylinders and to run very strongly. The steering and suspension are described as taut; the rear axle as quiet; the all-important gearbox synchromesh as excellent even when cold; and the twin cooling fans as working correctly, which is rare.

'6135' is said to be a delightful car to drive, inspiring a high level of confidence while handling traffic with ease, yet coming into its own when driven with gusto on long country roads or cruising effortlessly at virtually any speed.

With interest in front-engined V12 'Enzo-era' Ferraris from the 1960s never higher, the readily usable 330GT represents tremendous value when compared with its immediate Ferrari peers, many of which now have 'king's ransom' price tags. Offered with UK V5 registration document, current MoT/tax and all invoices for this most extensive of restorations, this 330GT would be a serious contender in the 'Pride of Ownership' category at Club events. Indeed, there can be few examples capable of regular use that are in better condition.

**£120,000 - 150,000**  
**€140,000 - 180,000**



Photo credit: Tim Scott

325

*The ex-Alan P Good, Chairman of Lagonda Motors*  
**1936 Lagonda LG45 Rapide 'Mathilda'**

Registration no. DLK 505

Chassis no. 12171/R

Engine no. 12171/R LG45/348R/S3



The 4½-Litre Lagonda was one of the most accomplished sports cars of the 1930s, as a succession of high-profile race wins, culminating in victory at Le Mans in 1935, amply demonstrates. Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda had concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. This four-cylinder, 2-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions.

Shortly after the M45's introduction, The *Autocar* got its hands on one. 'A short run on one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits.'

A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholl performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Under the technical direction of the great W O Bentley, recently departed from Rolls-Royce, the big Lagonda became more refined, the M45's successor - the LG45 - gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements. Intended as a prestige, upmarket model, the LG45 was aimed squarely at the Bentleys built by W O's erstwhile employer. Endowed with such impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

In its' road test published on 10th April 1936, The *Autocar* declared: 'The 4½-Litre has always given a fine performance; in its latest form it provides all the performance that anyone can reasonably require, and at the same time has been silenced, smoothed out and made a much more comfortable car, so that in comparison with the earlier versions it is hardly recognisable on first driving it. It can only be said that the appeal of the car has been considerably widened, for the people who today set great store by noise and a harsh suspension are greatly outnumbered by those to whom refinement in a fast car is far more desirable.'





For some though, this more refined 4½-Litre had moved too far away from the original conception, among them being Lagonda company director and former racing driver Dick Watney, previously with Rootes. It was the perfectionist Watney who conceived the Rapide, considering that the big Lagonda had grown too sober; the 4½-Litre's obviously fine performance notwithstanding.

One of the best stylists the motor industry has ever witnessed, Frank Feeley, whose fruitful career encompassed the V12 Lagonda and the DB2 and DB35 Aston Martins – was briefed to create an eye-catching, four-seater sports car on the production LG45, and he duly worked his magic.

Announced in September 1936, less than six months after the company's takeover by Alan Good and Dick Watney, the result was the greatly lightened Rapide, powered by the more powerful 'Sanction 3' engine. The latter incorporated the previous 'Sanctions' (improvements), adding a redesigned cylinder head, revised carburettor/induction arrangements and twin Scintilla Vertex magnetos to the package. For 'Sanction 3' the compression ratio was raised from 6.68:1 to 7:1, or 7.5:1 for any owner willing to prepare his own high-octane fuel! There was also an improved exhaust system.

The Feeley penned Lagonda coachwork was among the most handsome by any manufacturer and, for the lightweight LG45, it was the only type offered by the factory, or indeed any other coachbuilder. Quite frankly, no-one could have bettered the design, and no-one tried. The most eye-catching British sports car of its day, the Lagonda LG45 Rapide went every bit as fast as its sensational looks suggested.

'The whole appearance of the car was flamboyant and extrovert, so much so there was some muttering about it being a car for a "Promenade Percy"... This was dispelled forever when the top speed reached on road test was published... 133.5bhp at 3,400 rpm... 108.2 mph... rest to 50mph in 9.4 seconds and to 60 mph in 13.2... a eulogistic test...' - Davey & May, 'Lagonda'.

One of only 25 LG45 Rapides manufactured, chassis number '12171/R' is the 8th made and was, we understand from recent correspondence on file, first owned by Alan P Good, Chairman of Lagonda Motors. The (copy) order card states that the car was ordered on 28.10.36 and delivered on 20.2.37 complete with body number '7238' and engine '12171 LG45/348R/S3'. The original finish is recorded as grey with red leather interior and polished walnut wood trim. Good kept the Rapide until 1938, its next known owner being Jesse Heitner, editor of Sphere and Britannia & Eve magazines. Heitner was followed by Dr Charles Faulkner II of New Hampshire, USA, who owned the Lagonda from 1954 to 1997; a total of 43 years or more than half its life.

While in Dr Faulkner's care the Lagonda was pictured in *Automobile Quarterly* (Vol XVII, No. 1, 1979) for an article on the marque. '12171' is also featured in Bernd Holthusen's book 'Lagonda' (page 199) and on page 240 of Geoffrey Seaton's 'Lagonda, an Illustrated History 1900-1950'. From 1997 the car was owned by Jack Boxstrom in Canada, passing to the current owner in 1999. '12171' has been shown on several occasions at Pebble Beach concours and also at the prestigious Hurlingham Club Concours d'Élegance in 2009. It was a class winner at the Lagonda Club's AGM and has toured extensively in New Zealand and the USA as well as Europe.





While owned by Dr Faulkner the Lagonda was the subject of a full 'frame-up' restoration by, we believe, Wilkinson & Sharp, which was completed immediately prior to its appearance in *Automobile Quarterly* in 1979. When sold some 20 years later, the car was still in very good order. While in the present ownership the Lagonda has been maintained by respected marque specialist David Ayre of Berkshire, who had vetted the car for the owner immediately prior to its acquisition in 1999. There are invoices on file for various works including preparation for a New Zealand tour and subsequent servicing (June 2000); service and engine converted to unleaded compatibility (March 2001); service and preparation for a USA tour (February 2005); extensive service including engine, suspension, brakes and body (March 2006); and service/preparation for another New Zealand tour (November 2007).

Between July 2008 and May 2009 a full engine rebuild was undertaken including new pistons and con-rods; crankshaft crack-tested, passed and reground; new camshaft and followers; and new timing chains, gears and other top-end components. In August 2009 the gearbox was rebuilt and the Lagonda prepared for another tour of the USA. It was serviced on its return in November of that year and again in April 2011 when new tyres were fitted. The car is described as in mechanically excellent condition.

The body is very straight with good panel fit, while the paint's older application is now showing some signs of age. Brightwork, although not fresh, is very good with no pitting evident. The interior is generally very good although the driver's seat naturally shows wear. A 'St Christopher' badge adorns the nicely finished wooden dashboard and there is a discreet little restorer's badge on the car, inscribed 'Wilkinson & Sharp, Fine Restoring, Feasterville, PA'.

Finished in British Racing Green with matching leather interior, fawn hood and side screens and black tonneau, the Lagonda is taxed until 31st December 2013 and offered with the aforementioned invoices, MoT to May 2014, Swansea V5 registration document and two expired MoT certificates recording fewer than 600 miles covered in the last 2½ years. Additional documentation consists of a copy of the original order card, Lagonda Ltd servicing records for the 1930s/1940s, and recent correspondence with Vivienne Hounsell Good (a Good family member) who recalls the car being known by the family as 'Mathilda'. A Lagonda 4½-Litre Instruction Book is included in the sale.

One of few 1930s automobiles capable of comfortably exceeding 100mph, the Lagonda LG45 Rapide was one of the most exciting and elegant British sports cars of the period and a true supercar of its day. Indeed, the current owner describes 'Mathilda' as just as exciting and elegant today as she was 77 years ago.

With only 24 still in existence, genuine Rapides rarely come to market and '12171' represents a probably once-in-a-generation opportunity to acquire an example of one these legendary cars.

**£550,000 - 650,000**  
**€650,000 - 710,000**



Photo credit: Simon Clay

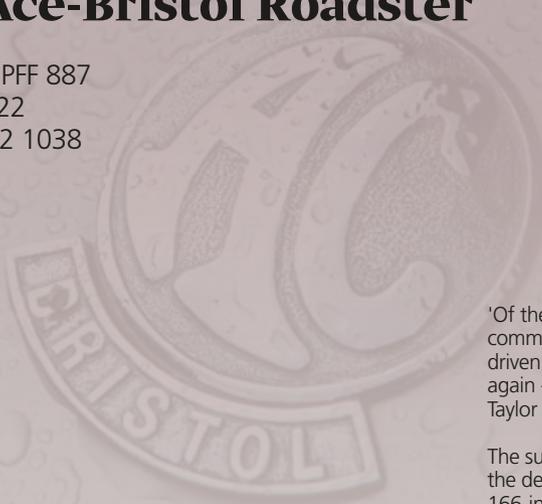
326

## 1956 AC Ace-Bristol Roadster

Registration no. PFF 887

Chassis no. BEX222

Engine no. 100D2 1038



'Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours.' - *AC Heritage*, Simon Taylor & Peter Burn.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2.0-litre, long-stroke six. This overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.



In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models became available from '56 with the more-powerful (up to 130bhp) Bristol six-cylinder engine. The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Downdraft inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s. Externally, Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburetors part way through production. The most significant changes made by the Bristol designers were metallurgical; their utilisation of the highest quality materials contributing to greatly increased engine life.

The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 120mph - helped the Ace to numerous successes in production sports car racing, arguably its finest achievement being a first-in-class and seventh overall finish at Le Mans in 1959. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.

Originally a left-hand drive model exported to the USA, this Bristol-engined Ace (now right-hand drive) was first owned by one R B Hayward, passing in June 1994 to previous owner Keith Roach of historic-car coachbuilders Roach Manufacturing & Engineering. The current owner acquired the Ace on 9th July 2010. Its first owner had swapped the original engine for the more powerful 100D2 unit currently fitted, and it was decided to undertake a complete rebuild while at the same time increasing the maximum power output. The brief was to end up with a 150bhp road/track car (easily up-rated further to racing specification) that would still be capable of long-distance Continental touring if required.

Works undertaken included overhauling and porting the cylinder head and fitting new Cosworth pistons/rings, 'high-torque' crankshaft and damper, long connecting rods and a lightweight flywheel. In addition, the oil pump and starter motor were renewed, the overdrive gearbox rebuilt with a close-ratio cluster, and an aluminium radiator and Kenlowe electric fan installed. All the minor items associated with such a rebuild: valves, guides, studs, nuts, bolts, chains, bearings, seals, gaskets, etc were replaced with new top quality items. Other noteworthy features include a gel battery and five new 72-spoke 15" wire wheels. Only some 1,000 miles have been covered since the rebuild's completion last year and the Ace is described as in generally excellent condition. Finished in silver with Burgundy leather interior, the car is offered with restoration invoices, current MoT/tax and Swansea V5C registration document.

**£150,000 - 180,000**

**€180,000 - 210,000**



Photo credit: Simon Clay

**327**

*Originally the property of the 3rd Viscount Ridley 1934 to 1964*

*Present ownership - 1969 to date*

**1934 Alfa Romeo 8C 2300 'Le Mans' Tourer**

Registration no. BPE 367

Chassis no. 2311221

Engine no. 2311221





(Photo offered with lot.)



It was no whimsical decision that placed Matthew White Ridley, 3rd Viscount Ridley, at the wheel of 2311221 in April 1934. The 32 year-old Ridley had succeeded to the peerage at the age of fourteen in 1916, upon the death of his father. He married Ursula, daughter of Sir Edwin Lutyens, in 1926 and took seriously the management of the family seat and surrounding estate, Blagdon Hall, in Northumberland. His passion was however for fast motor cars and motor sport and he was in the privileged position of being able to indulge his passions to the full. 2311221 was just one of many cars that enabled him to do that – but a car that remained in his ownership from new until his death in 1964.

Geographically, Brooklands Circuit was some 330 miles from the famous South Gates of the Blagdon Hall Estate (noted landmarks beside the old A1 Road north of Newcastle, with the gate posts surmounted with white cattle), but this did not curb the Viscount's enthusiasm. Frustrated that neither Austin nor M.G. would give him a 'works' car with which to tackle the Brooklands 750cc Class H Records he famously set about building his own car, The Ridley Special, to take on the 'works' giants in 1931 and in this he succeeded – the car was powered by a 746cc twin overhead camshaft supercharged engine to the design of Ridley himself and his chief engineer G Sartoris and with it he seized the Class H Records in August 1931 with speeds of 105.42mph for the flying kilometre and 104.56mph for the mile. A later attempt that year to break his own record resulted in disaster when the car crashed badly and Lord Ridley was seriously injured. This curtailed his racing activities but not his enthusiasm for fine cars.

2311221 came to the UK from Italy in September 1933 in chassis form and was delivered new to Fox & Nicholl, noted Talbot and Lagonda specialists. There is no record of the original coachwork fitted to the car, nor does Ridley in later correspondence make reference to it, but presumably it was built specially to Ridley's order. Ridley first registered the car with Surrey County Council authorities on 11th April 1934 – BPE 367.

2311221 was one of several notable Alfa Romeos owned by Ridley over many years, notable among which were a rare 17/90hp supercharged 1750 (to which he later fitted a 2.6-litre engine) and he was later to own 8C 2900, no.412022, the London Motor Show car, to which he is quoted as fitting 'huge trumpet horns under the bonnet and they played a sort of Colonel Bogey fanfare!' These cars were maintained in his own workshops, Blagdon Engineering Ltd. in Northumberland, a north country Mecca for owners of proper cars.

Writing of 2311221 shortly before his death in 1964 Ridley reported: *I have owned this car since it was new. I think it is the standard long chassis with wheel base 2.3m and back axle ratio 12/52. The mileage must be considerable. I do not know what it is. I rebuilt it in 1939 and then again completely in 1959, since when it has done very little running. It is mechanically in almost exactly original condition and has the Bosch electrical equipment. The only part that I know of that is not in perfect condition is the supercharger, this was worn. I was able to get a new casing but not rotors. I had these built up and hand fitted but still it only gives 1.25 atmosphere at maximum speed instead of 1.35*





Photo credit: Simon Moore



which it used to. As a result the power is down to 125hp at 5,000rpm instead of the 138 which I think was standard. The compression ratio is just under 6 to 1 which I think is standard. I have made the following alterations and additions to the chassis: An extra cross member between the front dumb irons, telescopic hydraulic shock absorbers instead of the original Hartford friction type, S.U electric pump instead of the original, welded steel body floor with battery box and tool box underneath, thermostatically controlled electric fan, heater, windscreen washer, etc. The wiring is all new and instruments and controls are new and are grouped in a panel in front of the driver. Some of the electrical controls are fixed to the steering column and are removable with it, there being what is in effect a multi point plug connecting them to the chassis so that this steering box can be removed to get the engine out. The body is a two seater coupe with sliding roof originally made before 1939 by Corsica and fitted to the car by me about 1947. In about 1960 it was altered and reconditioned by F.M.Panelcraft. Headlamps are the original Bosch, other lamps and flashers, etc., are modern Bosch but look contemporary with the car. It has the original well-base rims and five nearly new Michelin tyres 5.25/5.50 x 19.

Thankfully none of Ridley's modifications were irreversible and these have been carefully addressed by a small succession of subsequent knowledgeable owners. Simon Moore's excellent reference work *The Legendary 2.3/Alfa Romeo 8C2300* ([www.parksidepublications.com](http://www.parksidepublications.com)) records that the Corsica saloon body referred to by Ridley came from 2111003. Moore records that the top of the Corsica body was subsequently cut off, keeping as much as possible of the original body. That is not the case. The present owner advises that he removed the Corsica body in its entirety and had the present body in Le Mans Touring style constructed by H&H Coachworks to drawings provided by David Black.

Following Ridley's ownership 2311221 passed to Alfa Romeo and steam engine enthusiast Monty Thackeray of Malton, Yorkshire, through whose hands several notable Alfas and other distinguished cars passed in the 1960s. It moved quickly from the Thackeray stable to Richard Seys in Sussex and then to Peter Giddings in 1968. Soon after it passed to Danny Margulies and then to John Melville Smith and then in 1969 was acquired by the present owner – some 44 years ago. It could have found no better home, sharing the motor house at various times with other great cars, not least of which is the owner's equally long term-owned Austin Chummy!



(Photo offered with lot.)





Following acquisition for the princely sum of £2,300 (against the new owner's father's best advice) much work was carried out including an engine rebuild by Nigel Arnold-Forster at Bassett Down, new cylinder heads were fitted with enhanced porting (the originals are offered with the car) as were re-profiled camshafts. In common with so many in its peer group 2311221 has been upgraded to 2.6 litre specification. The car was re-wired and a 3.9 to 1 high ratio crown wheel and pinion fitted for fast Continental driving. Otherwise all work completed focused on returning 2311221 as closely as possible to factory specification.

44 years on from first driving the car 2311221 continues to give its owner the same immense driving satisfaction that comes from exacting maintenance, routine work being carried out in the owner's motor house, but for twenty years or so all specialist work and event preparation has been entrusted to Alfa specialist Paul Grist. The car has been extensively and successfully campaigned, competing with glory four times in the testing Mille Miglia and winning the Best British cup on that event in 1998. It has been rallied in Denmark, driven with spirit at Zandvoort and Angouleme and completed a long distance tour in South Africa. Closer to home it has taken part in countless VSCC and Alfa Romeo Section events in the UK - it is particularly at home ascending Prescott Hill.

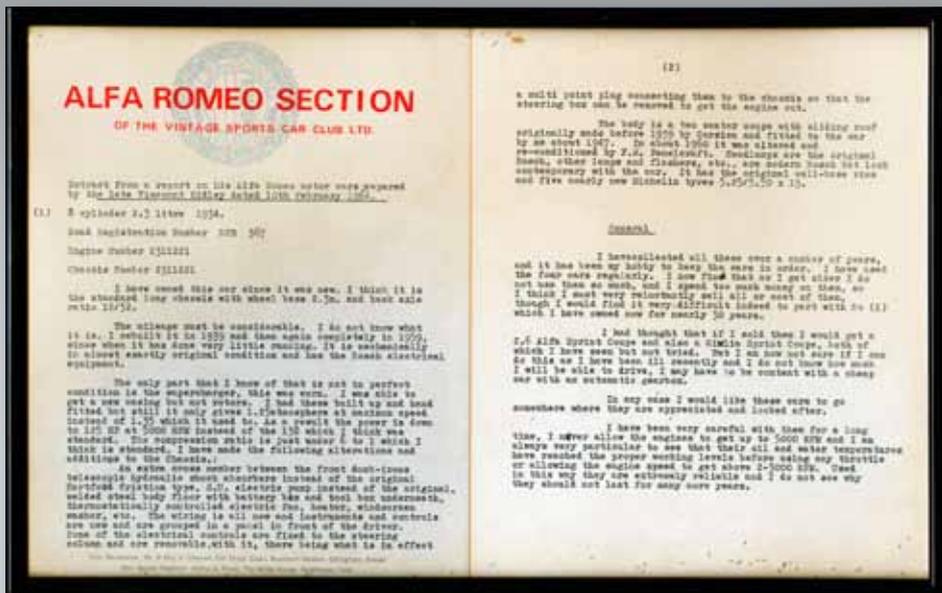
Here is a matching numbers Alfa Romeo 8C of undoubted integrity, offered with continuous and well documented history, spared the indignity of a shortened chassis and therefore offering comfortable high speed motoring on track or mountain passes, maintained to the highest possible standards and with just two long term owners whose combined ownership covers a remarkable 74 years of its 79 year history. 2311221 comes with UK registration documents, old buff log book back to May 1949, copy of a workshop manual, a FIVA Identity Card and FIA Identity Form dated 1990.

**£1,400,000 - 1,800,000**

**€1,600,000 - 2,100,000**

**Please note: Special bidder registration procedures apply to this Lot. If you intend to bid on this lot you need to register your interest with Bonhams no less than 48 hours in advance of the Sale. In conjunction with this please see the Guide for Buyer's Page at the front of the catalogue.**





(Photo offered with lot.)



(Photo offered with lot.)



328

*The ex-Works, Lance Macklin, Tony Gaze*

## 1952-53 HWM Formula 2-Based Supercharged 'Tasman' Racing Single-Seater

Chassis no. 52/107

Engine no. GP3

Here we are delighted to be able to offer this supercharged Alta-engined HWM single-seater as an iconic survivor from this charismatic specialist British manufacturer. Hershaw & Walton Motors (HWM) came to prominence immediately postwar. Based in New Zealand Avenue, Walton, where the business still thrives today – not least as a leading Aston Martin dealership – the company was a partnership between two great motor racing enthusiasts – driver George Abecassis and engineer John Heath. The former had made his name with a single-seat Alta pre-war, and when motor racing resumed after 1945 both Abecassis and Heath campaigned a variety of Alta single-seat and sports-racing cars. John Heath developed Alta-based sports-prototype cars in 1948-49 and since George Abecassis had been campaigning his postwar GP Alta internationally – with some success – the pair laid plans to build a team of dual-purpose Formula 2/ sports-racing cars to campaign both at home and abroad in 1950.

The duo were quick to spot the emerging talents of young racing drivers, including Stirling Moss, Lance Macklin and later Peter Collins. In 1950 the new HWM works team of three, sometimes four, HWM-Alta 'F2' cars – with their distinctive offset-seat configuration – were entered in a hectic programme of motor racing throughout Europe, in the UK and in Eire. The team was well organised, and its cars competitive with all but the best Continental factory machines. HWM's mechanics, including such now prominent names as Alf Francis and Rex Woodgate, were incredibly capable, committed and entirely dedicated to putting their team cars on the starting grids with the best possible chance of success. Working horrendous hours, transporting their cars from race to race in epic journeys overcoming all odds, these unsung heroes helped the likes of Moss and Macklin to build their burgeoning racing careers.



Macklin competing in the Coronation Trophy race at Crystal Palace, 1953, in which he finished fourth

© The GP Library



That most critical of motor racing experts, Denis Jenkinson of *'Motor Sport'* magazine, would later declare that "...in an era when the initials BRM – despite all its big industry funding – became a laughing stock, those of HWM became a hallowed name". HWM always fulfilled its entries, always placed its cars on the starting grids, and nearly always produced a decent result. Start, prize and trade-bonus money (for worthwhile results) from one weekend's racing would finance the next. The team lived hand-to-mouth, and under John Heath's common-sense and pragmatic technical direction HWM built a fleet of true Formula 2 single-seater team cars for 1951, followed by developed variants into 1952-53. In face of Ferrari and Maserati opposition, plus that from the better-funded British Connaught syndicate and the lighter, simpler Cooper-Bristols, HWM results deteriorated as time passed. But in 1952 Lance Macklin and Tony Rolt drove their HWMs home first and second in the important BRDC International Trophy race at Silverstone.

Lance Macklin, media-mentioned as the 'playboy' son of Sir Noel Macklin of pre-war Invicta sports cars and wartime Fairmile MTB/MGB programme fame, was the most stylish and glamorous British racing driver of that period, and team-mate Stirling Moss credits him with having taught the new boy "an enormous amount, not just about racing, but also about how to enjoy life in general...".

This well-presented late-series HWM, built originally in 1952 with unsupercharged 2-litre 4-cylinder Alta engine for Formula 2 racing, was later re-equipped with its present supercharged GP Alta power unit specifically for what would become known as free-Formula 'Tasman' racing in New Zealand, 1954.

Contemporary team driver Tony Gaze – the wealthy Australian ex-RAF fighter pilot who had previously prompted creation of the Goodwood Motor Circuit – took the car 'down under' both to race it in the New Zealand Grand Prix, and to find a buyer upon HW Motors' behalf. He recalls the car as having been Macklin's 1952-53 mount and, indeed, the photographic record – since no HWM team records were either kept or survive – supports this proposition.

Amongst the extensive documentation offered with this car today are most illuminating hand-written letters from a former owner. In part they read:

"HWM had to be wellorganised to contest so many events across Europe - Lance Macklin was relaxed about which car he drove – too relaxed according to George Abecassis. Each of the drivers had specific and often very different requirements; tyre pressures, final-drive ratios, seat position (these were bolted-down – not adjustable), even steering wheels, etc. Macklin retained the pre-selector gearbox for the early part of '53 as opposed to the 'C' Type Moss box adopted on the other cars. There is evidence of this on chassis '52/107' not seen on '52/112' the sister car. Macklin also had his logo 'LM'... – the letters superimposed – "...painted on the side of his car at some time in 1953. Finally the mechanics recorded plug types, pressures and gearing race by race for future use... Heath and Abecassis only appeared briefly for practice/racing and returned to the UK without corporate records. Our car is lucky to have the mechanics' notes, scribbled in hand in a school note book. Finally, the car is recorded as Macklin's car in several books and this was confirmed to me personally by Tony Gaze during his stay with us in 1998.



John Horton, New Zealand GP, 1955



Heath & Abecassis testing the car at Silverstone.



Tony Gaze, Wigram Trophy, 1954



“Why did George send the Macklin car with Gaze to New Zealand – simple expediency. He had...” (Alta) “...‘GP3’ in the workshop. The engine was a potential winner with Gaze in an F2 chassis. The ‘GP3’ chassis with a Jaguar engine was also saleable. Enough money to pay for 2 uprated F1 engines. Macklin was moving to sports cars and George was frustrated with him – time to move on!

“There are distinct and major differences between the postwar Alta GP engine and the Formula II engine.

“The GP engine is dry-sump with the crankcase going right down to the bottom of the engine with virtually a flat plate bolted to the base.

“The Formula II engine is wet sump with the crankcase split in half along the centerline of the main bearings. There is a deep pan beneath the engine.

“The GP engine has a different crankshaft, extended at the front to drive the blowers. The ancillary drives for magneto(s) and oil pump(s) are completely different.

“The engine in the HWM is clearly a GP dry-sump engine. The crankcase is marked ‘GP3’ in two places which is compatible with Joe Kelly’s ‘GP3’ as are the two blowers which were unique to ‘GP3’. We are confident that the whole unit came from ‘GP3’. This is very much in line with HWM policy in 1953. The writing was on the wall for the single-seaters. The 2½ (litre) Climax (V8) engine was not forthcoming and Geoffrey Taylor (of Alta) had contracted exclusively with Connaught for his 2½-litre.

The name of the game was sports cars and HWM were making money out of converting both HWM and Alta single-seaters into sports cars powered by Jaguar engines, with whom (sic) they had a special relationship.

“Accordingly, a Jaguar engine was fitted to ‘GP3’ and a sports body built which made the GP engine spare on the workshop floor! HWM never let anything go to waste. As a ‘blown’ engine it was ideal for the Tasman series fitted into the modern HWM chassis. It was a potential winner and as such saleable. When George writes about ‘the two-stage supercharger unit’ I am confident he is referring to the whole unit as being the combined blowers, engine & accessories. The engine was upgraded by Taylor to 2-litres of the same bore & stroke as the FII units to improve reliability and power at the same time maximizing commonality of parts i.e. bearings, pistons etc. A new crankshaft was required and ordered from Laystall. Tony Gaze did a good job with the car and sold it on behalf of HWM to Sybil Lupp for John Horton to drive.”

In New Zealand in January/February 1954, Tony Gaze drove this car to finish third in the New Zealand Grand Prix at Ardmore aerodrome outside Auckland, North Island, before trailing the car to Christchurch, South Island, for the Lady Wigram Trophy event – in which he finished second.

In John Horton’s hands the car then took two second places – setting fastest lap both times – at Mairehau and then the NZ Championship Road Race at Dunedin. In the 1955 NZ GP back at Ardmore, Horton struck trouble and was classified only 15th.



It seems that the HWM did not reappear in New Zealand racing until 1956, when Horton placed tenth at Dunedin, second again at Mairehau and Ryall Bush. The car then passed to Tom Clark who began his career with the car by setting FTD in a hill-climb at Whangarei before – that October – notching a good second place at Levin. He then shipped the car to Australia for the Australian GP in Albert Park, Melbourne – finishing 11th following various delays, having run strongly early on in a world class field. Ninth place followed in the 1957 NZ GP.

In the later years of its active New Zealand life, it was driven by both Jim Boyd and Tom Clark before in 1958 being campaigned by Johnny Buza at Dunedin and Teretonga. Jim Boyd – more famous for his Lycoming Special – campaigned the HWM in 1960-61, and in 1962 it was driven by Lindsay Gough to win a beach race at New Brighton... J.G. Alexander also appeared in the car while Lindsay Gough raced it into 1963. By 1980 the car had been acquired by Russell Duell in New Zealand and we understand that it passed to Colin Giltrap in 1989. The car has been in its current British ownership since 1997.

Also included within the documentation file accompanying '52/107' here is a letter on HW Motors-headed paper from George Abecassis, reading in part: "I have often wondered what happened to the supercharged HWM which we sent to New Zealand, because it was undoubtedly the most exciting and fastest HWM that we ever made."

He continued: "It was one of the 1952 two-litre team cars and we fitted it with a two-stage supercharger unit especially for the Tasman series of races, and we lent it to Tony Gaze on the condition that he sold it for us in New Zealand, which he succeeded in doing". He concluded: "If ever you should get tired of the car, I would always be pleased to buy it back from you! I think it was the best car we ever made...".

Numerous paid invoices are on file for some £100,000 invested in the car's mechanical preparation and restoration within its present ownership, including a full engine rebuild by LMB, since when it has been run in only a couple of events. This is a most noble and supremely evocative old warrior; a very-British racing car from an honoured and pioneering marque – since HWM was the first great postwar predecessor of modern Formula 1's specialist independent racing teams.

**£160,000 - 190,000**

**€190,000 - 220,000**



Tom Clark, New Zealand, 1956



329

## 1951 Lancia Aurelia B20GT Coupé Coachwork by Da Corsa (lightweight aluminium competition)

Chassis no. B20 1082

Introduced in 1907, the Vincenzo Lancia's first car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Lancia recommenced production after WW2 with the Aprilia and its smaller cousin the Ardea, but waiting in the wings was yet another groundbreaking design: the Aurelia. Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminium construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts.

An advanced unitary construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel semi-trailing-arm layout at the rear, another world first. The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20.



Lighter and higher geared than the saloon, the B20 was good for a top speed of over 100mph. Stunning the motor racing world, a mildly race-developed B20 driven by chain-smoking, brandy-swigging Giovanni Bracco finished 2nd in the 1951 Mille Miglia, beaten only by Luigi Villoresi's 4.1-litre works Ferrari! It is worth noting that the nimble Aurelia was actually faster than the Ferrari over the mountain passes north of Florence.

Right from the start, Lancia planned a very special limited series of lightweight competition cars radically different from the standard B20GT. They featured completely new, lightweight, all-aluminium bodywork with a lowered roof, no boot and a strengthened centre section to compensate for reduced rigidity. Boasting sliding Perspex side windows, a Perspex rear screen and stripped out interior, the cars weighed less than 900kg (1,980lb) while the lower centre of gravity further improved the already excellent handling and balance. The special Nardi tuned engines produced around 110bhp, while other noteworthy features included a floor-mounted Nardi gear change, lowered suspension and a limited-slip differential.

In 1952 the lightweight B20GT coupés established their giant-killing reputation, finishing 3rd, 5th and 6th overall in the Mille Miglia, winning their class at Le Mans and achieving a 1st, 2nd and 3rd overall 'grand slam' at the Targa Florio. Only seven of these special lightweight cars were made and they were entered in the names of their gentleman drivers (personal friends of Gianni Lancia) rather than by the Lancia factory. One such driver was Salvatore Ammendola, who entered numerous events in chassis number '1508', which was painted a distinctive celeste (pale blue).

All of the lightweight Aurelias were broken up by the factory when the Lancia D50 Grand Prix cars were handed over to Ferrari in 1955. Many years later Luciano Basso, the Lancia Museum's official restorer, undertook an ambitious project to build five lightweight aluminium Aurelia coupés, correct down to the smallest detail, using original B20GT chassis and the factory competitions department's original body buck.

The example offered here, chassis number '1082', was built by Luciano Basso for Luciano Ammendola, Salvatore's son, and painted in the same pale blue as his father's car. Meticulously prepared for competition, the car features a tuned 2.0-litre engine with Nardi modifications, a Nardi floor change and the same lowered suspension and limited slip-differential as the original factory-built cars. Luciano Ammendola campaigned his Aurelia in historic events in Italy for many years with great success and complete reliability, demonstrating yet again the B20GT's legendary handling by beating some well-known Ferrari 250GT SWBs in the rain on twisty sections of the Targa Florio!

The current owner purchased '1082' at Bonhams' Goodwood Festival of Speed sale in June 2007 (Lot 372). Described by the vendor as in generally excellent condition, this ultra-rare B20GT variant is offered with FIA Historic Technical Passport (Class: GTS4). Well developed, it is ideally suited to competitive driving on either race circuits or rallies, and is eligible for many of the most prestigious historic motoring events, including the Mille Miglia and Tour Auto.

**£80,000 - 100,000**

**€94,000 - 120,000**



Signor Ammendola in the original car (no. 429) at the start of the 1952 Mille Miglia



**330\***

# **1952 Bentley R-Type Continental 4.9-Litre Sports Saloon Coachwork by H J Mulliner**

Registration no. Not UK registered (formerly KMA 6)

Chassis no. BC24A

Engine no. BCA23



'The vocabulary of motoring being a lame and limited thing, it is difficult to put into words the gulf that separates a Continental from the average car in all the qualities that have a bearing on safety at speed. In acceleration, in braking, in cornering power, in roadholding, in responsiveness to the controls, this Bentley is the equal of modern racing cars, and superior to some.' – Raymond Mays, *The Autocar*, 2nd October 1953.

Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction in 1952 on the R-Type chassis. Of all-welded construction, the latter enabled the incorporation of a much-needed improvement to Rolls-Royce's standard bodywork in the shape of an enlarged boot together with associated changes to rear wings and suspension. The standard R-Type was a lively performer, achieving 106mph in silence and reaching 50mph from standstill in 10 seconds despite a kerb weight approaching two tons.

The Continental raised this already superlative combination of high performance and exceptional refinement to hitherto unattained levels. Unlike the ordinary 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, aluminium, wind tunnel-developed fastback of H J Mulliner. In developing the Continental, Bentley Motors made every effort to keep its weight to the minimum, knowing that this was the most effective way to achieve the maximum possible performance.

Rolls-Royce's six-cylinder, inlet-over-exhaust engine had been enlarged from 4,257cc to 4,556cc in 1951, and as installed in the Continental benefited from an increase in compression ratio - the maximum power output, of course, remained unquoted but has been estimated at around 153bhp. As the Continental matured, there was - inevitably - an increase in weight, which was offset by the introduction of a 4,887cc engine on the 'D' and 'E' series cars, commencing in May 1954. The Continental's performance figures would have been considered excellent for an out-and-out sports car but for a full four/five seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds and effortless cruising at the 'ton'.



Built for export only at first, the Continental was, once delivery charges and local taxes had been paid, almost certainly the most expensive car in the world as well as the fastest capable of carrying four adults and their luggage. 'The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started,' concluded *Autocar*.

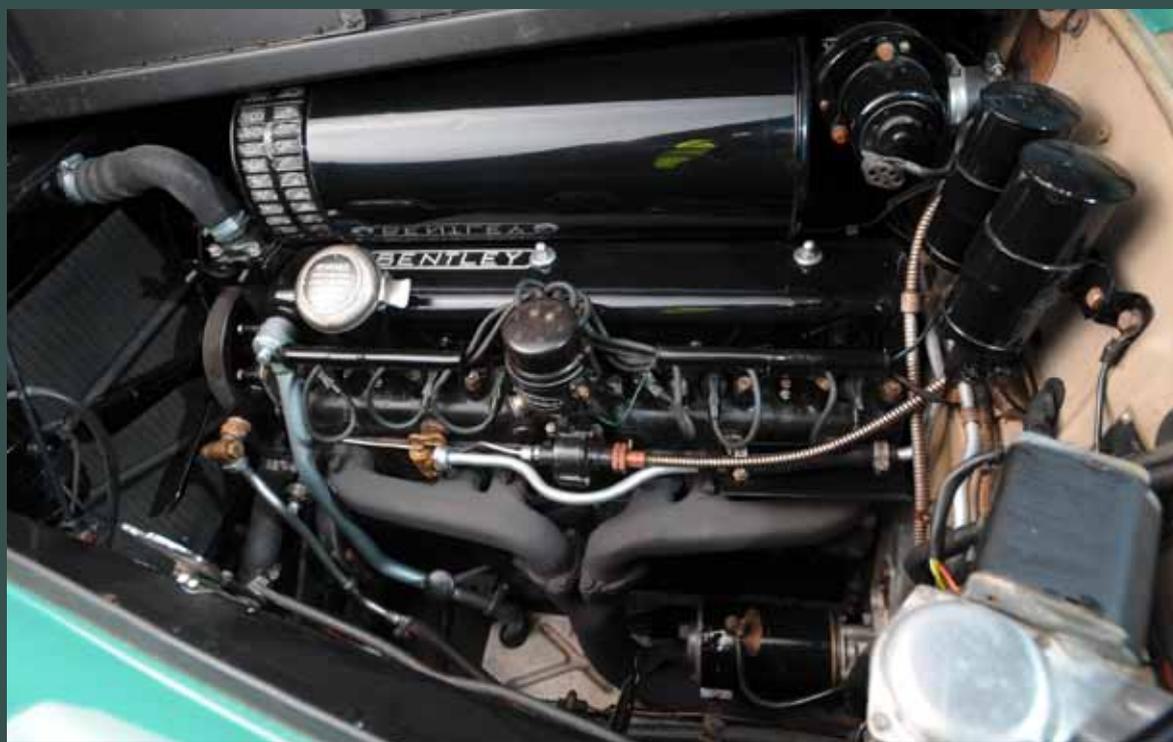
The example offered here – right-hand drive chassis number 'BC24A' - was ordered new by the Canadian baronet and businessman, Sir Duncan Orr-Lewis, who kept a villa in the South of France and had previously owned such cars as a rare 1938 Bugatti Type 57 Aravis from new. These Series-A cars are considered the most desirable because they exemplify the Continental concept in its purest, and lightest, form. In the case of 'BC24A', the designers' preoccupation with weight reduction can be seen in its rare lightweight rear bumper that is contoured to the body. Other lightweight features range from the seats to the sun visors, even the latter being described in the H J Mulliner build sheet as 'lightweight'. The Series-A Continentals were delivered with the 4.5-litre engine but when the 4.9-litre unit with its hardened valve seats became available in 1954, Bentley Motors offered it to owners of Series-A cars. The engines were exchanged, with 'BC24A' being the first to receive a new engine from factory stock. Bentley Motors stamped the original engine's number on the new one. The original engine of 'BC24A', in up-rated form, was installed in Briggs Cunningham's Bentley Continental ('BC4A'), which he retained for 34 years.

'BC24A' has the manual gearbox and right-hand gear lever; the latter considered to be far superior to both the steering column and central gear changes, which have the disadvantage of additional linkages resulting in less precise shifting. A published road test of the right-hand gear change on an R-Type Continental noted that the expression, 'like a hot knife through butter!' was especially apt. The Radiomobile radio, which is correct for this car, has been converted to solid state internals with FM and broadcast band. There is an undercarriage antenna, so the body's smooth lines are not compromised.

Sir Duncan Orr-Lewis ordered the Continental on 10th August 1952; the factory road test of the completed car took place on 11th March 1953 and it was flown to Paris two weeks later. The Continental was finished in black with dark green leather upholstery, while for high-speed driving on the Continent, Sir Duncan specified a speedometer in kilometres as well as miles and 'high frequency horns', which are still in place. 'Special steering' and 'armrests fitted to both doors' were among his other specifications.



It is a significant tribute to 'BC24A' that its next owner was Lord O'Neill of Shanes Castle in Northern Ireland, who acquired the car in 1957 when it became clear there would be no new lightweight Continental of the Series-A type on the 'S' chassis. Lord O'Neill owned one of the most distinguished car collections in Europe. Among the other cars he owned at that time were an SSK Mercedes, a pair of 8C Alfas, a 4½-Litre Bentley, a pair of Le Mans Lagondas, a low chassis Invicta and a Type 57S Bugatti. Among his newer cars were three Mercedes-Benz 300SLs. Of all his highly desirable cars, it was 'BC24A' that Lord O'Neill assigned his cherished registration 'ON 2' (which reflected both his initials and his driving philosophy). In the registration book, when he transferred the plate to 'BC24A' he wrote: 'Fondly known as ON 2.' Contained within the history file is a letter to the present owner in which Lord O'Neill writes: 'I have been fortunate to own a great many cars over the years and certainly it is one which I regret parting with but, alas, if I had it now I doubt if I would use it very much. Having said that, I have often considered buying another one but as I approach the age of 73 I think it is unlikely to happen.'



In 1960, 'BC24A' passed to the third private owner, the distinguished British physician, Dr Patrick Kendall, in 1965. He was followed in 1970 by the fourth private owner, Sir Thomas Houstoun-Boswall, a London banker, whose attachment to the Bentley was so great that when he took up a position in New York in 1970, he brought the car with him. When he was unable to bring the car back to the United Kingdom, he reluctantly sold it. The Continental's last UK registration mark was 'KMA 6'.

The first American owner was Christopher Owen, an architect in New York and London, who purchased 'BC24A' directly from Sir Thomas Houstoun-Boswall. Mr Owen brought the car to his country home where he kept it with his large collection of Bugattis, retaining it for 23 years. Extensive work on the exterior and interior was undertaken during his stewardship, resulting in a concours award from the Rolls-Royce Owners' Club in 1976 (restoration invoices and concours certificate on file).

'BC24A' was acquired by the vendor's family in 1994 and two years later passed into his personal ownership, joining his collection of racing and touring Bugattis. (The fact that so many Bugatti aficionados have owned this Bentley Continental is not so surprising when one considers that both represent the ultimate in design and performance).

Early in the present ownership, 'BC24A' underwent mechanical and cosmetic refurbishment costing \$32,000, during which it was stripped to bare metal, and since the work's completion has been used sparingly. It recently benefited from fettling both inside and out at a cost of \$19,576 by Sargent Metalworks in Vermont, the respected restorer of Bugatti cars (including a Pebble Beach winning Atlantic), invoices for all these works are on file. The original mileage is 81,570.

'BC24A' is sold with its original owner's manual; a photocopy of the old-style UK logbook; the original major tools; a rare Series-A Continental sales brochure; copies of the Workshop Manual and Maintenance Manual; House of Lords Motor Club badge (found in the boot) and a full set of the H J Mulliner and Bentley Motors build sheets and related documents.

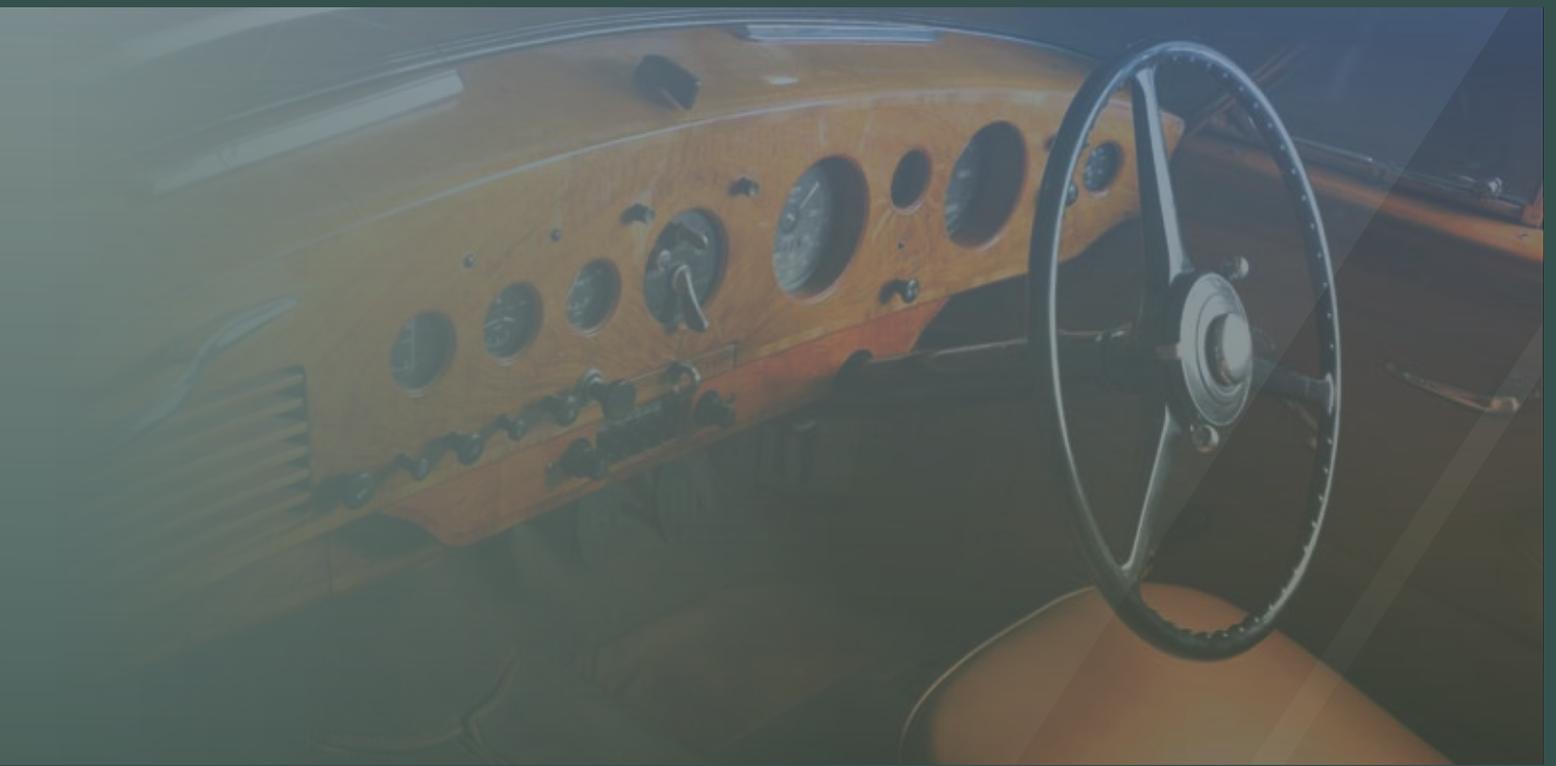
'BC24A' is described as in generally excellent condition and represents a rare opportunity to acquire a fine example of the most famous post-war Bentley, possessing impeccable provenance.

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

**£450,000 - 550,000**

**€530,000 - 640,000**





331

## 1921 Vauxhall 30-98 E-Type Velox Tourer

Registration no. AD 8735

Chassis no. RE8/303

Engine no. E328



This is a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period. Vauxhall 30-98 adherents will maintain that while Bentley generated greater publicity - thanks largely to their victories at Le Mans - the Vauxhall company (which raced at both Grand Prix and Tourist Trophy level before The Great War) had produced a car which could run rings around 3-Litre Bentleys on cross-country journeys.

The 'big engine/lightweight car' formula has been repeated to good effect many times throughout the history of the sporting motor car, and Vauxhall's famous 30-98 was one of its earliest successful applications. As has so often been the case, the spur behind this particular combination was the desire for competition success; the first 30-98 being constructed in 1913 at the behest of car dealer and motor sport competitor, Joseph Higginson. Higginson's first objective was victory in the Shelsley Walsh hill-climb in June of that year, and the Laurence Pomeroy-designed 30-98 duly obliged, setting a hill record in the process which was to stand for 15 years.

Laurence Pomeroy's tenure as Vauxhall's Chief Engineer saw the Luton-based concern produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910. A larger version of the Prince Henry's four-cylinder side-valve engine was developed for its successor, the D-Type, which, with some 70bhp on tap, was good for 70mph-plus when not overburdened by formal coachwork. Pomeroy's 30-98 was powered by a 4.5-litre, four-cylinder, side-valve engine - in effect a stretched version of the Prince Henry/D-Type's - mounted in a conventional but light-weight chassis; suspension being by beam axle at the front and live axle at the rear, with semi-elliptic springs all round. Power was transmitted via a multi-plate clutch to a robust four-speed gearbox, and thence via a short prop-shaft to the straight-cut bevel rear axle. The braking system consisted of a foot-operated transmission brake and a hand-brake operating on the two rear drums, the front wheels being un-braked.



Photo credit: Simon Clay

At first glance this unremarkable specification seems an unlikely one for a performance car - even an Edwardian example - but the 30-98's 90bhp-plus power output, combined with a weight of only 24cwt (with the factory-built, four-seater 'Velox' tourer coachwork) gave it a formidable power-to-weight ratio for the time. A fully road-equipped 30-98 was capable of around 85mph, and when stripped for racing the company guaranteed a top-speed in excess of 100mph for the later overhead-valve models, a capability demonstrated at Brooklands on numerous occasions.

Only a handful of cars were sold before the outbreak of WWI interrupted production, and when manufacture resumed in 1919, the model was given the designation 'E-Type' - its Prince Henry predecessor having been the 'C' and the 25hp Tourer the 'D'. Manufacture of the E-type ceased in September 1922, there then being a slight hiatus in production before its successor, the overhead-valve 'OE', commenced delivery to customers in early 1923.

Despite a reduction in capacity to 4.2 litres, the power of the ohv motor went up to 110bhp-plus, although this increase made little difference to the car's performance. Published figures for the number of E-Types produced vary slightly but according to the Vauxhall 30-98 Register 275 were made, of which only 36 are known to survive.

The example offered here was built up by marque specialist Alistair Templeton between 1987 and 1992. The original chassis - 'E303' - needed extensive repair, which was entrusted to Julian Ghosh (Green Farm Racing) who spliced in new side rails forward of the steering box mounting point and restored the frame. Eric Peppercorn, the recognised authority on Vauxhall bodies, constructed a new body complete with correct long wings and running boards, which was skinned in aluminium. The engine received a new 4.75-litre cylinder block, manufactured by specialist Mike Lemon, and was rebuilt by Alistair Templeton using the original crankcase. Noteworthy features include alternator electrics, CAV lighting, a Watford tachometer, flashing indicators (within the sidelights) and a Delage D8 front axle: the latter being a popular modification that affords decent-sized brakes.



Sold by Templeton to Brian Moore in 1993, the 30-98 passed to the current owner in 2000 and has been rallied extensively and well cared for since acquisition. Currently taxed and MoT'd, it is described as in generally excellent condition with very good paintwork and interior, the latter presenting really well, and comes with Swansea V5 registration document. A carburettor rebuild and engine tune have been carried out by marque specialist Jeremy Brewster, the car is now on the button and performs very well.

Finished in Royal Blue with deep-buttoned grey leather upholstery, 'AD 8735' represents a wonderful opportunity to acquire a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period.

**£180,000 - 220,000**  
**€210,000 - 260,000**



As photographed in Bonhams & Brooks sale, 2001, Hendon

332

17,090 miles from new

1989 Ford RS200 Coupé

Coachwork by *Carrozzeria Ghia*/Tickford

Registration no. G776 TJD

Chassis no. SFACXXBJ2CGL00090

Engine no. GL00090



Masterminded by its European Motor Sports boss, Stuart Turner, the RS200 was Ford's ambitious attempt at producing a championship winning Group B rally car. Immediately prior to the project's inception Ford's frontline rally car had been the front-engined, rear-wheel driven Escort RS1800, while its intended replacement – the Fiesta-based RS1700T - was another rear-wheel-drive design. However, by this time Audi's Quattro had convincingly demonstrated the efficacy of four-wheel drive in rallying, prompting a drastic rethink at Boreham.

Overseen by Ford Motor Sports Chief Engineer, John Wheeler, the RS200 project commenced in 1983 with production of 200 cars planned in order to meet Group B requirements, hence the name. The design, by Tony Southgate, eventually crystallised as a compact mid-engined coupé powered by a turbo-charged version of the 1.8-litre 16-valve Cosworth BDA engine (the BDT) and equipped with four-wheel drive. This engine produced 250bhp in road going trim with up to 500bhp available in rally tune. Ford's Italian subsidiary, Carrozzeria Ghia, was entrusted with the styling, producing a purposeful yet elegant design that has stood the test of time like few of its contemporaries. Aston Martin-owned Tickford built the composite bodyshells at Newport Pagnell.

The RS200 was first publicly displayed in 1984 and homologated in February 1986 after the required 200 examples had been built, all apart from the initial six prototypes being completed at Reliant's factory at Shenstone, Staffordshire.

Its first World Championship event was that year's Swedish Rally where the car driven by Kalle Grundel finished 3rd overall, a most promising debut. The RS200 went on to achieve a total of 19 wins and 32 podium finishes at international level before the year's end, securing several national championships along the way. Sadly, that would be the limit of its rallying achievements, as FISA pulled the plug on the Group B supercars at the end of a season blighted by a number of fatal accidents, some involving spectators. Seeking to recoup some of the £10 million rumoured to have been spent on the project, Ford stripped down 120 RS200s and rebuilt them as road-legal supercars to be sold at around £50,000 apiece.

Car number '90' was first registered on 15th September 1989 and owned first by Mr Richard Rhodes of London NW3. In June 1992 the car was registered to its second owner, Alan Gove of Lightwater, Surrey, who kept it until April 1999 when ownership passed to John Bilbrough of Holmfirth, West Yorkshire, who was followed by Colin Needham of Ivinghoe, Buckinghamshire (the current registered keeper) in May 2000.

Offered with MoT to July 2014 and Swansea V5C document, 'G776 TJD' has covered a genuine 17,090 miles from new and is described as in generally excellent condition with serviceable engine and transmission. State-of-the-art automotive technology in its day and Ford's finest achievement since the GT40, the RS200 is the ultimate acquisition for the serious Ford collector.

**£80,000 - 100,000**  
**€93,000 - 120,000**



333

## 1934 Lagonda Rapier Special

Registration no. WP 6822

Chassis no. D10816

Engine no. D2572



The unique car offered here was built by the well-known Australian enthusiast, Ross Stewart, creator of one of the world's fastest racing Austin Sevens. Stewart's starting point was an Abbott-bodied Rapier fixed-head coupé, registration number 'WP 6822', which prior to its transformation into a racing monoposto had last been seen on the road in Ireland in 1955. (For a full description see 'Ever Keen' by Bernie Jacobsen, pages 180-181).

Starting with his collection of Rapier parts, Stewart fabricated the necessary chassis members and, wanting to use the car in the 1100cc class, sleeved down the cylinders to a bore of 62mm leaving the 90mm stroke unchanged for a capacity of 1,087cc. To extract the maximum possible amount of power from the Rapier engine, two-stage supercharging was adopted using a specially designed and manufactured blower drive case bolted to the front of the cylinder block. Using the maximum boost pressure of 28psi, the engine's power output of around 200bhp would have destroyed the standard ENV pre-selector gearbox so a pre-war Riley crash 'box containing a set of close-ratio gears was installed in its place. With all that power, good brakes are a necessity and in this case consist of hydraulically activated twin-leading-shoe units inside Alfin 13" drums.

The difficult problem of accommodating a central driving position within the chassis was solved by manufacturing a step-down gear case that attaches to the rear axle casing, enabling the prop shaft to be moved downwards. Clothing the Rapier Special is an aluminium monoposto body in classical 1930s style incorporating a driver's headrest, tail-mounted fuel tank and full under-tray.

The rev counter is a period chronometric unit by Patrick Henry. Sadly, a serious motorcycle accident prematurely curtailed Ross Stewart's enjoyment of his creation.

Comprehensively re-commissioned in the UK by a renowned Vintage/PVT race engineer, 'WP 6822' has been fitted with new Dunlop racing tyres and when rolling-road dynamometer tested in October 2009 developed 180bhp at 6,000rpm on 22psi boost. Anyone doubting the Rapier's speed needed only consult the accompanying Phoenix Park results sheet for the August 2009 meeting, where it comfortably won the Pre-55 Sprint 1B event, beating a Bugatti Type 35B into second place.

The current vendor purchased the Lagonda at Bonhams' Oxford Sale in March 2011 (Lot 218) and took the car with him to Switzerland where it has been kept garaged. Unfortunately, he has not been able to drive it as local laws forbid the use of vehicles running on methanol, though the engine has been run.

Presented in generally excellent mechanical condition, this unique post-Vintage racer comes with a bespoke covered trailer, VSCC Buff Form and a quantity of spares to include a new piston and cylinder liner, front and rear wheels, and three brake drums.

**£50,000 - 70,000**  
**€58,000 - 82,000**



334

# 1927 Isotta Fraschini Tipo 8AS Tourer Coachwork by *Carrozzeria Castagna*

Registration no. SV 4498

Chassis no. 1390

Engine no. 1413



The Isotta Fraschini was Italy's prestige car, just as Rolls-Royce was Britain's and the Hispano-Suiza France's. All were rivals and each claimed the title of 'best car in the world'. Founded in Milan in 1899 by partners Cesare Isotta and Vincenzo Fraschini, Isotta-Fraschini started out as Renault agents and exhibited the first car of its own, a single-cylinder, 5hp model, at the 1901 Milan Expo.

The company was soon making a name for itself in competition and would continue to enjoy success for many years. In June 1902 Vincenzo's brother Oreste Fraschini took 2nd place in the Sassi-Superga Hillclimb while six years later the marque scored a resounding victory in the tough Targa Florio race and took 2nd place in the Vanderbilt Cup. In 1913 three Isotta Fraschinis were entered in the Indianapolis 500 race, becoming the first cars with four-wheel brakes to compete in that event. Records show that among the Isotta Fraschini drivers in 1920 was a young Italian named Enzo Ferrari.

Isotta-Fraschini built many fine cars prior to WWI but is best remembered today for the Giustino Cattaneo-designed Tipo 8 and its derivatives. Introduced in August 1919 as the result of Isotta's switch to a one-model policy, the massively built Tipo 8 was the world's first series production straight eight. Its magnificent engine was a 5.9-litre, overhead-valve unit producing 80bhp at a lowly 2,200rpm; a nine-bearing crankshaft, alloy cylinder block, and magneto ignition were features. Chassis details included a three-speed gearbox, multi-plate clutch, semi-elliptic springing and coupled four-wheel brakes. By contrast, Rolls-Royce did not fit four-wheel brakes until 1925.

Conceived as a chauffeur-driven luxury conveyance, the Tipo 8 was aimed at the United States market where it was the choice of such world-famous film stars as Rudolph Valentino and 'It Girl' Clara Bow. Other Isotta owners in the United States included press baron William Randolph Hearst (Orson Wells' real-life model for 'Citizen Kane') and world heavyweight champion Jack Dempsey. Customers closer to home included the Queen of Rumania, the King of Italy, Pope Pius XI, Benito Mussolini and a host of European princes, while King Fuad of Egypt, King Faissal of Iraq, the Aga Khan and various Indian maharajahs all bought Isottas. The company's claim that it produced 'The Aristocrat of Automobiles' was no idle boast.



The Tipo 8 remained in production from 1919 until 1924 when it was superseded by a redesigned 7.4-litre version: the Tipo 8A, which in turn gave way to the revised Tipo 8B in 1931. With a chassis price in the USA of \$10,000, the Isotta Fraschini Tipo 8B was even more expensive than a V16 Cadillac. Weighing 30cwt (approximately 1,520kg) the Tipo 8 was produced only in chassis form, leaving specialist coachbuilders to supply appropriately luxurious, custom-built bodies. These included formal town carriages, elegant limousines, 'torpedo' tourers, cabriolets and sporting two-seaters; and because of the engine's output (around 110-115bhp in the case of the Tipo 8A) most could reach 100mph even when burdened with the weightiest of bodywork.

For a few years in the mid-1920s, the company also offered high-performance versions of the Tipo 8A – the limited edition Tipo 8AS/8ASS – which came with a modified engine producing 155-160bhp and were the closest Isotta came to making a sports car. Driving a Tipo 8AS, Duke Pio Arate di San Pietro finished in 1st place in both the 1925 and '26 Targa Abruzzo races.

Like many companies, Isotta Fraschini fell victim to the Depression and the fact that its one model was aimed at the top end of the market. With one third of all Tipo 8/8A/8B production going to the USA, the Wall Street Crash of 1929 and the ensuing economic meltdown hit Isotta hard. It is thought that fewer than 100 examples of the Tipo 8B were built, compared with 320 of the Tipo 8 and 950 of the 8A. Pre-war car production ceased in 1935, the firm concentrating thereafter on aero engines and trucks.

Chassis number '1390' carries four-door open tourer coachwork by *Carrozzeria Castagna*, which together with Cesare Sala, another of Italy's premier coachbuilders, was responsible for bodying the lion's share of production. The car was delivered new in April 1927 to Isotta Motors Co in New York, USA and purchased at auction by the current owner in December 1988. Its history was incomplete at that time but its last known owner was recorded in Angelo Tito Anselmi's book on Isotta Fraschini as Basil Scully of West Groton, Massachusetts.



The vendor telephoned Mr Scully who revealed that he had bought the car in January 1946 for \$85 from a scrap dealer who 'knew nothing of the car's history and cared less' (see purchase receipt and letter on file). Mr Scully had a motor trade business and only drove the Isotta around his premises before putting the car away in the garage, always with the intention of restoring it. There are three photographs on file depicting the Isotta when it was delivered to Basil Scully, while correspondence on file shows that he sold the car to the Old Philadelphia Motor Co in November 1986. The only other known owner is Judge John North of Easton, Maryland who owned the Isotta in the late 1930s.

After the auction, the car was delivered to restorer John Foy of Barley, Hertfordshire. The engine was seized so John filled the cylinder bores with diesel and left the car in the barn for six months. When tow-started, it spluttered into life within seconds, demonstrating to everyone's relief that the engine was not terminally damaged. The Isotta was then dismantled and completely rebuilt over the next eight years. Since 1996, 'SV 4498' has been driven occasionally; sometimes on the Continent where it attended the Isotta-only concours d'élégance at Rapallo in 1998 and the marque's 100th anniversary celebrations in 1999/2000. On another occasion it traveled to Barcelona where the owner cheekily tagged onto a Hispano-Suiza rally around Spain. The car usually makes an annual outing to Royal Ascot and spends most of the rest of the time in West Cork, Ireland.

We are advised that, although very long (nearly 20 feet from front to rear bumper) the Isotta is surprisingly easy to drive, at least when it is under way, with first gear of the three-speed 'box rarely needed. Accompanying documentation is contained within three folders, two of which are devoted entirely of restoration invoices while the other consists of the aforementioned history, various publications and a substantial quantity of marque-related literature in copy form. A spare engine (number '1113') taken from a crashed Tipo 8AS is available also (see next Lot).

Offered with UK V5C registration document, this magnificent Isotta Fraschini represents a rare opportunity to acquire a fine example of this celebrated make, welcome at all the most prestigious concours d'élégance events.

**£250,000 - 300,000**

**€290,000 - 350,000**



## 334A An Isotta Fraschini Engine

Engine no. 1113

8AS type, fitted with gearbox which is believed to have only two gears currently fitted. According to information supplied by the vendor this engine and gearbox was originally fitted to an Isotta Fraschini that was owned by Count Ciano, Mussolini's son-in-law and Foreign minister in the Italian Fascist government. Internal condition unknown, sold strictly as viewed.

**£10,000 - 15,000**

**€12,000 - 18,000**



335

## 1961 Bentley S2 Continental Sports Saloon Coachwork by H J Mulliner

Registration no. BOM 600

Chassis no. BC25BY

Engine no. B24BC

Described by The *Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity.

Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine, which produced approximately 25% more power than the old six.

'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only British craftsmanship can give,' enthused *Autosport*. 'The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique.'



There were few significant changes to the running gear, though power-assisted steering was now standard and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The Continental version of the Bentley remained, as ever, exclusively a coachbuilt automobile. The firms of H J Mulliner, Park Ward, James Young and Hooper (with a solitary example) all offered hand crafted bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition. Consolidating its in-house coachbuilding capability, Rolls-Royce purchased H J Mulliner in 1959 and two years later the firm was merged with Park Ward, which had been acquired in 1939. Of the 388 S2 Continentals made, 222 were bodied in styles that originated with H J Mulliner and 125 with those of Park Ward.

Described as 'arguably the best looking' by Martin Bennett' in his book '*Bentley Continental*', the S2 version typically cost some 40% more than the equivalent standard steel saloon and was the preserve of a privileged few. The S2 Continental represented the ultimate in luxury travel for the sporting motorist, affording a fast yet comfortable journey for four people and their luggage to glamorous destinations such as the Côte d'Azur and St Morritz.

Representing the pinnacle of bespoke taste in its day, 'BC25BY' was supplied new on 14th January 1961 via Jack Barclay of Mayfair, London to Mr Percy Levy, director alongside George Cohen of the 600 Group. The latter was a UK-based multi-national conglomerate with diverse interests that included steel making, engineering and various other enterprises, which took its name from its first address in London's East End: 600 Commercial Road.

Much admired for its exceptionally original 'time warp' condition, this un-restored car is finished in Mist Green with fine silver coachlining and House of Commons Green Connolly leather interior. Other noteworthy features include electric windows, a rear seat headrest and a sunroof, the latter a very rare option, while the near-side rear seat's detachable head roll enables the occupant to read using the map light with legs outstretched on the folded passenger seat (another special order feature).

Currently in the hands of only its second (family) owner, 'BOM 600' has been cared for and maintained to a high standard over the years while preserving its originality. During the present owner's stewardship the Bentley has been serviced exclusively by marque experts Specialist Cars (South West) Ltd in Exeter. Major works undertaken include rebuilds of the original engine and rear axle. Offered with sundry bills, current MoT/ tax and UK V5 registration document, this un-restored S2 Continental represents a rare opportunity for the discerning collector to acquire a well-preserved example of this stylish and exclusive model.

**£130,000 - 160,000**

**€150,000 - 190,000**



Photo credit: Simon Clay

336

*The ex-Denis de Graffenried, European Mountain Championship*  
**1957 Alfa Romeo Giulietta Sprint Veloce Lightweight Coupé**  
Coachwork by *Carrozzeria Bertone*

Registration no. YUF 113  
Chassis no. AR 1493 03559  
Engine no. 1315 30279  
Body no. 77265

First of the Giuliettas, the Bertone-styled Giulietta Sprint coupé debuted at the Turin Motor Show in April 1954 powered by a 1.3-litre, all-alloy version of Alfa's classic twin-cam four designed by one-time Ferrari engineer Giuseppe Busso. The Giulietta family's success surprised even Alfa themselves: production targets were revised upwards and to satisfy demands for increased performance upgraded 'Veloce' versions of the Sprint coupé and Spider convertible were introduced for 1956. The new Giulietta Sprint Veloce was soon being raced with success, winning its class in the 23rd Mille Miglia and finishing 11th overall, while class victories were achieved in the Coppa Dolomiti, Tour de France and Mille Miglia, and the Alpine Rally won outright.

These early Giulietta Sprint Veloces, with Bertone body numbers commencing '77', are now commonly known as 'lightweight' cars. They differ considerably from the 'normale' Sprint and were built in limited numbers: 252 in 1956 and 348 in 1957. A weight saving of about 70kg (900kg for the normale compared to 830kg for the Veloce) was achieved by using aluminium for the bonnet, boot lid and door skins. Aluminium was also used for items such as the bumpers, 'eyebrows', 'whiskers' and headlight rims, while Plexiglas was used for the side windows. Interior changes included lightweight seat frames, different door panels and no rear seats.



The engine now produced 90bhp courtesy of a higher compression ratio, different pistons and camshafts, two sand-cast Weber DCO3 carburetors, a magnesium air box with different intake and filter arrangements, and an electric fuel pump. A four-speed tunnel-case gearbox with central change lever was employed. The petrol tank now held 90 litres, which necessitated changes to the boot floor and handbrake arrangements.

Although not specifically designed for competition, these cars soon proved unbeatable in their class in motor sport events worldwide. Chassis number 'AR 1493 03559' was acquired for this purpose in January 1957 by Mr Denis de Graffenried Villars, a cousin of the well-known Maserati Grand Prix privateer Emmanuel 'Toulo' de Graffenried, via the de Graffenried Alfa Romeo dealership in Lausanne, Switzerland. The original sales invoice and factory Certificate of Origin are in the history file. Denis campaigned the Giulietta with success for around ten years in numerous rallies, hill climbs and European Mountain Championship events, mainly in Switzerland and France. The car was tuned over the years by Karl Foitek, the well-known Swiss Alfa racer and tuner (original invoices on file). In 1967 the original colour of Bianco Spagna was changed to dark blue and the car was sold to Benjamin Muller of Winterthur, who entered it in various events.

The Alfa was laid up in 1973, presumably following an engine failure, only to be rediscovered in Switzerland some 35 years later by Christophe Grohe, from whom the present owner bought it in 2008 at the Rétromobile event in Paris. Although the car looked presentable, it soon became apparent that it needed more work than anticipated and a full 'last nut and bolt' restoration was undertaken by Jan Steutel in the Netherlands in 2008-2009.

Bills for this work totalling 85,000 Euros are on file. Extreme care was taken to preserve the car as it had developed over the years while maintaining originality, with all the previously mentioned special 'lightweight' features retained. After restoration the Giulietta was briefly registered in the Netherlands to obtain EU admission, and in 2010 the car participated in the Alfa Romeo centennial celebrations in Milan and Monza, taking pride of place.

The car comes with a very nicely presented and well documented file of history that includes period action photographs, the original sales invoice, assorted newspaper clippings, correspondence with the de Graffenried family, restoration invoices, UK V5C document and MoT certificate valid until March 2014. A rare set of aluminium bumpers is included in the sale.

Presented in a condition reflecting its recent restoration by a recognised expert, this matching-numbers Giulietta Sprint Veloce is in fast road tune and represents a wonderful opportunity to acquire one of the rare, early lightweight models possessing an impeccable pedigree and in-period competition history. It is, of course, eligible for participation in many of the most prestigious historic motor sports events including the Mille Miglia.

**£100,000 - 120,000**

**€120,000 - 140,000**



337

*One of only eight right-hand drive built & Ferrari Classiche Certified*  
**1965 Ferrari 500 Superfast Coupé**  
**Coachwork by Pininfarina**

Registration no. HCY 700D

Chassis no. 6661

Engine no. 6661



Maranello's flagship and the last of the limited edition closed Ferraris, the fabulous 500 Superfast caught the public imagination in a manner not seen since the creation of the Bugatti Royale. Introduced in 1964 at the Geneva Salon and produced for just two years, the 500 Superfast, of which 36 were made, was at the same time Ferrari's fastest, most powerful, most expensive and most exclusive road car.

Production proceeded at the leisurely rate of just one per month, allowing each Superfast to be personalised to individual customer order. A roll-call of the latter includes some of the era's most celebrated collectors of fine automobiles: Shah Reza Pahlavi of Iran, Prince Aga Khan, Prince Bernhard of the Netherlands, German playboy Günther Sachs, Greek shipping magnet Peter Livanos and film star Peter Sellers. The final 500 Superfast - chassis number '8897' - was completed on 1st August 1966 for Colonel Ronnie Hoare, head of UK Ferrari importer Maranello Concessionaires.

The multi-tubular Superfast chassis was constructed along similar lines to that of the contemporary 330GT and initially used the same four-speed/overdrive gearbox. Suspension was independent at the front by wishbones and coil springs and by a leaf-sprung live axle at the rear. To restrain the stupendous performance, superior, servo-assisted Dunlop disc brakes were fitted all round.

With its distinctive flat sides, the Pininfarina body - surely one of the maestro's greatest works - showed influence of the earlier Aerodinamico prototype; the wing line, rising gently from the tail before dipping towards the extended nose, giving the Superfast the appearance of being in motion even when standing still.

Ferrari's racing heritage manifested itself in the Superfast's magnificent 5.0-litre, 'long block' V12 engine. The work of engineer Aurelio Lampredi, it was descended from the racing version that had enjoyed victory at Le Mans but used detachable cylinder heads instead of the competition unit's fixed type. There was a single chain-driven overhead camshaft for each bank of cylinders, while induction came courtesy of a trio of Weber 40DCZ/6 carburettors.





The Tipo 208 unit's maximum output of 400bhp made it one of the most powerful production engines of its day and was sufficient to propel the aerodynamically efficient Superfast to a top speed approaching 170mph, a staggering achievement 50 years ago and a highly respectable maximum even today. Brutally powerful, supremely elegant and outrageously expensive, this ultimate Gran Turismo was a true supercar long before the term first emerged.

After 24 examples had been built, a revised Superfast was introduced in mid-1966, the most significant mechanical change being the adoption of a five-speed all-synchromesh gearbox. A further 12 cars were made, this later batch being outwardly distinguishable by their 3-vent engine bay louvres that replaced the earlier 11-vent style. As each and every Superfast was individually built to order, the common reference to 'Series I' and 'Series II' versions is somewhat misleading, particularly as some of the former were made with the five-speed gearbox and 3-vent louvres.

This outstanding right-hand drive example, '6661', was ordered in 1964 by British stockbroker Jack Durlacher, who would later sponsor Rob Walker's privateer Formula 1 team. It is the penultimate example of the 24 'Series I' cars made and left the factory equipped with the desirable five-speed gearbox, 3-vent front wings, circular Carello indicator lights and no rear seats. The car was delivered finished in Blue Chiaro 19343M (light blue) with beige (VM3309) leather upholstery and matching carpets. It is one of only eight right-hand drive examples completed.

Ordered from Maranello Concessionaires via John Coombs' motor dealership in Guildford, Surrey, the Superfast left the Pininfarina factory in June 1965 and arrived in the UK shortly thereafter. The extensive file of history that accompanies the car contains copious correspondence between John Coombs and Maranello Concessionaires, including one letter apologising for the car's delayed delivery (Pininfarina was experiencing production difficulties) and assuring Coombs that 'the Commendatore is personally progressing this order'. When the Ferrari did arrive, Coombs and Durlacher were not satisfied with the quality of the finish and the order was cancelled. Durlacher went onto order another 500 Superfast, chassis number '8459'.



Originally registered 'HCY 700D', the Superfast was sold in March 1966 to Broadway Autos in Cricklewood for their customer, Greek shipping tycoon George Tsakiroglou, who owned properties in both Greece and the UK. The Ferrari was reregistered 'JJJ 9D' and later that same year was fitted with a replacement rear axle assembly. Copy invoices on file indicate that the car was next owned by The Bird Group of Companies of Stratford-upon-Avon, Warwickshire (1967) followed by C E Marshall of Tettenhall, Wolverhampton (1967), C A Rosedale of Northiam, Sussex (1968), G Price of Thornton Haugh, Cheshire (1971) and D Lovett of Wroughton, Wiltshire (1971). Another owner at around this time was engineer Ivor Halbert, who changed the front brake callipers from Dunlop to Girling and fitted pancake-type air filters and Bristol silencers.

'6661' subsequently passed through the hands of UK-based motor dealers David Mulvaney, Rod Leach and ex-BRM Formula 1 driver Richard Attwood before being sold by Michael L Fisher Ltd of London to A J M Van der Lof, a resident of Haaksbergen in the Netherlands. By this time the car had covered around 41,000 miles and been repainted in turquoise metallic.

Restored by marque specialist Terry Hoyle in the 1980s, it was returned by Van der Lof to Fisher in 1990 and was placed in storage at marque specialist Bob Houghton's workshop by the then owner, a leasing company, before being sold to the current lady vendor in November 1993. Since its acquisition by the current owner, a dedicated racing and sports car enthusiast, '6661' has been maintained by Bob Houghton, who carried out a full engine rebuild in 1997 at 44,791 miles (invoices on file).

In October 2008, following a cylinder head gasket failure at 48,604 miles, the Superfast returned to Bob Houghton where the engine was removed and the cylinder heads sent to specialists South Cerney Engineering for overhaul. At the same time, the opportunity was taken to make various body and chassis repairs, overhaul the handbrake callipers and rebuild the rear shock absorbers (invoices available).



Photo credit: Simon Clay

Following concerns raised about the originality of some engine components, a Ferrari Classiche Certificate has been obtained from the factory confirming matching chassis/engine numbers. Bob Houghton was engaged to prepare the car for Classiche authentication, which involved removing the engine and sending it to Italy for examination at Maranello where the block was Classiche stamped. A detailed summary of this work and additional refurbishment (carried out in 2012/2013) is on file together with the associated invoices. On the conclusion of the work in March 2013, the car was MoT'd (at 49,321 miles) and comes with the associated certificate and UK V5C registration document.

With so few made, these ultra-exclusive Ferrari 500 Superfasts are only infrequently offered for sale. Representing a rare opportunity for the discerning collector to acquire a fine example of this most iconic Ferrari Gran Turismo, '6661' possesses the desirable attributes of known provenance, matching numbers, specialist restoration, Ferrari Classiche certification and careful long-term ownership of 20 years duration.

**£800,000 - 1,000,000**

**€930,000 - 1,200,000**



338

## 1930 Aston Martin 1½-Litre International 2/4 Sports Tourer

Registration no. GO 1025 (see text)

Chassis no. LO 76

Engine no. LO 76

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

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season.



Based on the 1½-litre, overhead-camshaft road car, the duo featured dry-sump lubrication and this feature was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (102" and 118"), the International was manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli.

A contemporary road test of an International recorded a top speed of 81mph with up to 90mph attainable, depending on the back-axle ratio. The new Aston was soon making its mark on the racetrack, 'Bert' Bertelli and Pat Driscoll winning the Biennial Cup at Le Mans in 1932, one of many competition successes achieved before the International was superseded by the Le Mans and Ulster models. Private owners entered all kinds of competitions, while team drivers included Sammy Davis, Eddie Hall, Cyril Paul and George Eyston.

This particular car's chassis number indicates that it was manufactured in December 1930 and is the 76th of the 1st Series built. Correspondence on file reveals that a little is known of this International, which was first registered 'GO 1025', other than that the first owner was one B M Cook, who competed with the car in various events in 1932 including the JCC Members' Day at Brooklands where he gained a Silver Medal in the High Speed Trial.

Described as an 'older restoration', the car was purchased by the owner from the Bonhams Goodwood Festival off Speed Sale in July 2009. It joined a large stable of pre and post-war motor cars, with a leaning towards the Aston Martin marque. The acquisition of a 15/98 Speed Model last year for light competition the reason for this charming International to pass onto a new owner.

The previous owner - a German national - acquired LO 76 in England in the 1970s and it remained in Germany until its sale at Goodwood in 2009, spending most of its time on museum display and seeing very little use. (It should be noted that the UK logbook was surrendered to the German authorities and it is not known whether the original registration is retrievable).

In 2004 LO 76 was sent to marque specialists Ecurie Bertelli in Olney, Bucks for road testing and an extensive service, which included re-bushing the shock absorbers and fitting new front hub bearings (see invoice on file). The 1.5-Litre is the most collectible of the pre-war Astons and this lovely example is eligible for all VSCC and AMOC events.

**£100,000 - 130,000**

**€120,000 - 150,000**



339

## 1936 Lagonda Rapier Granville Grenfell Supercharged Sports

Registration no. GPB 130

Chassis no. R11488

Engine no. S/CR3236

The third last car produced, chassis number 'R11488' was made by Rapier Cars Ltd in 1936 and supplied to John Granville Grenfell Limited of Brooklands. John Granville Grenfell was a well-known engineer specialising in supercharging and race preparation with workshops inside Brooklands Aerodrome, just behind Thompson & Taylor's premises. According to conversations and correspondence with John Granville Grenfell in the late 1950s, Ashcroft planned to enter a Rapier Team at Le Mans. The idea was for Ashcroft to supply the cars, which Granville Grenfell would modify for racing. The third member of the team, Hamish Scott, came from a prominent jute importing family from Dundee and provided the finance, and presumably was an intended driver. Scott knew Rapiers well having previously owned and raced one prepared by Granville Grenfell at Brooklands. The project was abandoned following Scott's move to Brazil for most of 1937. As a consequence, no further Granville Grenfell Rapiers were built, making 'GPB 130' unique.



'GPB 130' remained at Brooklands throughout 1936/37, being first licensed in December 1937. It is likely that the car was tested at Brooklands and perhaps raced by Granville Grenfell in one of the lesser events for sports cars. Hamish Scott took delivery of the Rapier in January 1938 and kept the car for around nine months before selling it for £150 to Jim Zanre, another Dundee resident, who owned it from 1938 until 1992. The car had been used until 1961 and then garage stored for the following 30 years. Zanre made a few changes: adding inner valances to the front wings, removing two leather bonnet straps, adding two spotlights and indicators, and changing to a single 12-volt battery.



'GPB 130' as discovered in 1992



'GPB 130' in action at Loton Park



Rumours of the car's existence began circulating in the mid-1970s. Paul Nickalls, the Technical Advisor to the Rapier Register, traced 'GPB 130' to Dundee and eventually bought the car from Zanre's widow in November 1992. There then followed a gradual restoration that focused on maintaining originality. Stephen Matthews worked with Nickalls on the restoration, with ownership of 'GPB 130' passing to him in 1999. He used the car for touring and events such as the Lagonda Centenary held at Brooklands.

In February 2006, 'GPB 130' was acquired by the current owner who had been looking for a suitable sports car in original condition and with an interesting history to use in VSCC events. Following careful preparation, 'GPB 130' has competed in sprints, races, hill climbs and regularity tests, winning Class awards at Brooklands, Silverstone, Goodwood and Loton Park. The car has also toured the UK and Southern France.

Fitted with a Centric 130 supercharger by Granville Grenfell, the engine ('R3236') is the original and has a capacity of 1,094cc. Race prepared, it has been fitted with new pistons, con-rods, camshafts and bearings. Period photographs show a downdraft bronze carburettor mounted on the side, not under slung beneath the chassis as on production Rapiers. Today, the car is fitted with a period (pre-1940-pattern) 1" downdraft SU (the original bronze carburettor has been retained and could be refitted).

Likewise different from production Rapiers, the original high performance Scintilla PN4 magneto is with the car, which is currently fitted with coil/distributor ignition. The gearbox is the original ENV pre-selector with a central quadrant, and the rear axle is ENV also. The shock absorbers are André Hartford Telecontrol, adjustable from under the dashboard and with two pressure gauges, while the rod-operated brakes are by Girling.

Supported by a metal frame, the special two-seater light alloy body is original with the exception of the wings, which were replaced using the originals as patterns. The design is typical late-1930s sports racing car: with no doors, a full-length under-tray and helmet wings. An eight-gallon Galley fuel tank is located between the rear chassis rails with room in the car's high tail for a long distance tank (not fitted). The windscreen is the same design as a contemporary Aston Martin 1½-Litre MkII's, with detachable aero screens. The headlamps, side lamps and radiator are original and have not been re-chromed.

The interior too is original with aluminium alloy bucket seats upholstered in dark red leather, a Bluemel's steering wheel and a dashboard featuring a multitude of instruments. The original five 19" wheels shod with Blockley 4.50 tyres are still with the car, but it is currently running on 16x5.50 Englebert racing tyres. Other non-original parts include an electric fan; a servo switch to control the oil flow to the supercharger bearings; a replacement wiring loom; a rear 'rain' light; and an oil catch tank.

'*Ever Keen*', a book celebrating the first 75 years of the Lagonda Rapier, is recommended reading. 'GPB 130' is covered in the section on Single and Two Seater Racing Rapiers (pages 158-160). The book is available from the Rapier Register, which also holds an extensive parts inventory. 'GPB 130' comes with old-style logbook, recently expired MoT (April 2013), current road fund licence, UK V5 document and VSCC buff form (categorising it as Standard). There is also a considerable amount of research material, correspondence, photographs and invoices on file.

**£60,000 - 80,000**

**€70,000 - 93,000**



Photo credit: Simon Clay

**340**

***The ex-Bill Spear/Sherwood Johnston***

**1955 Maserati 300S Sports-Racing Spider**

Chassis no. 3053

Engine no. 3053 (see text)





© The Revs Institute/Collier Collection Library, Naples, USA

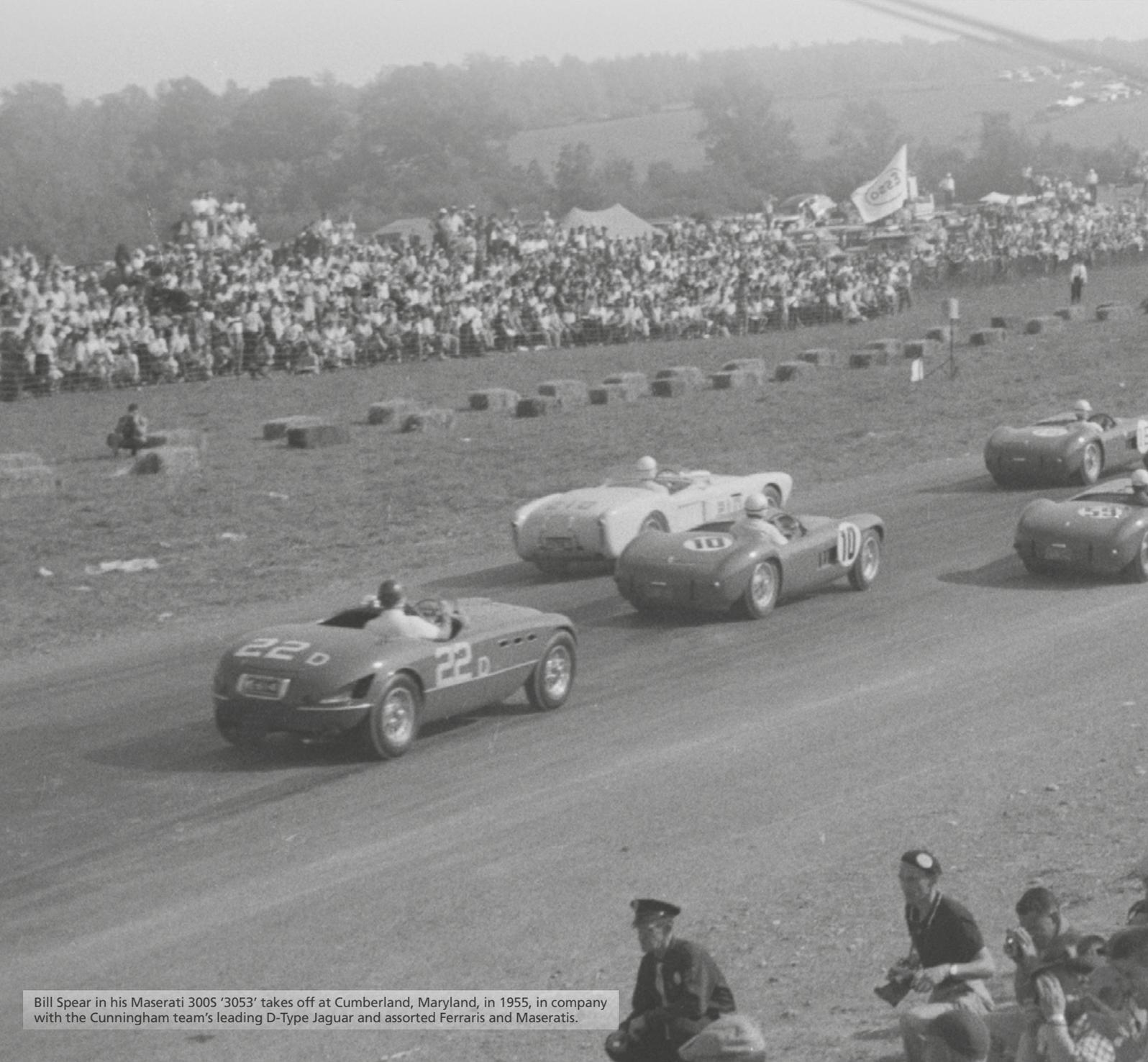
Bill Spear in '3053', car no. 10, Cumberland, Maryland, 1955.





The Italian entry lined-up at Cumberland – '3053' included.

© The Revs Institute/Collier Collection Library, Naples, USA



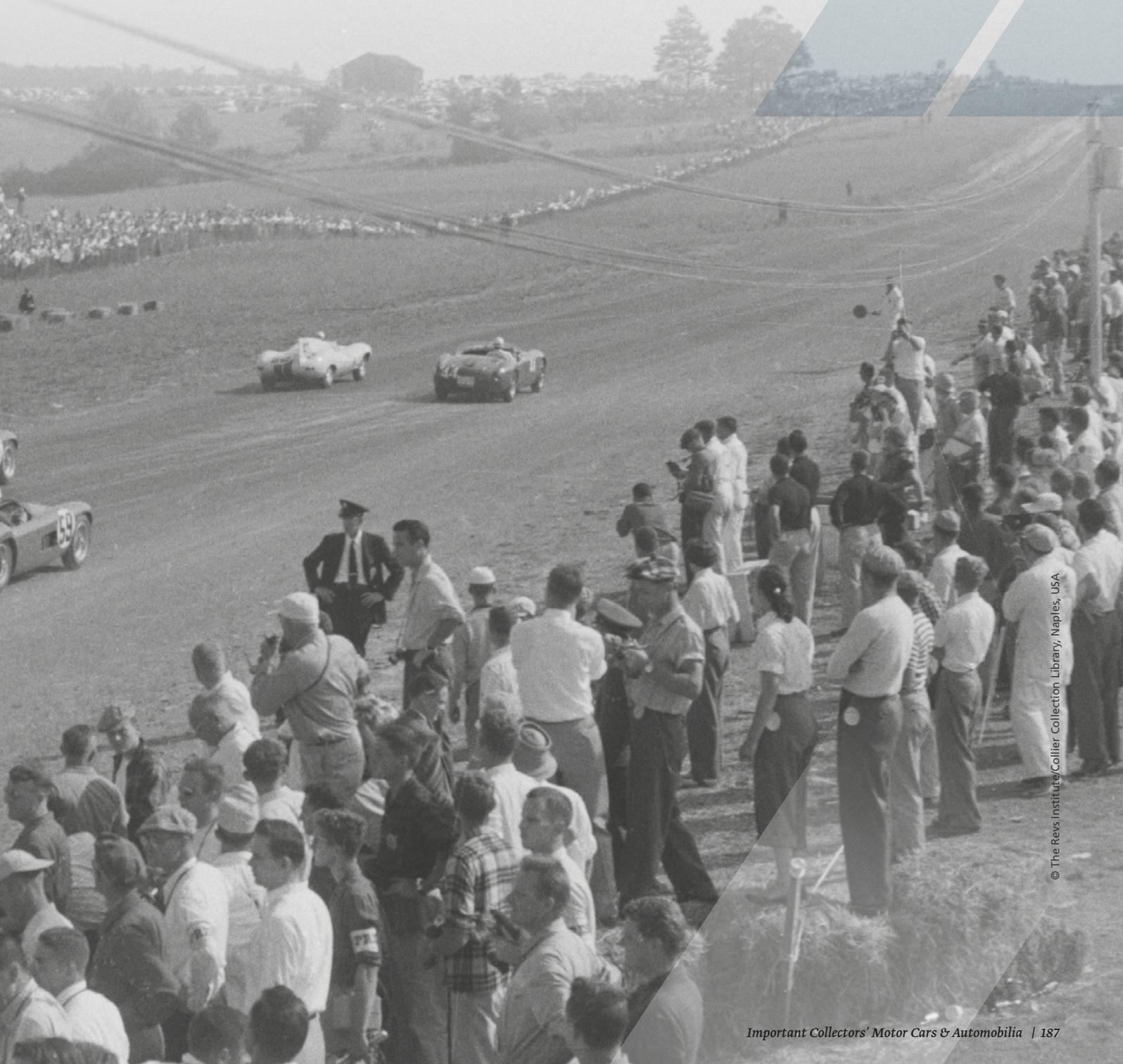
Bill Spear in his Maserati 300S '3053' takes off at Cumberland, Maryland, in 1955, in company with the Cunningham team's leading D-Type Jaguar and assorted Ferraris and Maseratis.

No less a racing driver than Sir Stirling Moss has described the 3-litre 6-cylinder engined Maserati 300S as having been: "...one of my favourite front-engined sports Maseratis – one of the easiest, nicest, best-balanced sports-racing cars ever made..."

Here we offer a particularly well-known, well-presented and fine-quality example of this intensely well-respected and much-coveted model. Maserati 300S chassis serial '3053' was the third sports-racing car of its type to be ordered by the great American entrant Briggs Swift Cunningham for the use of his old friend and team driver Bill Spear.

Upon delivery in the USA, Maserati '3053' now offered here was co-driven by Bill Spear and Sherwood Johnston in the 1955 Sebring 12-Hours race, American road racing's round of the FIA Sports Car World Championship...

Spear and Johnston enjoyed a fine debut race with their brand-new Maserati, finishing third overall at the end of the 12-Hours race around Hendrick Field AFB, Florida, having completed no fewer than 180 laps of the 5.2-mile circuit. This total was only two fewer than the total completed by the second-placed Phil Hill/Carroll Shelby-driven Ferrari 750 Monza and the winning Mike Hawthorn/Phil Walters Jaguar D-Type (also entered by Briggs Cunningham) ahead of them. The American duo sharing '3053' also beat into fourth place the works-supported Maserati 300S – chassis '3061' – co-driven in this grueling event by budding works driver Cesare Perdisa and Gino Valenzano.



© The Revis Institute/Collier Collection Library, Naples, USA

Following this very successful racing debut in '3053', big, burly Bill Spear then campaigned this car in a selective programme of Sports Car Club of America events. On May 15, 1955, he finished second in the car in Round 4 of that year's Sports Car Club of America National Sports Car Championship event at Cumberland, Maryland, headed only by his Sebring co-driver Sherwood Johnston in a 4½-litre V12-engined Ferrari 375.

On July 4 he spun out of the SCCA preliminary at Beverly Airfield, Massachusetts, before sharing '3053' with John Gordon Bennett to finish fifth in the feature event that day. He also set fastest lap in this car, but did not reappear at this level until September 11 in the SCCA Nationals on the Road America circuit at Elkhart Lake, Wisconsin. There he again finished fifth, this time behind John Gordon Bennett's sister Maserati 300S – chassis '3051' – the Jaguar D-Types of Sherwood Johnston and Ernie Erickson and overall winner Phil Hill's Ferrari 750 Monza.

The following weekend at Watkins Glen in upstate New York saw Bill Spear and '3053' back on top form as the combination again took a strong second place in the Watkins Glen Grand Prix, this time bettered only by his old sparring partner Sherwood Johnston in the Cunningham-entered D-Type Jaguar. The top-quality sports-racing cars trailing in '3053's wake included a sister Maserati 300S, Ferrari 375, 340 and 250 Mille Miglia, and the works-team 5.4-litre V8-engined Cunningham C4Rs. Bill Spear also set fastest lap of the Glen's contemporary 4.6-mile country road circuit with a time of 3 minutes 17.4 seconds.

October 16 then saw Spear and '3053' in fierce competition once again, this time at Fairchild Air Force Base outside Hagerstown, Maryland. The combination finished third in the 100-mile feature race there against winner Sherwood Johnstone, out again in Cunningham's D-Type Jaguar, and Phil Hill's Ferrari 750 Monza.







Maserati drum brakes as seen here on '3053' were widely regarded in period as being the best in the business.

© The Revs Institute/Collier Collection Library, Naples, USA



'Big Bill' Spear trying '3053' for size in preparation for the 1955 SCCA round at Cumberland. The car was always impeccably prepared by the Cunningham team crew under Alfred Momo.

© The Revs Institute/Collier Collection Library, Naples, USA



This well raced and highly competitive Maserati was also featured in the August 1955 issue of the popular specialist periodical *Sports Cars Illustrated*, illustrations showing that the car had been fitted with a headrest topping its rear deck.

After racing '3053' most enjoyably that season, Bill Spear eventually sold the car in the summer of 1956 to fellow amateur SCCA enthusiast Joe Giubardo of Valley Stream, Long Island. He appeared in the car only very occasionally, making his apparent debut in it during an SCCA Regional Meeting at Thompson Raceway, New England on May 26, 1957. On June 9 that year he emerged at higher level in the SCCA National Championship round at Lime Rock, Connecticut, but failed to finish.

On August 18, 1957, Joe Giubardo then came home seventh in '3053' at Montgomery AFB, but while retaining this exotic Maserati, it appears that he concentrated upon more humble motor racing from mid-1957 forward with an Austin-Healey Special and an MGA Twin-Cam. He then reappeared in '3053' at Montgomery on August 9, 1959, placing tenth in the 'big-banger' sports car race won by George Constantine's Aston Martin DBR2 from Phil Forno's Lister-Jaguar and Bob Holbert's Porsche RSK. It is believed that his last race in the car was at Bridgehampton, Long Island in September 1958. Nevertheless he kept the great Italian classic until 1964.

Tragically, Joe Giubardo was murdered by two young assailants at his home in 1964. We understand that – as recorded in Maserati authority Walter Baumer's massive book *'The Maserati 300S'* (published by Dalton Watson, Deerfield, IL, USA – 2008) – "...the next owners on record were Bill Wonder, an enthusiast from Glen Cove, and Joel Finn, author of the first book about the cars from Modena, 'Maserati; The Postwar Sports-racing Cars'.



Bill Wonder entered '3053' in assorted Historic events during the 1970s, and around 1986 the well-preserved Maserati was acquired by leading German Maseratista Dr Thomas Bscher. After some twenty years in his care – during which it was maintained in highly original order while being campaigned most successfully in European Historic racing – the car passed from Dr Bscher to the current owner.

As offered the car has a fully race-prepared Cyril Embrey-built Maserati 300S engine installed while its original power unit ex-USA – is included as a spare with this Lot. This spare factory-built engine's cylinder head is stamped '44' while the cylinder block bears the stamping '24'. Both components are also stamped with a number '7' and Walter Baumer suggests that the block was damaged at some time in its American career, a later cylinder head being supplied and both components being re-stamped with the common number '7' during reassembly. Most importantly the engine has the original factory number '3053' – with rosette flanking punch marks – stamped into the crankcase's integrally-cast bearer.

A Jack Knight-modified five-speed transaxle is presently installed while the period-correct four-speed transaxle – together with its associated four-speed and reverse cockpit gearchange gate – is offered within the spares that accompany this Lot.

Since the original Briggs Cunningham order to which '3053' was supplied had actually included no fewer than three sister 300S cars, each one was widely stamped in period at Cunningham's request to differentiate the individual sister vehicles.

Spare Borrani wire wheels included with this Lot bear witness to this process – 'SPEAR' being stamped clearly into the rim ledges. As Baumer declares in his 300S book, "This 300S is wonderfully preserved in its original state. All three of the early 300Ss (and probably also No. '3057') were delivered with panels that covered the chassis tubes in the cockpit. These panels are still present in '3053'".





A minor bodywork modification at the rear of the cockpit provided its tall and robustly-built owner with extra space by removing the standard spare-wheel clearance bulge panel from the bulkhead there. This original panel is preserved with this Lot's spares and accompanies it in this Sale. The gearbox cowl was also replaced within the cockpit but is also preserved and available within '3053's spares. A very neat roll-over hoop is incorporated within the car's headrest paneling.

The instruments on the car's dash panel are Maserati and Jaeger originals, apart from a later modification fuel pressure gauge on the passenger side fascia section.

The vendor and his resident engineer have maintained the car meticulously and taken great pains during their lengthy tenure not to alter the car permanently in any way. No non-original holes have been drilled and the detachable passenger-side windscreen section adopted for such events as the Mille Miglia Retrospective merely slots into the pre-existing attachment points provided for the rigid cockpit tonneau panel. Original Maserati 450S-sized front brakes are fitted which provide '3053' with remarkable capability within its drum-braked class.

As such, the car can be configured to be equally at home on road or track, demonstrating the car's fantastic versatility. Furthermore, the spare engine, containing much of '3053's original DNA is preserved alongside, together with a useful spares package as partly described above.

Such premium-grade Maserati 300S sports-racing cars are very rarely offered for sale by public auction. The appearance of '3053' here as one of the star Lots in Bonhams' 2013 Goodwood Festival of Speed Sale is certain to generate worldwide interest.

As Sir Stirling has confirmed of Maserati's peerless 300S: "...one of the easiest, nicest, best-balanced sports-racing cars ever made...".

Now '3053' can be yours.

**£3,500,000 - 4,500,000**

**€4,100,000 - 5,300,000**

**Please note: Special bidder registration procedures apply to this Lot. If you intend to bid on this lot you need to register your interest with Bonhams no less than 48 hours in advance of the Sale. In conjunction with this please see the Guide for Buyer's Page at the front of the catalogue.**





**341**

## **1958 Jaguar XK150 3.8-Litre Coupé**

Registration no. FSL 437

Chassis no. S824293DN

Engine no. ZB1109-8



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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the standard 3.4-litre engine's maximum power output was identical to that of the XK140, so performance was little changed. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. For 1960 the XK150 became available with the 3.8-litre, 220bhp XK engine first seen in the Jaguar Mark IX saloon. In this form the XK150's increased weight was more than offset by the power of the larger engine, the '3.8' regularly recording in excess of 130mph in magazine road tests.

Twice a competitor in the Tulip Rally, this right-hand drive XK150 coupé was purchased in Holland in 1998 from a Mr Van der Zalm having been treated to a complete, body off restoration in that country in 1994. Its engine has been changed at some time and a four-speed BMW close-ratio overdrive gearbox and new clutch fitted.

The current owner purchased the car at Bonhams' Goodwood Revival Meeting Sale in September 2011 (Lot 201) since when a full restoration has been carried out. The car was repainted by PF Bodyworks of Cheshire in 2012; all the brightwork re-chromed; new window glass installed; and the interior given a new headlining and completely re-trimmed in green leather. Still running in, the engine is a 3.8-litre unit with 'straight port' cylinder head and triple SU carburettors to 'XK150S' specification, which has been built by VSE Engineering to their 'VS02' tune. A new wiring loom and battery has been installed and the electrics converted to alternator charging, while other noteworthy features include new wire wheels and tyres; new radiator and water pump; new up-rated braking system; and a stainless steel exhaust.

Described as in generally very good/excellent condition, the car is offered with a large file of invoices and restoration records, assorted expired MoTs, JDHT certificate and UK V5 registration document.

**£40,000 - 50,000**  
**€47,000 - 59,000**



342

# 1970 Lancia Fulvia HF1600 Group 4 Rally Car

Chassis no. 818540001992



Rally Monte Carlo Historique, 2010



The introduction of the Fulvia saloon in 1963 maintained Lancia's reputation for innovation in automobile design. The boxily-styled Appia replacement featured an all-new, narrow-angle, V4, overhead-camshaft engine as well as front wheel drive, independent front suspension by double wishbones, and disc brakes all round. A 2+2 coupé on a shorter wheelbase was launched in 1965. Though mechanically similar, the beautiful newcomer had all the visual presence its progenitor lacked and came with a 1,216cc engine producing 80bhp.

Tuned, lightweight 'HF' versions provided increased performance and formed the basis of the factory's highly successful rallying programme that saw the Fulvia HF1600 secure Lancia's first Manufacturers' World Championship in 1972. Ultimate expression of the Fulvia Coupé, the HF1600 had been introduced in 1969 and came with a 1,584cc engine producing 115bhp in road tune - an output sufficient for a top speed of 115mph - revised suspension and a five-speed gearbox. Production ceased in 1973 after a little fewer than 5,000 HF1600s had been built.

Sold new in Switzerland, this Fulvia HF1600 was a standard road car prior to its acquisition in the mid-1980s by well-known Lancia specialist Emil Tschumi, who raced it in several hill climbs in Switzerland and various minor rallies. In 1989 Tschumi entered the famous Tour de Corse Rally where he had an accident and went off the road, so in 1990 he decided to rebuild and restore the car totally.

After the restoration's completion he competed in several editions of the Course de côte des 3 Epis historic rally in France and some Lancia Club events. The current owner bought the car in 2009 and used it on the Gstaad Classic Rally and the Rally Monte Carlo Historique in 2010 where it suffered another minor impact on the front right corner.

Since this mishap, the car has been fully restored and fully converted to Group 4 specification to the highest standards, with no effort or expense spared. Since the rebuild it has competed twice more in the Rally Monte Carlo Historique with disappointing results due to engine problems. For this reason the engine has been totally rebuilt to 'as new' condition by marque specialists Vere Lancia in the Netherlands and the gearbox reconditioned. Previously registered in both Switzerland and Monaco, the car comes with restoration invoices and newly issued FIA HTTP papers. We are advised that the next owner will need to renew the FIVA document.

**£30,000 - 40,000**

**€35,000 - 47,000**

**No Reserve**



343

## 1933 MG Midget J2 Roadster

Chassis no. J4211



Jim B Skinner on his way to 4th, LCCA Winter 100 Race, Phillip Island, 1934

Derived from the first Midget - the M type - and introduced for 1933, the two-seater J2 established the classic MG look that would characterise the Abingdon marque's sports cars into the 1950s. With its deeply cutaway doors, fold-flat windscreen and fixed cycle-type mudguards, it revealed its race-bred pedigree in every line and set the British sports car fashion for many years.

This new Midget was given the factory designation 'J2' and it was announced simultaneously that a new 'super-sports' J3 model and a racing J4 would quickly follow. The Midget's 847cc, overhead-camshaft, Wolseley-derived engine was coupled to a four-speed gearbox and housed in a simple chassis frame featuring half-elliptic springing all round and cable-operated 8"-diameter brakes. Thus equipped, the lightweight J2 possessed exemplary handling and steering by the standards of the day, and was good for 65mph. Today the model is one of the most sought after of pre-war MG sports cars.



This particular J2 Midget was delivered new to Australia in rolling chassis form. Ordered by MG agents Lanes Motors of Melbourne, chassis number '4211' was sent for bodying to local coachbuilder Aspinall's, who fitted it with a steel framed, door-less racing body of their own design. Lanes supplied the completed J2 to the Britannia Motors Race Team (BMRT), a privateer outfit formed by Ces Warren, Neil Gulliver and Norm Punt. It is one of eight J-Type MGs supplied by Lanes to BMRT. Research undertaken by previous owner Geoff Broadhead (see documents on file) has revealed that '4211' was registered as '130582' in February 1934 and raced by Jim B Skinner, who finished 4th in the car at the LCCA Winter 100 Race at Phillip Island that year. With three finishers out of five cars entered, the BMRT J2s won the team Prize. Together with Colin Keefer (MG J2 '4212') Skinner entered the 1935 Australian Grand Prix at Phillip Island, retiring after three laps when a big-end bearing failed.

There is then a sizeable gap in the J2's history, which is blank until the early 1970s. At that time the car was owned by MG dealer John Dalton of Melbourne, who sold it to Brian McLellan of Heathmont, Melbourne. In 1976 McLellan sold the now partially dismantled and body-less MG, together with a non-original and incomplete J2 engine, to Ron Wilson of Vermont, Melbourne, during whose ownership the engine was rebuilt by MG and Bugatti specialist John Porter of Warrandyte, Melbourne. The completed engine was then kept on display in Ron Wilson's office.

Little more progress had been made when the car and engine were sold circa 1980 to Alastair Jones in New Zealand where a replica conventional J2-type body was made and the restoration completed. Alastair Jones kept '4211' for some seven years before selling it to Auckland classic car dealer Charlie Conway. By 1990 the car was for sale and was purchased by Geoff and Bronwyn Gallagher, spending the next ten-or-so years on display in their private collection. When Geoff Gallagher died, the J2 was purchased by MGCC (Auckland Centre) president, Nick Wilcox and continued to be well cared for but little used. Indeed, over the course of some 27 years in New Zealand, it covered only 162 miles.

In 2007 '4211' was acquired by MGCC Auckland Centre member, Geoff Broadhead, who re-commissioned the car and got it back on the road, though little work was needed apart from an overhaul of the (non-standard) hydraulic brakes. After passing the local roadworthiness test, the J2 was ready to participate in the MGCC's Pre-'56 Group event, covering more miles (175) over the weekend run than it had in the preceding 27 years. The car was still running superbly at the finish.

Suitable for MG club trials and circuit races plus a wide variety of other speed and road events, this historic Australian J2 is described as in generally good/very good condition and comes with all EU/UK duties paid.  
**£50,000 - 55,000**  
**€58,000 - 64,000**



344

**1992 Ferrari F40 *Berlinetta*  
Coachwork by Pininfarina**

Registration no. F1 LNG

Chassis no. ZFFGJ34B000094674

Engine no. 32024



'The take-up into the next gear is flawless and, with the turbos cranking hard, the blast of acceleration just goes on again and you seem to be in a blur of time conquering distance, gearshifts and noise. It has the tonal quality of an F1 engine, if not the sheer ferocity. From outside, if you stand and listen, you hear the frantic whoosh as the turbos start to drive oh-so-hard.' - *Autocar* magazine, May 1988.

Introduced in 1988 to celebrate Enzo Ferrari's 40 years as a motor manufacturer, the 200mph F40 was the ultimate supercar. Inevitably, comparisons were made with the rival Porsche 959 but whereas its German rival represented a cutting-edge, technological tour de force, the F40 exemplified traditional Ferrari values. A relatively straightforward car, the F40 relied on enormous power, low weight, race-bred suspension, generously sized tyres and excellent aerodynamics to achieve a level of performance near-identical to that of the infinitely more complex 959. F40 owners though, had the satisfaction of knowing that their car was the slightly faster, boasting a top speed of 201mph to the 959's 197.

A mid-engined, two-seater berlinetta, the F40 was a development of the limited-production 288GTO and like the latter - but unlike the preceding 308/328 series - mounted its power unit longitudinally rather than transversely. A four-cam 3-litre V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp at 7,000rpm. For the seriously speed-addicted this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the F40 drawing on Ferrari's Formula 1 experience in its use of composite technology. A one-piece plastic moulding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity superior to an all-metal structure. The doors, bonnet, boot lid and other removable panels were carbon fibre. Pugnaciously styled by Pininfarina, the wind tunnel-developed F40 incorporated the latest aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil.



Despite the need to generate considerable downforce - and with a top speed higher than the take-off speed of many light aircraft, the F40 needed all the downforce it could get - the result was a commendably low drag coefficient of just 0.34. The F40's interior reinforced its image as a thinly disguised race-car, with body-contoured seats, an absence of carpeting and trim, and sliding Plexiglas windows. When it came to actual competition, race-prepared F40s more than held their own and in the Global GT series proved quicker on many circuits than McLaren's F1 GTR.

Autocar concluded its test thus: 'on a smooth road it is a scintillatingly fast car that is docile and charming in its nature; a car that is demanding but not difficult to drive, blessed as it is with massive grip and, even more importantly, superb balance and manners. You can use its performance - the closest any production carmaker has yet come to race car levels - and revel in it. ...there's little doubt it is the very personification of the term sports car.'

Left-hand drive chassis number '94674' is one of the very last Ferrari F40s built and was first registered on 6th August 1992. It was delivered new to one Paolo Pazzaglia in Bologna and registered on local plates as 'BO G 12854' (copy registration document available). Currently in the hands of only its third owner, the car was purchased in 2012 from TV celebrity and presenter of the BBC's popular 'Flog It' series, Paul Martin. It should be noted that the original 'km/h' speedometer was changed after approximately 6,200 kilometres had been covered and an 'mph' unit fitted in its place. The current odometer reading is 22,000 miles making the total distance travelled from new circa 25,850 miles.

A desirable 'non-catalyser' model, '94647' is finished in red with matching leather interior, while noteworthy features include adjustable suspension, roll down windows and an Alpine stereo system. The car comes with full service history: marque specialists Autofficina of Chessington, Surrey having carried out the most recent service, which included new timing belts and fuel tanks.

Described by the vendor as in generally excellent original condition, this landmark Ferrari supercar is offered with all handbooks and tools, sundry invoices, current road fund licence, UK V5C registration document and the all important Ferrari Classiche certification.

**£350,000 - 400,000**

**€410,000 - 470,000**





**345**

***One owner from new***

## **2009 Alfa Romeo 8C Competizione Coupé**

Registration no. to be advised

Chassis no. ZAR92000000040895

Engine no. 1390

First seen in 'concept car' form at the Frankfurt Auto Show in 2003, the Alfa Romeo 8C revived a famous name from the Italian company's illustrious past when it entered production in 2006. The original 8C (eight-cylinder) Alfa engine had been designed in 1931 by the legendary Vittorio Jano and was used to power Alfa Romeo's most prestigious road models, as well as its sports-racing and Grand Prix cars, until the decade's end. Styled by Wolfgang Egger, the modern-day 8C was received with universal acclaim, its gorgeous looks recalling those of Carrozzeria Touring's aerodynamic Alfa sports-racers of the late 1930s, while from the side there was more than a hint of Zagato's original Giulia TZ.

Within a couple of weeks, orders had been received for well over 1,000 cars, despite a UK price tag of £111,000. Alfa though, stuck by the decision to build only 500 examples of the 8C coupé but later changed its collective mind and made a further 500 roadsters. In 2010 the 8C Competizione was chosen to feature on the Goodwood Festival of Speed's main 'sculpture' display alongside an Alfa Romeo P2 Grand Prix car.



The genesis of the 8C Competizione graphically illustrates the close links between Italy's premier marques: Alfa Romeo, Ferrari and Maserati, all of whom are owned by FIAT. Designed at Alfa Centro Stile in Arese, the 8C used a development of the Maserati Quattroporte double-wishbone suspension (albeit on a shorter-wheelbase chassis) and is powered by a Ferrari-built V8 engine, with final assembly taking place at the Maserati factory in Modena. An enlarged version of that found in the Maserati Quattroporte and GranTurismo, the 4.7-litre V8 produces 450bhp at 7,000rpm and drives via a six-speed, semi-automatic, paddle shift gearbox, which is located immediately ahead of the rear axle in the interests of mass centralisation. The Pirelli P Zero tyres were specially developed for the 20" alloy wheels. As is the norm with 21st Century supercars, the 8C Competizione also features switchable performance modes.

The main chassis and its engine/gearbox/suspension sub-frames are steel, with carbon fibre used for the passenger cell and external body panels. Carbon fibre and aluminium both feature in the stylish interior, which is equipped with lightweight, leather-trimmed seats by Poltrona Frau of Turin. Alfa Red or black were the standard exterior colours and there were also various options, some at extra cost.

No one buys an Alfa Romeo, and certainly not one as special as the 8C Competizione, without being interested in its performance potential. Alfa claimed a 0-100km/h (0-62mph) time of 4.2 seconds and a top speed of around 290km/h (181mph) despite the fact that an 8C had reached 186mph during testing. It is hard to imagine that any of the fortunate 500 customers was at all dissatisfied.

Acquired new by the current owner in February 2009 from H R Owen in London, this left-hand drive 8C Competizione had covered only 8,124 miles at time of cataloguing and is presented in quite exceptional condition. Having covered so few miles the car has needed only one service, which was carried out by H R Owen on 1st August 2011 at 5,724 miles. Finished in black metallic with biscuit leather interior, the car comes complete with fitted luggage (three pieces) and all service, maintenance and operation manuals contained in two leather wallets. Currently MoT'd and taxed, it is offered with CPO warranty (expires February 2014) and UK V5C registration document. A rare opportunity to acquire a limited edition Alfa Romeo supercar that can only become increasingly collectible.

**£100,000 - 120,000**  
**€120,000 - 140,000**



**346**

**1929 Mercedes-Benz 630K Tourer  
Coachwork by Erdmann & Rossi**

Chassis no. 35407  
Engine no. 68580



At the end of The Great War, both Daimler and Benz went back to producing cars. Trading conditions in the early 1920s though, were extremely difficult: the War had left Germany's economy in ruins and there was rampant inflation. Of the 86 German car factories operating in 1924, only 19 were in existence three years later. If the two great rivals were to survive, it would have to be in partnership. On 1st July 1926, Daimler and Benz completed their merger, the two companies having paved the way with a technical co-operation agreement in 1924. By this time, Paul Daimler, founder Gottlieb's son and the company's Chief Engineer, had moved to Horch, his place being taken by Professor Ferdinand Porsche. Like his predecessor, Porsche was an advocate of forced induction and although he would leave Daimler-Benz in 1928, his legacy was a range of supercharged Mercedes cars that are the stuff of legend.

Daimler-Motoren-Gesellschaft had introduced the world's first supercharged production cars, the 6/25/40hp and 10/40/65hp four-cylinder models, at the 1921 Berlin Automobile Show. (The three figures refer to nominal rated horsepower, horsepower un-blown and horsepower with blower engaged respectively). On his arrival early in 1923, Porsche busied himself further developing the blown four and eight-cylinder racers designed by Paul Daimler, and the 15/70/100hp and 24/100/140hp supercharged, six-cylinder production models that would debut at the Berlin Automobile Show in 1924. After the 1926 merger these were reclassified as types 400 and 630.



Photo credit: Simon Clay

That same year a 'K' (Kurz = Short) version became available for the first time, on a wheelbase reduced from 12' 4" to 11' 2" (3,750 to 3,400mm). Displacing 6.3 litres, the 630K's single-overhead-camshaft six-cylinder engine produced a mighty 140PS (138bhp) with the Roots supercharger engaged (by pressing the throttle pedal to the floor) and in this specification the 630K could justifiably claim to be the world's fastest production touring car, with a top speed of over 90mph (145km/h).

Affordable by only the wealthiest of connoisseurs, the Model K was produced in strictly limited numbers, only 267 of all types being completed between 1926 and 1932. In Germany these would have been bodied by the likes of Erdmann & Rossi, Reuter, Papler, Zschau and Balzer while others were fitted with 'factory' coachwork by Sindelfingen. Some chassis found owners in the USA and were bodied there but the rarest Model Ks are those few completed in Italy with coachwork by Stabilimenti Farina or Carrozzeria Castagna.

The 630K tourer offered here, chassis number '35407', was built to commission number '37832' and delivered to the Erdmann & Rossi coachworks in April 1928 to be fitted with a sports tourer body. Ranked among the elite of European coachbuilders, Berlin-based Erdmann & Rossi specialised in bodying prestige makes including Horch, Maybach, Packard, Cadillac, Bentley, Rolls-Royce (they were Germany's official importer) and, of course, Mercedes-Benz. Their distinguished clientele included European royalty, industrialists, actors, pilots and racing drivers.

In November 1929 the completed car was delivered to Mercedes-Benz Co Inc, the Mercedes-Benz distributor in the USA, for one Jerome R Gamble of Los Angeles, California. Bonhams is grateful to Mercedes-Benz for providing the foregoing information from the factory records, which sadly do not account for the 18-month gap between delivery to Erdmann & Rossi and the car's arrival in the USA.

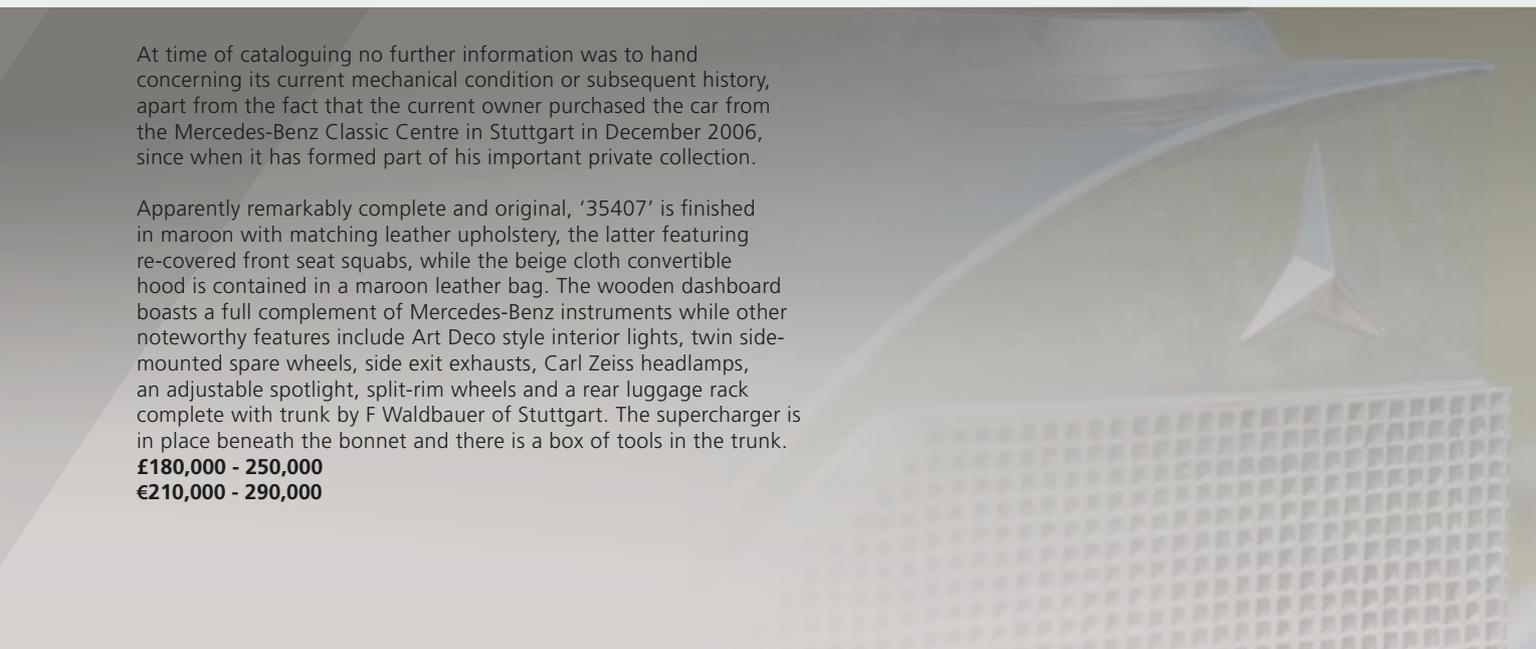


At time of cataloguing no further information was to hand concerning its current mechanical condition or subsequent history, apart from the fact that the current owner purchased the car from the Mercedes-Benz Classic Centre in Stuttgart in December 2006, since when it has formed part of his important private collection.

Apparently remarkably complete and original, '35407' is finished in maroon with matching leather upholstery, the latter featuring re-covered front seat squabs, while the beige cloth convertible hood is contained in a maroon leather bag. The wooden dashboard boasts a full complement of Mercedes-Benz instruments while other noteworthy features include Art Deco style interior lights, twin side-mounted spare wheels, side exit exhausts, Carl Zeiss headlamps, an adjustable spotlight, split-rim wheels and a rear luggage rack complete with trunk by F Waldbauer of Stuttgart. The supercharger is in place beneath the bonnet and there is a box of tools in the trunk.

**£180,000 - 250,000**

**€210,000 - 290,000**



**347**

*Formerly the property of Denis Flather,  
in the present family ownership for 48 years*  
**1913 Rolls-Royce 45/50hp Silver Ghost  
London-to-Edinburgh Tourer**

Registration no. LW 7027

Chassis no. 2643

Engine no. 70R



'The directors were obviously as impressed with the car as the public were when they first saw it displayed... the company's future, based upon Royce's intuitive design genius and the uncompromising standards of workmanship he set, clearly lay in the rapidly expanding area of luxury cars...' – Edward Eves, *'Rolls-Royce, 75 Years of Motoring Excellence'*.

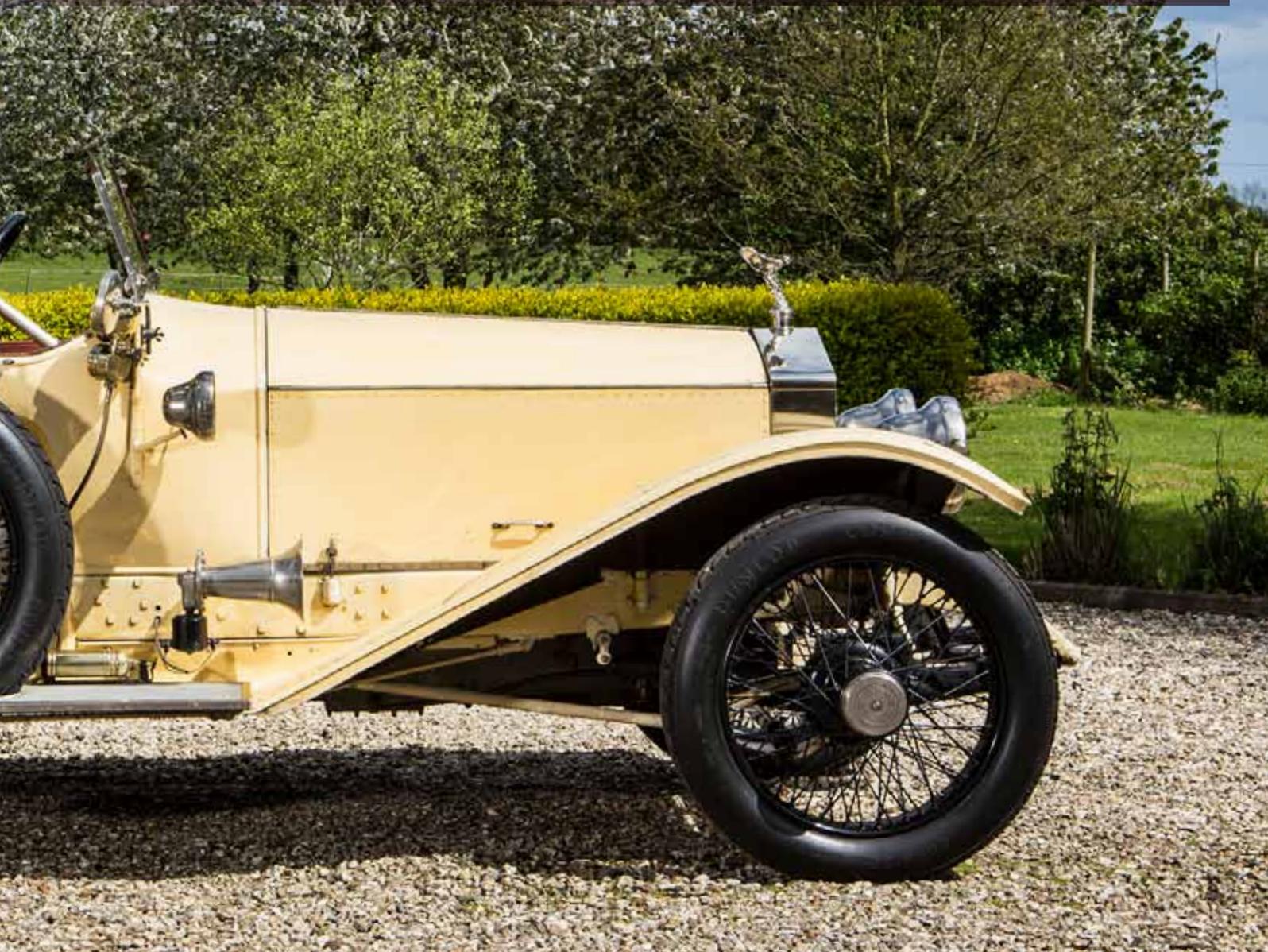
Although the 40/50hp model would in any event have earned its 'The Best Car in the World' sobriquet (actually first used by the Pall Mall Gazette in November 1911), Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 London Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker & Co.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf spring arrangement at the rear, though the latter soon came in for revision.

The transmission too was soon changed: a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the 1907 Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested.

Rigorous testing continued to be undertaken publicly too in the interests of promoting sales, the next such enterprise being Ernest W Hives' legendary journey in September 1911 from London to Edinburgh using top gear only. Rivals Napier had just completed a similar stunt and Rolls-Royce felt obliged to rise to the challenge. Hives' Silver Ghost averaged a remarkable 24.32 miles per gallon over the 400-mile journey and on its completion was taken to the Brooklands racetrack where it was timed at 78.26mph. That car, chassis '1701', incorporated under-slung cantilever rear springs and an engine upgraded with increased compression ratio and a larger carburettor, while the lightweight sports-tourer 'torpedo' coachwork was by Holmes & Co of Derby. Orders for replicas poured in and today genuine examples of the 'London-to-Edinburgh' model are among the most coveted of all Silver Ghost variants.



The Silver Ghost remained in production in England until 1925, 6,173 being completed at the Manchester and Derby factories, and until 1926 at Rolls-Royce's Springfield plant in the USA where a further 1,703 were made, the longest production run of any model from this celebrated company. Rolls-Royce Silver Ghost chassis number '2643' was ordered by Hugh Montgomery on 24th September 1913, though the build had actually commenced on 5th September. A member of the Marlborough Club in London's Pall Mall, Montgomery must have been a very wealthy young man; he lived in Warwick Square while his main residence was Bosworth Park, Nuneaton, and put down a deposit of £328, approximately £33,000 today. The build card gives the chassis type as 'London to Edinburgh' and specifies the D-type (shallow rake) steering, lightweight (6-6½cwt) open touring body and the appropriate standard 850lbs front and 1,850lbs rear springs.

On 23rd October Montgomery paid off the balance of £688 making the total £1,016, approximately £100,000 at today's prices for the chassis alone. However, it appears that the order was changed and on 27th October 1913 '2643' was sent to Peters & Sons for the fitting of an enclosed limousine body. The car was completed in December 1913 but it was not until March 1915 that springs more suited to the heavy limousine body (925lbs/front, 2,050lbs/rear) were fitted to the chassis. In addition, the 'D' steering column was changed to the steeper 'B' type and the pedals, floorboards, dashboard, etc substituted for items more appropriate for limousine coachwork. In October 1915 the Silver Ghost was sold via Barker & Co to Auguste Charles Valadier in Paris, France.

A wealthy French American, Charles Valadier would pioneer the development of maxillo-facial re-constructive surgery while serving with the British Expeditionary Force during The Great War. Valadier had established a successful dental practice in Paris and when war broke out volunteered his services to the Red Cross. He established the first 'Plastic and Jaw Unit', which helped facilitate the later progress of plastic surgery.

A selection of tools and spares for Valadier's Rolls-Royce was supplied on 30th October. Rolls-Royce chassis cards state that the car was 'used by Military on Home or Active Service. European War 1914/19'. By December 1916 Major Valadier was stationed at Boulogne and the chassis had been fitted with up-rated springs (1,200lbs/front, 2,550lbs/rear) by Dutilloux & Ranlovich of Paris to cope with the additional weight of a dentist's chair in the rear. Sadly, only two months earlier Lieutenant Hugh Montgomery of the Irish Guards, the car's first owner, had been killed in France. Three times mentioned in despatches, Charles Valadier was made a Chevalier of the Legion of Honour in 1919 and in 1921 was knighted for his services, having been granted British citizenship the preceding year (see separate file devoted to Valadier).



After the war's end, the Silver Ghost went back to Barker's, where it is presumed the coachwork was returned to limousine configuration, and was registered in the UK as 'LW 7027' on 14th July 1921, this being shortly after the introduction of the Roads Act of 1920 that required local councils to register all vehicles at the time of licensing and allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). Still with limousine coachwork and finished in blue/black, the Rolls-Royce was now in the possession of Mrs Helen Boye Miller of London, its third owner (see duplicate logbook on file).

Correspondence on file indicates that towards the end of the 1920s Charles Gibbs & Co Ltd converted the car into a breakdown vehicle, complete with jib crane at the rear. Rolls-Royce's last record of parts supplied to Gibbs for '2643' is dated 20th September 1934. In receivership shortly thereafter, Gibbs & Co was purchased in February 1935 by Geoffrey Thomas, who bought back the mortgaged Rolls-Royce from the finance company. The Ghost then continued in use as a recovery vehicle until circa 1948 when the magneto burnt out.

In March 1960 the car was purchased by F M Wilcock of Swandean Garage, Worthing. Michael Wilcock was an enthusiastic and talented engineer who in 1953 had become famous for creating the 'Swandean Spitfire' special by fitting a Rolls-Royce Merlin engine into a chassis made from two Daimler Dingo scout cars. Driven by Wilcock at the Brighton Speed Trials, the car still survives today in Canada. The eccentric Wilcock also kept a complete Vickers Supermarine Spitfire on his garage forecourt, running the engine once a year on 'Battle of Britain Day' (photograph on file). That aircraft still exists in airworthy condition in the USA.

After Wilcock had acquired the Silver Ghost a complete strip down and rebuild commenced (see 'as found' and restoration photographs on file). Brigden Coachbuilders of Shoreham constructed a replica London-to-Edinburgh tourer body and the rebuilt Ghost returned to the road towards the end of April 1963. Wilcock had opened the Brighton Motor Museum in 1961 and it is likely that the Silver Ghost was put on display there. In November 1965, '2643' was purchased at auction by the current vendor's father, Denis Flather, and driven back to his home in Sheffield that evening. Interestingly, for the gear wheel used in the Silver Ghost differential, Rolls-Royce specified UBAS (Un Brakeable Axle Steel) a case-hardened steel patented in 1890 by the vendor's family's steel-making business.

Denis Flather was a wealthy industrialist, the fourth generation to lead the family steel company in Sheffield. William Thomas Flather, Denis's grandfather, was a pioneer Sheffield steel maker and processor who developed new grades of steel to create tougher materials. In the late 1800s much wealth was created making millions of bicycle spokes for the rapidly expanding markets at home and abroad. W T Flather developed the new process technology of cold drawing steel bars to produce bright bar stock that fed into the world of steel component manufacture.

Denis Flather's father, David, had been a founder member of the Sheffield Motor Club back in 1903. Hence Denis grew up with motor vehicles and competitive motor sport, and bought a 2-Litre Lagonda for his 21st birthday. In 1935 it was replaced with a factory built 1½-Litre Aston Martin fitted with Prince Bira's racing engine, as used in the Ulster Grand Prix. Denis Flather built a number of specials specifically designed for sporting trials, one based on a Brescia Bugatti which he shorted by one foot!



After WW2 he founded the BTDA, later to expand into the British Trials and Rally Drivers Association, which organised and ran many different forms of amateur motor sport. He was their President for many years. Denis also built and raced 500cc racing cars: 'The Flather Specials'. He was Chairman of BRM during those first euphoric three years when the V16 Grand Prix car was born, but disappointingly it never achieved its potential. For many years he was an active member of the RAC Competitions Committee and yet in stark contrast in 1952, bought an 1897 Daimler capable of just 20mph. On his retirement in 1974, after the family steel company had been sold, he was straight back into the thick of it as was one of the triumvirate, together with Peter Sprague and George Minden, which in 1975 bought the remains of Aston Martin from the Receiver.

For the next 25-or-so years the Silver Ghost was rallied extensively both at home and abroad including the 1966 Paris-Lloret de Mar Rally over the Alps to Geneva (1,700 miles) and 1966 Paris-Barcelona-Marseilles-Monte Carlo Rally (1,936 miles) as well as the 1968 London-to Edinburgh top-gear re-enactment. Other rallies attended include the Barcelona-Lisbon (1969), Swedish (1971), York-Inverness (1971), Isle of Man (1972), Keron (1973), The Great Alpine Re-enactment (1973), John O'Groats-Land's End (1975), FIVA (1976), Moët (1977), Windsor Castle/Ascot Silver Jubilee (1977), Isle of Mull (1978), VCC Golden Jubilee (1980), Bristol-Bournemouth (1987 and '88) and the Norwich Union Classic (1988, '89 and '90). In 1970 the Ghost was shipped to Australia to take part in that country's Bi-Centenary Rally, spending a month away from home.

It is estimated that no more than 25-30,000 miles have been covered since 1965, during which period the car has never suffered any accident damage, and it is worthwhile noting that '2643' was always driven to and from events and never trailered. The car has been taxed and MoT tested throughout the family's ownership and has always been housed in a secure unheated garage. In 1968 the registration was changed temporarily to 'WTF 1' and then in 1970 ownership passed to the current vendor.

From 1965 to 1974 the Silver Ghost was maintained in the private garage of its owner's business in Sheffield. After the business was sold its maintenance was entrusted to Sheffield-based Coldwell Engineering (John Cockayne), which undertook extensive mechanical works between 1974 and 1981 (see separate folder containing 30-plus invoices). Since formal rallying ceased in 1990 the car has been serviced and maintained by the vendor, who has insured, MoT'd and used it privately each year.

Rebuilt by Coldwell Engineering during the 1970s, the engine is described as in good sound condition, registering oil pressure when hot of 13-15psi under load, 3-5psi on tick-over. We are advised that all elements work correctly and the engine ticks over almost silently at 325rpm when warm. It should be noted that although the starter motor and ring gear are fitted they are not operational, while the standard feature of automatic cylinder wall oiling when using the foot throttle has been reset to give a small and continuous injection of oil. The exhaust is mechanically sound, providing an appropriately throaty note, with the cut-out operational when desired. Well oiled so as to provide confident and controllable power transmission, the leather-lined clutch is correctly set and affords easy gear changes.



However its use when reversing requires care as there is a tendency for the cantilevered rear springs to 'wind up'. We are advised that the gearbox, torque tube and rear axle all function well and reasonably quietly while the chassis is reported as mechanically sound and robust, free from any underlying metal corrosion. Described as all sound, the Rudge Whitworth hubs take wire spoked wheels with beaded edge rims and are shod with five new Dunlop 895x135 chevron-pattern tyres fitted less than 500 miles ago.

All main electrical circuits are 12-volt and a dynamo is used to charge the battery. A trembler coil on a separate 6-volt circuit is used for starting only. Two alternative 6-volt batteries are provided (there is no recharging provision). The trembler coil circuit has been rewired: the switch (central knob marked 'B' on the steering column) being replaced with a separate switch under the dashboard. Side and headlamps have been rewired and now are operated through two modern switches beneath the dashboard. All circuits are appropriately fused in two fuse boxes.

We are advised that the body's underlying structure and surface contours are excellent and remain true to the original design and construction. The entire car was repainted cream by Wilkinson's of Derby in 1976 and the paintwork now displays a pleasantly aged patina. The nickel plating is in reasonable condition for its age while the radiator is excellent. Soft and well oiled, the red leather upholstery is complete and possesses a wonderful patina.

Other noteworthy features include an in-period 'Spirit of Ecstasy' mascot, Elliott double speedometer/odometer, Auster screen, windscreen wiper, petrol tin, a set of Rolls-Royce spanners, a quantity of spares and a rear trunk with fitted suitcase containing rear and front tonneau covers.

Documentation contained within the accompanying extensive and beautifully produced history file, close inspection of which is highly recommended, includes copy Rolls-Royce chassis cards and guarantee document; Hugh Montgomery's Army record; articles on the life and work of Auguste Charles Valadier together with his Army record; 1921 duplicate logbook in the name of Mrs Helen Boye Miller; correspondence from Geoffrey Thomas; photographs by F N Wilcox; 1965 auction catalogue details; numerous repair and maintenance invoices; assorted correspondence; VCC dating certificate; last MoT certificate (expired June 2013); UK V5C registration document; and assorted records and photographs detailing the car's rallying career.

As its impressive rallying record amply demonstrates, '2643' still possesses the qualities of refinement, reliability and performance that established Rolls-Royce as the pre-eminent British motor manufacturer as long ago as the Edwardian era. Currently taxed and MoT'd, it represents a wonderful opportunity to acquire a well-documented Rolls-Royce Silver Ghost carrying the desirable London-to-Edinburgh coachwork, albeit one that had to wait some 50 years to receive the type of body that Rolls-Royce originally intended.

**£600,000 - 800,000**  
**€700,000 - 930,000**



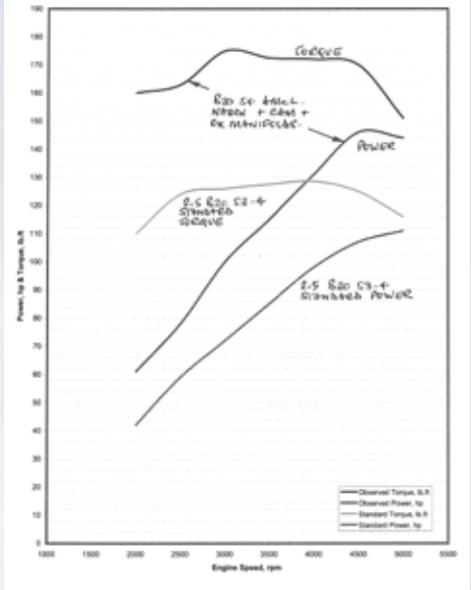
Photo credit: Simon Clay

348

*Nardi floor change and  
special equipment 146bhp engine*  
**1955 Lancia Aurelia B20GT Coupé**

Registration no. 99 DUU  
Chassis no. B20 - 3422  
Engine no. B20 - 4650

Aurelia 2.5 litre engine no B20-4650 with Nardi  
twin Webers and works camshaft - April 1953



Introduced at the Turin Motor Show in 1950 initially as a pillarless 4 door saloon, the Aurelia quickly established itself as the most innovative car produced in Europe since the war - a reputation which it kept until the end of production in 1957. The light aluminium V6 engine, aluminium transaxle with inboard brakes and effective all round independent suspension were all firsts when combined in a series production car.

Under the guiding hands of Francesco De Virgilio and the great Vittorio Jano of pre war Alfa Romeo fame, the Aurelia was quickly developed into a spectacularly beautiful Pininfarina coupe with first a 2 litre then a 2.5 litre engine - the world's first true GT. Competition successes followed thick and fast, most famously with Giovanni Bracco's celebrated 2nd place overall in the 1951 Mille Miglia, only minutes behind Villoreisi's winning 4.1 litre Ferrari. With a mere 80bhp in an almost standard car, Bracco averaged 73.78mph over 1000 miles, mainly in pouring rain, against Villorei's 75.7mph. A few weeks later Count Lurani and Bracco came a heroic 12th overall at Le Mans, averaging 82mph. The following year Aurelias came 3rd, 5th and 6th overall in the Mille Miglia, finished 1st, 2nd and 3rd overall in the Targa Florio and scored a remarkable 4th in the Carrera Panamericana. No wonder that Aurelias quickly became the road cars of Ascari and Fangio as well as of film stars and captains of industry.

The car offered here is a desirable 4th series with 2.5 litre engine and de Dion rear axle, presented in the attractive livery of black coachwork and pale brown traditional high quality Lancia cloth upholstery and the rare original pale green tinted glass. Owned by a noted Lancia connoisseur, the car has been fully restored mechanically with no cost spared by well known specialist, Omicron Engineering Ltd. It is fitted with the rare Nardi floor change and original Nardi twin Weber carburettor set-up - not the often seen modern reproduction. The fully rebuilt engine (which is a later and stronger 6th series unit - the original 4th series block and heads are included in the sale ) has new pistons, rings and bearings, a new camshaft to the rare Lancia competition profile and a special fabricated exhaust manifold ( the original manifolds are included in the sale). The engine was very carefully balanced and then set up on the rolling road where it gave a remarkable 146bhp at 4,500rpm and 172lb/ft of torque at 4,000rpm - respectively 30% and 40% more than standard. The transaxle, suspension and brakes have also been fully rebuilt with front brakes to the ultimate and most powerful twin leading shoe 6th series specification.

This is an outstanding example of the highly sought after 4th series Aurelia Coupé in a most attractive colour scheme, rebuilt at great expense to give exceptional performance while respecting correct period specifications.

**£100,000 - 120,000**  
**€120,000 - 140,000**



349

## *The ex-Earls Court Motor Show*

# 1938 Bentley 4¼-Litre 'High Vision' Sports Saloon Coachwork by H J Mulliner

Registration no. 943 XUE

Chassis no. B28MR

Engine no. C6BM

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

Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gearchange and servo-assisted brakes. It was the construction of modern highways in Continental Europe, enabling cars to travel at sustained high speeds, that had prompted the introduction of the Hall's Metal bearings and would lead eventually to the adoption of an overdrive gearbox and improved lubrication system on Bentley's peerless *Grand Routier*, improvements which coincided with the introduction of the 'M' series cars in 1938.



Refinement, reliability and effortless long-distance cruising were hallmarks of the coveted overdrive-equipped 'M' series. Only some 200-or-so were produced during 1938/39 and all are most highly regarded today.

With its 4¼-litre engine and overdrive gearbox, 'B28MR' represents the Derby Bentley in its ultimate and most desirable incarnation. Handsomely finished in two-tone grey metallic and silver, it carries owner-driver sports saloon coachwork in 'High Vision' style by H J Mulliner featuring the distinctive glazed roof panels and deep side windows that give this rare and exclusive limited edition model its name. 'B28MR' was completed in October 1938 and exhibited on H J Mulliner's stand at that year's Earls Court Motor Show. First owned by Douglas William Turner of Wellington Tube Holdings Ltd, it is pictured (wearing wheel spats) in Johnnie Green's book *'Bentley - 50 Years of the Marque'* (page 219) and also in Frankel & Strang's *'Bentley: the 1938/1939 Overdrive Cars'*. The original UK registration was 'FGT 867'.

In 1965 the Bentley was sold by its then owner Sir Herbert Manzoni to a Mr C C Evans, who sold it on in 1973 and the following year the car was imported into South Africa by a Mr C Witte-Vermuelen. The Bentley became a well known car in South Africa where it was maintained by the Rolls-Royce agents in Johannesburg, Grosvenor Motors Limited.

The current vendor advised the previous owner, Mr G W H Relly, Chairman of Anglo American, South Africa's largest mining group, to purchase the car from Mr Witte-Vermuelen in 1977. He then purchased it from Mr Relly in 1992. Since acquisition by the vendor the Bentley has been extensively restored (detailed records and invoices available).

Works carried out the course of this long-term renovation include a bare metal re-spray in its current livery; new interior in pale grey Connolly hide, Wilton carpeting and grey West of England cloth; and a complete electrical rewire with the correct harness. In 2005 'B28MR' won a concours prize at the South African Rolls-Royce and Bentley Owners' Club show.

More recently, a no-expense-spared extensive mechanical service and refurbishment has been undertaken by renowned marque specialists A&S Engineering including a new clutch; renewal of all rubbers; restoration of all instruments and trafficators; and overhauls of the gearbox, suspension, steering, cooling and one-shot lubrication systems. New tyres have been fitted and we are advised that anything else that could possibly need doing has been done.

The car comes with its original fitted tool kit (in the boot lid), original owner's handbook and all loose tools (jack, etc) and is described as in outstanding all round condition. It is reported to run and drive superbly, just as one would expect following such a meticulous and thorough refurbishment. A fine example of the Derby Bentley, 'B28MR' is offered with the aforementioned restoration records, copy build sheet, current MoT/tax and UK V5 registration document.

**£75,000 - 95,000**

**€88,000 - 110,000**



Photo credit: Simon Clay

350

**'NOJ 392' - The ex-Works Mille Miglia and Le Mans 24-Hours  
1953 Austin-Healey 100 Special Test Car**

Registration no. NOJ 392

Chassis no. SPL 225B

Engine no. 1B136876

*Austin-Healey*



This remarkably well-documented ex-Mille Miglia, ex-Le Mans 24-Hour race Austin-Healey works car began life as one of the Donald Healey Motor Company's pre-production competition vehicles. It was custom-built for this purpose under the direction of their chief engineer, Geoff Healey, and experimental engineer Roger Menadue in their famous factory at The Cape, Warwick, during the early months of 1953.

This was only the sixth Austin-Healey built there and it is properly referred to as one of the company's immensely rare, now legendary, and much-coveted, 'Special Test Cars'.

These vehicles differed in many respects from what became the standard production Austin-Healey 100 models. These Special Test Cars were in effect 'silhouette' competition versions of what would become the production 100 – looking essentially identical while in reality being significantly lighter, more carefully built and faster in competition. This was achieved by comprehensive use of Birmabright aluminium alloy-paneled bodywork and bulkheads in place of production-type pressed-steel – plus many other detail modifications, even including polished aluminium lightweight bumpers masquerading as chromed steel units. Had these Healeys been Ferrari 250GTs they would be described as alloy-bodied Competizione models. They were – and remain today – very, very special indeed (and far more rare than their latter-day Italian counterparts).



Of the four Special Test Cars built by the Donald Healey Motor Company in 1953, NOJ 392 is the sole remaining car in original 100-Specification guise.

The engine of 'NOJ 392' was built originally in the Austin Motor Company's experimental 'shop'. It featured a nitrided crankshaft, special camshaft, lightened flywheel, double valve springs and 3/4-inch SU carburetors, plus a specially-developed exhaust manifold. The gearbox was a heavy-duty variant of the Austin taxi transmission. Suspension improvements included modified shock absorbers and springs. During its later restoration in the 1990s, a slightly uprated camshaft was fitted since the car was to be used in moderately competitive track events and road rallies. The special exhaust manifolds and the correct SU carburetors were refitted. The car's interior was also completely re-trimmed.

By February, 1953, Donald Healey had three of his first batch of 20 pre-production Austin-Healey 100 cars ready for publicity purposes including motor shows in Europe and the USA, including his very successful promotional tour of that country.

Four of the pre-production cars were carefully built at Warwick to a detailed competition specification. Roger Menadue's brief was to build cars which would look like the new production 100 model, but which were to be significantly lighter and faster. These 'Special Test Cars' were destined for use in International motor races and world-class distance and speed record attempts.

The cars' Birmabright aluminium-alloy body paneling was painted in a pale metallic green livery. This batch of Special Test Cars comprised chassis serials SPL 224B, 225B, 226B and 227B. The first three were, respectively, road registered 'NOJ 391', '392 and '393 while the fourth car – chassis 227B – remained unregistered as the endurance and speed record car.

The only one of these Special Test Cars which left the Healey factory in its original form is the example now offered here, chassis SPL 225B, UK registration 'NOJ 392'. Its sister 'NOJ' cars were in contrast all rebuilt into 100S models at the Warwick factory before eventually being sold, while the endurance car was broken up. Experience with these NOJ cars promoted Healey's 'Le Mans Kit' and their later '100M' model.



1953 Le Mans, Chateau de Chaisine, Healey Team headquarters





Opposite page & above: Photography by Lionel Clegg, Copyright JARROTTs.com



In 1953, 'NOJ 392' offered here was the car crewed in the round-Italy Mille Miglia road race by pre-war Austin works racing driver Bert Hadley and Flt Lt Bertie Mercer of the Royal Air Force. The car wore start-time number '548' in that event but suffered throttle-jamming problems as the linkage's spring-loaded brass ball joints failed before Ravenna on the grueling event's southerly leg, which saw no fewer than 63 other retirements amongst the 488 entries which had set out from Brescia.

While the Special Test Cars had worn full-width windscreens and carried hoods in the Mille Miglia, for the following Le Mans 24-Hour race the hoods were set aside as three of the cars were fitted with stark aero screens, a mandatory bonnet strap and two Lucas supplementary driving lamps, while a larger-capacity fuel tank was shoe-horned into the tail. A competition side-exhaust system was used. The driving lights were widely spaced, while the alloy bumper carried no over-riders.

In their original configuration the Special Test Cars such as '392' offered here used Girling 11-inch x 2¼-inch twin trailing-shoe Al-Fin drum brakes. On the Austin Motor Company test-bed that year's Le Mans Austin-Healey engines developed some 103bhp at 4,600rpm. The higher-compression piston design later used in the marque's 'Le Mans kit' and 100M model was as yet undeveloped and was not used in this 24-Hour race.

Dutch rally star Maurice Gatsonides and well-known racing motor-cyclist Johnny Lockett co-drove this car, 'NOJ 392', at Le Mans. It wore start number '34' and Gatsonides/Lockett brought it home in a thoroughly respectable 12th place overall, and second in its class – the sister car of Gordon Wilkins/Marcel Becquart finishing in '392's wake, 14th.

In fact 'NOJ 392' had completed no fewer than 2,153 miles in the Le Mans 24-Hours, had been timed at 118.2mph along the Mulsanne Straight and averaged a very respectable 89.59mph for the full duration. It had been an exceptionally punishing event, not least for the Austin-Healey team mechanics who had all been laid low by a race-weekend stomach bug. Geoffrey Healey attributed their continuing fitness to work – for brief periods – to copious doses of Dr J. Collis Brown's Chlorodyne and charcoal powder...

After its Le Mans success, this Special Test Car was adapted to match standard production road trim. Bumper over-riders were added together with a tailpipe exhaust system while both the aero screen and Le Mans-regulation bonnet strap were deleted, and a normal full-width windscreen refitted. The car's twin driving lights were more closely spaced, it is assumed in order to clear the newly-fitted bumper over-riders.



In this guise 'NOJ 392' was then road tested by both 'The Autocar' and 'The Motor' magazines, representing 'NOJ 392' at that time as a 'standard' Austin-Healey 100. In modern times the Trading Standards authority might have something to say about that... Acceleration time from 0-60mph was published as 10.3 seconds, standing-start quarter-mile 17.5 seconds and top speed runs as much as 119mph.

This Austin-Healey then entered a third phase of factory use, being used from mid-1954 as a development vehicle. Its most significant modification during this period was the mounting of a special, hand-made set of Girling disc brakes in place of its original drum system. The Girling discs were tested on '392' for direct comparison purposes and must be viewed as differing distinctively from the rival Dunlop disc-brake equipment later standardized upon the production Austin-Healey 100S model. These Girling brakes were the first disc-type to be fitted to an Austin-Healey, and became the only Girling set-up to be used until the marque's 3000 Mark I model finally entered production with front discs by that company. Geoff Healey was later to acknowledge regretfully that the Girling brakes were the better choice on a number of fronts, particularly from a servicing point of view.

During its protracted factory career, old 'NOJ 392' was employed by Donald Healey's son Geoffrey and new wife Margot as their European honeymoon car, and it was then used for several years by Donald Healey's longest-serving employee – Roger Menadue – as his company car.

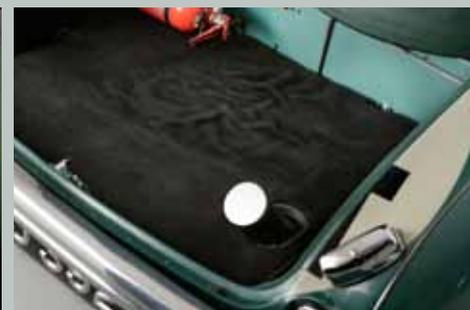
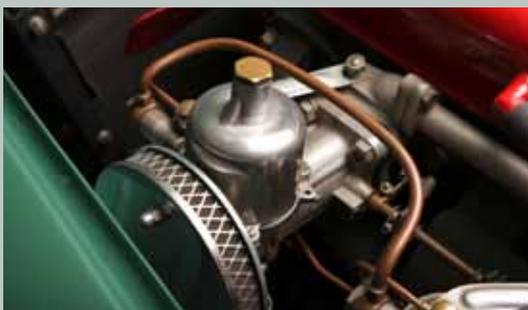
In formal terms its ownership was registered to the Austin Motor Company of Longbridge, Birmingham until August 8, 1958, when ownership was transferred to the Donald Healey Motor Company, Millers Road, Warwick. They retained the car for a further four years, until February 19, 1962, when it was registered to Verdon Garage of Desford Road, Newbold, Verdon, Leicester. It was then sold on June 1 that same year into the private ownership of John David Berry, of Verdon, Leicester.

On May 13, 1966, the car's ownership passed to John Shuttlewood of Marston Road, Leicester, and on June 6, 1967, it is recorded as having passed to Jonathan Roberts of Lodsworth, Petworth, Sussex. From September 4 to October 1, 1967, ownership was registered briefly to Geoffrey Orme of Tipton, Chesterfield, Derbyshire before being returned to Mr Roberts in Petworth. He then sold it almost immediately – on October 10, 1967 - to Malcolm Hay of Hurstpierpoint, Sussex who then retained the car for three years until October 14, 1970 when it was re-registered to Brian Dermott of Henley, Oxfordshire.





Right: 1953 Le Mans, NOJ 392, car no. 34, with NOJ 393 (masquerading as NOJ 391) as car no.33. NOJ 392 would finish 12th overall, 2nd in class, beating NOJ 393/1 which finished 14th overall.



Mr Dermott then retained British ownership until 1979 when 'NOJ 392' was acquired by John Gray, of Melbourne, Australia. We understand that he retained it for some 14 years, before on February 2, 1993, passing it on to Warwick and Cameron Sell of Winmalee, New South Wales...

Mr Warwick Sell then had the car painstakingly – and most sympathetically - restored by world-renowned Austin-Healey specialists, The Healey Factory (of Melbourne, Australia) in 1994-95.

At the beginning of restoration 'NOJ 392' as offered here already retained all of its original panels and mechanicals, including the original taxi gearbox with overdrive. Rob Roland, proprietor of The Healey Factory has been quoted as saying "It had not been previously restored and was in amazingly original condition". He added that the car exhibited..."some floor/sill and chassis rust and very minor body damage to the left-hand front that had caused it to be off the road for some time prior to 1970". John Gray had initiated restoration before selling-on the car to Brian Dermott and later Warwick Sell. In preparation for its Australian restoration Mr Warwick Sell decided to have 'NOJ 392' rebuilt to its 1953 Le Mans configuration with the exception that its later disc-brake system would be retained in place of the period drums.

This decision actually complicated restoration because, while the rear Girling disc system had survived in situ, the front discs had been replaced by 3000 Mark I-type components. With the assistance of both Geoffrey Healey and Roger Menadue, the original specification was then defined and a reproduction pair of Girling discs and calipers were produced and mounted at the front.

Included with this Lot today is a substantial documentation file including a report by Austin-Healey authority Nick Howell, with assistance from Special Test Car/100S expert Joe Jarick, in which he confirms Joe's high opinion of the car's originality and the quality of its Australian restoration. In this report, commissioned by the current owner shortly after acquiring '392 in the UK in 2009, Mr Howell emphasises how: "Competition cars, by their very nature and use, are very often subject to major changes in the components during their career. The vehicle examined...'NOJ 392', not only has its original and unique very early chassis, but also a large number of original major and minor components".



Photography by Lionel Clegg. Copyright JARROTTs.com

In this document Mr Howell then provides photographic evidence confirming the presence of the car's correct and original chassis plate, which is attached to the frame as distinct from the bulkhead manufacturer's plate. The car's chassis frame was identified by the firewall plate serialled 'SPL225B' while the engine number is '1B136876'. The car's correct engine number, and "most probably" all of its original aluminium body and bulkheads, are also confirmed as being the originals.

The car also featured the correct 'taxi' gearbox with overdrive, complete with its original mounting brackets. Even extra-large holes found beneath the boot lining and fuel tank were believed to have been drilled during fitting of the larger fuel tank deployed at Le Mans in 1953.

During restoration the car was fitted with new but correct-style pre-production flat floor pans and new sills. All associated original components were then refurbished rather than replaced during this restoration process. While it would have been simpler and cheaper to fit heavy chromed-steel bumpers, it would have been period incorrect, so new aluminium bumpers were manufactured at great expense.

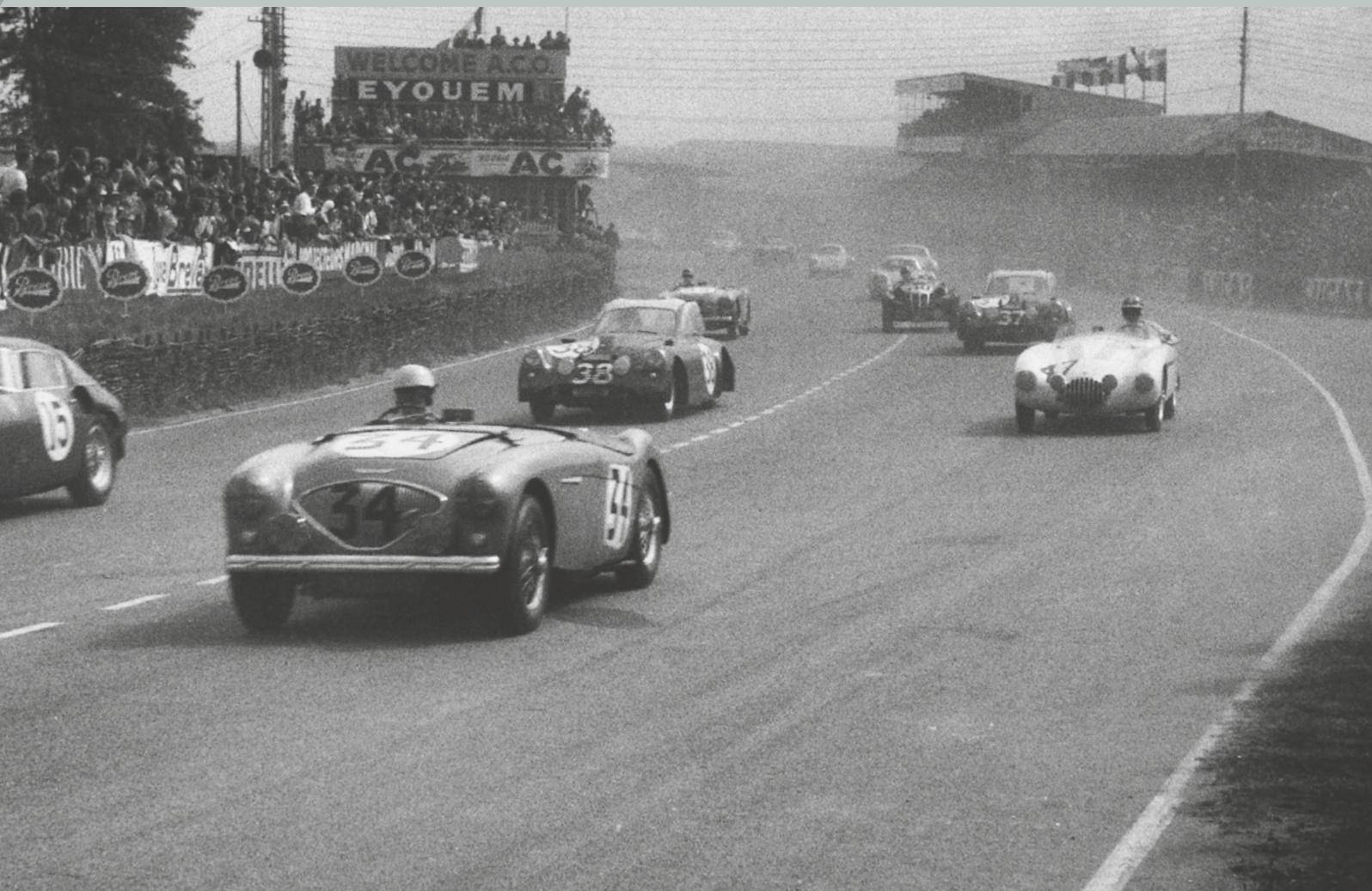
In late 2009 the present owner commenced an eighteen-month refreshment of the Australian restoration with the remit to be made NOJ 392 as it appeared at the start of Le Mans in 1953. The entire body and chassis were stripped and repainted in the correct shade of cellulose paint, the engine and gearbox were rebuilt, suspension re-bushed, brake pipes renewed and the interior re-trimmed. Whilst it would have been simpler and cheaper to fit the standard, heavy chromed steel bumpers they would have been incorrect for the car so new aluminium bumpers were manufactured at great expense.

This exceptional and historically important Special Test Car has a wonderful provenance as an extremely important 'works' Austin-Healey, having finished 12th at Le Mans in 1953 and having also competed in that same year's Mille Miglia road race around Italy. It has the extra cachet of having featured as the works road test car immortalized for posterity in both *'The Autocar'* and *'The Motor'* magazines. It has retained all its major components to this day. It has never been substantially crashed or damaged, nor modified, nor abused.

It is a simply lovely full factory team car from the 1950s, certain to command entry into all the available major International Historic events now catering for its age and type, and a car whose potential for circuit, rally and concours competition alike is sure to be instantly appreciated upon sight.

**£500,000 - 600,000**

**€590,000 - 820,000**





Rodger Menadue and family



351

## 1931 Rolls-Royce Phantom II Continental Touring Saloon Coachwork by H J Mulliner & Co

Registration no. PN 7751

Chassis no. 64GX

Engine no. FF75

The Phantom II Continental was the last Rolls-Royce to be designed under the personal supervision of Henry Royce, before his death in 1933. As its name suggests, this new Rolls-Royce was intended for fast continental touring; indeed, there were few roads in Britain where its outstanding performance - the top speed was around 95mph - could safely be exploited to the full.

Produced for a relatively short period, during which time only 281 examples were completed, the Phantom II Continental typically sold for around £2,500 (more in some cases), a quite staggering amount to ask for a motor car and equivalent to the cost of no fewer than six or seven average-priced houses in the UK at that time!

The Continental's - necessarily wealthy - owners included such famous names as the racing drivers Sir Malcolm Campbell and Woolf Barnato, Prince Ali Khan, Princess Alexis Midvani, the Prince of Nepal, Lord Londesborough, the Earl of Warwick, the Earl of Roseberry, Lord Doverdale, Lionel de Rothschild, Anthony de Rothschild, the Maharaja of Bahawalpur, the Maharaja of Jodhpur, N S Gulbenkian and Noel Coward.

The Continental could not have got off to a better start when a pre-production model ('26EX') designed by Ivan Evernden and made by Barker & Co (Henry Royce's favourite coachbuilder) won the Grand Prix d'Honneur at the Biarritz Concours d'Élegance in September 1930.



Highly favoured by prominent coachbuilders, the Phantom II chassis would provide the platform for some of the truly outstanding designs of its day and this particular Touring Saloon is no exception, being the work of H J Mulliner and Co. Notable features of this striking design include uniquely flared wings, dual rear mounted spare tyres, blind quarters, painted disc wheel covers and side hood louvres extending to the cowl.

Off test in April 1931, '64GX' comes with copy chassis cards recording that it was sold new via C H Martin Ltd of Cliff Bridge, Lewes and delivered in early June 1931 to the order of its first owner, Mr H Asa Thomas. Mr Thomas was the long-time friend and attorney of wealthy American philanthropist and millionaire art collector Edward Perry Warren. Upon Warren's death in 1928, Thomas had inherited his entire estate, including an immense art collection that housed Rodin's 'The Kiss' among dozens of other notable pieces, together with the historic Lewes House and gardens. Mr Thomas' ownership of the Continental lasted for nearly three decades.

The first change of ownership (according to a copy of the car's British Excise Act Registration Book records) occurred in November 1958 when it passed to a Mr Bernard Geoffrey Collings of Okehampton, Devon. Subsequent owners listed include a Mr S E L Sturgeon of Surrey (who commissioned a thorough restoration in October 1967) and a Mr W B St John Montagu of London (who commissioned a comprehensive mechanical rebuild in June 1971). In January 1977 the car was exported to the USA and would remain there with one owner for 35 years until his death in 2011 when it was sold.

A sympathetic restoration was then undertaken with the aim of preserving the original structure while retaining as many original components as possible and refurbishing wherever necessary. Following complete disassembly of the wings, running boards, doors, mudguards, under-wing components and all interior trim, the coachwork was stripped back to bare metal and refinished in black, the car's original colour, with silver pin-striping. The oxblood red Connolly leather seats are complimented by new Wilton wool carpeting, a refurbished headliner and freshly polished original walnut interior wood trim. Fitted with proper colour-matched discs, the original wheels are shod with matching Denman tyres. Mechanical work costing over \$25,000, including overhauls of the engine, water pump and radiator, was carried out by marque experts D&D Restorations of Covington, Ohio and Roger Ford of Beaumont, California (bills on file).

In August 2012 the Phantom was offered for sale at Bonhams' Quail Lodge Sale in (Lot 422) where it was purchased by the current owner. At that time it was stated that that '64GX' had covered only 50,175 miles, as documented by various service invoices, sales agreements, registration listings and a hand written mileage and maintenance journal on file. EU import duties have been paid and the car comes with UK V6C registration document. Retaining matching chassis, engine and body numbers, this highly original and beautifully presented car is eligible for the most important Concours d'Élegance events and ready to be enjoyed by its next proud owner.

**£130,000 - 160,000**  
**€150,000 - 190,000**



Photo credit: Simon Clay

352

## 1935 Bentley 3½-Litre Shooting Brake Coachwork by Jones Bros Ltd

Registration no. HS 8266

Chassis no. B80DG

Engine no. R7BL



'No effort has been spared to perfect the 3½-litre Bentley, and it is indeed the car for the connoisseur of fast travel. From every point of view the new car meets the modern need for a fast, lively and smooth running sports car of the highest quality, and the interest with which its coming was awaited has been equalled by the enthusiasm of its reception by those who have tried it.' – *Motor Sport*, 1933.



Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the former's overhead-valve six. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence. 'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

The 'Derby' Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward Ltd. Of the 2,442 examples manufactured (including the subsequent 4¼-Litre model) almost 50% were bodied by Rolls-Royce's in-house coachbuilder.

Delivered new in May 1935 to Col Charles Julius Hirst of Renfrewshire, chassis number 'B80DG' originally carried two-door, drophead coupé coachwork by Hooper & Co. The car subsequently was re-bodied with the current timber framed and panelled shooting brake coachwork by Jones Bros of Bayswater, West London in 1937. The current owner purchased the Bentley in the USA from a gentleman who had inherited it from his grandfather, the latter having bought it from another gentleman in Canada.

We are advised that over the last few years everything mechanical has been attended to by my marquee specialist Keith Pointing, while the car has also been repainted in its original Hunter Green livery and the interior re-upholstered in black leather. The restoration was only completed in 2012 and the car is described by the private vendor as in generally very good condition throughout.

Retaining its original registration number, 'HS 8266', this unique and very practical Derby Bentley comes with restoration invoices, current MoT/tax and Swansea V5 registration document. It is ready to be driven to prestigious events or used as a bespoke utility vehicle on one's sporting estate.

**£70,000 - 90,000**  
**€82,000 - 110,000**



353

## 1965 Austin-Healey 3000 MkIII Phase II Convertible

Registration no. AHJ 389C

Chassis no. HBJ8L/30287

Engine no. 29K-RU-H/5149



Photo credit: Simon Clay

Developed using lessons learned from the successful competition experience of earlier Austin-Healeys, the '3000' was launched at the New York Motor Show in March 1959. The Mk III, the last and best of the Austin-Healeys, was introduced in 1964. Despite reverting to twin-carburettor induction the engine now produced around 150bhp, an output good enough for a top speed slightly in excess of 120mph. Later that same year the MkIII was up-dated with revised rear suspension, this final incarnation being known as 'Phase II'. Despite the antiquity of the basic design, the car remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered.

The 'Big Healey', as it was affectionately known, became the most consistently successful Grand Touring rally car of all time. Its major successes included Pat Moss's victory in the Liege-Rome-Liege Rally of 1960, Donald Morley's domination of the Coupe des Alpes in 1961 and 1962, and his remarkable Tulip Rally performances in the early 1960s. Production of the Austin-Healey 3000 continued well into 1967 with 80 per cent of total output exported to the United States.

Representing the Big Healey's final and most popular incarnation, this left-hand drive BJ8 Phase II model was competed in January 1965 and delivered new to North America where it remained in dry climates. In the early 2000s the car was treated to a complete 'last nut and bolt' restoration. All mechanicals were rebuilt, including the engine, suspension, brakes together with cooling, fuel and electrical systems, with various upgrades incorporated.

The body and chassis were stripped back to bare metal, repaired wherever necessary and refinished to a standard equal to, if not better than, that achieved at the factory. Using correct materials, great attention to detail was paid during the restoration of the interior and convertible top, while all the chromed trim, glass and rubber parts were replaced. Following completion the Healey was well maintained and used only sparingly before being purchased by the current owner in the USA in 2008.

Handsomely finished in black with matching hood and Bordeaux Red leather interior, this fully restored car sits on 60-spoke chromed wire wheels shod with period-correct Michelin tyres and is described as in generally excellent condition, the chassis benefiting from Waxoyling by JD Classics. Accompanying documentation consists of a BMIHT certificate, sundry restoration invoices, current MoT/tax and UK V5C registration document.

Incorporating all the many improvements made during the model's lifetime, the Austin-Healey 3000 MkIII Phase II is the most civilised of the line yet retains all of the muscular charisma of the original. It is also one of the easiest of British sports cars to own and maintain, being supported by a number of international clubs and a veritable 'cottage industry' of parts and services suppliers.

**£40,000 - 50,000**  
**€47,000 - 58,000**



354

***The ex-President Tito of Yugoslavia***  
**1960 Cadillac Series 75 Convertible Limousine**  
**Coachwork by Carrozzeria Ghia**

Chassis no. 60S107172

The name Cadillac has for years been associated with celebrity, being the car of choice for movie stars, pop singers, royalty, gangsters, captains of industry and politicians. Presidents of the United States have for decades favoured the marque; as far back as 1919 President Woodrow Wilson rode in a Cadillac on his return home from the post-WWI peace talks. The car offered here though, is a rare - possibly the only - example of one favoured by an Eastern Bloc leader: President Tito of Yugoslavia.

Born Josip Broz in 1892 in Croatia, then part of the Austro-Hungarian Empire, he fought in WWI and was wounded and captured by the Russians. He escaped and took part in the Russian Revolution, and on his return home in 1920 joined Communist Party of Yugoslavia. His post-war political activities saw him end up in jail and it was around this time that he adopted the nom de guerre 'Tito'.



Tito's partisans led the successful Yugoslav resistance to German occupation during WW2 and at the end of hostilities he was appointed Prime Minister and later President. He famously broke with Stalin in 1949 to pursue policies free of Soviet influence, and headed the Non-Aligned Movement for many years. After Tito's death in 1980 it became clear that his finest achievement had been maintaining the peaceful co-existence of the nations that made up the Socialist Federal Republic of Yugoslavia, which barely ten years after his death would be embroiled in a bloody civil war.

This particular Cadillac is on the Series 75 chassis reserved for the company's largest models, which usually carried nine-seat sedan (6723) or limousine (6733) coachwork by General Motors' in-house prestige coachbuilder Fleetwood. A '6733' chassis, 832 of which were built during 1960, this example being number '828', it has been extensively customised by Carrozzeria Ghia to create a one-of-a-kind convertible parade car (see Thomas A McPherson's '*Cadillac Fleetwood Series Seventy-Five Limousines 1937-1987*'). After Tito's break with Stalin, who made several attempts to assassinate the Yugoslav leader, the US government had begun to cultivate him as a possible ally and presented him with the Cadillac, knowing that he was a keen car enthusiast. As Tito once famously remarked: 'People enjoyed giving me decorations, I enjoyed it too...'

Powered by a 390ci (6.4-litre) V8 engine producing 345bhp, the car is equipped with automatic transmission, a refrigerator, electric windows (including division) and an automatic electrical/hydraulic convertible roof, the cylinders of which have been replaced recently in the vendor's workshop. Interestingly, it was originally also equipped with a portable Remington shaver. There are two large spotlights mounted either side of the windscreen and an altimeter, while it is possible to adjust the radio from the rear seats. The current odometer reading is 64,961 kilometres.

After Tito died in May 1980, the Cadillac was stored on government property and towards the end of the 1980s was offered for sale by one of Tito's close associates to a broker in The Netherlands. He offered the Cadillac to collector Hans Bezemer, who bought it and first registered the car in The Netherlands in 1991. The convertible hood was replaced around 2000 and there are photographs of this in the history file. Very few individuals get to be a State President, so this unique Cadillac represents a possibly once-in-a-lifetime opportunity to place oneself in the exalted position of one of the most controversial European statesmen of modern times, albeit without the onerous responsibilities.

**£50,000 - 85,000**  
**€58,000 - 100,000**



President Tito aboard the Cadillac, Belgrade, 1960's

355

***The ex-Autodelta, Enrico Pinto, Teodoro Zeccoli, Carlo Facetti***  
***Winner of the 1969 Budapest Grand Prix***  
**1968 Alfa Romeo GTA 1300 Junior**  
**Coachwork by Carrozzeria Bertone**

Chassis no. 775358

Engine no. 00559.5343

Introduced in 1966, the GTA (the 'A' stood for Alleggerita - lightened) was the official competition version of the Giulia Sprint GT and was produced in both road and race variants. The latter, as usual, was the responsibility of the factory's Autodelta competitions department, which had been founded in 1961 as an independent company by Carlo Chiti and Ludovico Chizzola, and subsequently absorbed by Alfa Romeo.

Visually almost indistinguishable from the road-going Sprint GT, the GTA differed by virtue of its aluminium body panels, Plexiglas side and rear windows, and lightened interior fittings and trim. As a result the GTA tipped the scales at around 200 kilograms lighter than the stock steel-bodied car. Alfa's classic twin-cam 1,570cc four underwent extensive modification for the GTA, the angle between the valves being reduced from 90 to 80 degrees and the valve sizes substantially increased; there no longer being room between them for a central spark plug, a change was made to twin-plug ignition. In road trim the revised engine produced 115bhp, with up to 170 horsepower available in race tune.



Photo credit: Daniele Turetta

The GTA made its racing debut on 20th March 1966 at Monza where Andrea de Adamich and Teodoro Zeccoli triumphed in the Jolly Club Four-Hour Race. From then on the Autodelta-prepared GTAs enjoyed outstanding success, winning the European Touring Car Championship three years running from 1966-68. The Championship's 1,300cc class had long been the preserve of the Mini Cooper but that would all change in 1968 with the arrival of the GTA 1300 Junior, which for the next few years would enjoy dominance equal to that of the Mini in the early '60s. Unique to the model, the GTA 1300 Junior's engine combined the Giulia's 78mm bore with a 67.5mm-stroke crankshaft. Equipped with the GTA's twin-plug 'head and rewing to more than 9,000rpm, this little gem of an engine produced 150bhp plus. A little over 400 GTA 1300 Juniors had been constructed when production ceased in 1975.

Chassis number '775358' was first registered to Autodelta in Milan on 6th March 1969 and originally carried the registration 'MI-G70445'. Enrico Pinto first raced '775358' on 13th April 1969 at the Preis von Wien and drove the GTA to its first victory exactly seven days later at the Belgrade Grand Prix, winning the 1300cc class. On 11th May 1969 Pinto drove '775358' to an overall win at the Budapest Grand Prix, a 1st Division event in the European Touring Car Challenge.

Pinto and the GTA also competed in that season's Brno Grand Prix, the Spa Francorchamps 24 Hours (with Teodoro Zeccoli) and at Brands Hatch on 21/22 June (with Rhoddy Harvey Bailey and Carlo Facetti). At the Nürburgring on 6th July 1969 Pinto/Facetti set the fastest lap and Pinto rounded off the GTA's debut season with a class win at Zandvoort on 31st August. Autodelta continued to pay road tax on the car until August 1971. On 23rd February 1972, '775358' was sold to Granata Santino (Team Balduzzi) of Lodi, Italy who entered the Alfa in the Austria Trophae event at the Salzburgring where it was driven by the Yugoslav racer Drago Regvart, finishing in 10th place. Team Balduzzi continued to race the car throughout the 1972, '73 and '74 seasons.

Restored in 1985, '775358' was sold to Ing. Redaelli of Milan, who registered it to the 'Alfa Blue Team' in 2005. A very well know car in its day, '775358' has been featured and illustrated extensively in books on the GTA, namely 'Alfa Romeo GTA' by Maurizio Tabucchi, Giorgio Nada Editore; and 'Alleggerita' by Tony Adriaensens and Patrick Dasse. Finished in red with black interior, the car is described as in generally good condition and offered with Italian registration papers, including the original Libretto, recording Autodelta as first owner. A rare opportunity to acquire a genuine, Autodelta entered Alfa Romeo GTA that not only possesses in-period competition history, but race-winning history to boot.

**£145,000 - 175,000**

**€170,000 - 210,000**



Enrico Pinto leading ahead of Carlo Facetti, Aspern, Austria, Grosser Preis von Wien, 13th April 1969.

© McKlein Photography



Enrico Pinto at the wheel of AR 775358, Brands Hatch 6 Hours, 22nd June 1969.

© Racebeats Photography, UK





**356**  
**1922 GN/Frazer Nash Special**

Registration no. IA 2878  
 Chassis no. 2488  
 Engine no. 5001



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 began producing their own engines 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 by the outbreak of The Great War, 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.

This smart GN/Frazer Nash special was built by a Mr J W G Ardill in Northern Ireland circa 15/20 years ago mainly using parts bought from the estate of Lord Dunleath. It consists of a GN chassis (remade recently) and GN rear axle/sprockets, rear hubs and wheels (19" front/17" rear) while the front axle and springs, steering box, steering column and bevel box are Frazer Nash. The front brakes and stub axles are 'Bullnose' Morris, mating to GN 7-dog hubs running on ball races.

The magnificent 90-degree v-twin engine is similar to that of the famous 'BHD Special' and was built using patterns from that engine. Displacing 1,460cc, it features bronze cylinder heads, single-overhead-camshaft valve gear, twin-plug coil ignition, twin 36mm Zenith bronze-bodied carburetors and an electric starter. The County Antrim registration was issued on 2nd February 1922 and the car is registered with an original GN chassis number. Its current owner bought the GN in 2011 but his plans have since changed, hence the decision to sell. Absolutely wonderful, this GN/Frazer Nash Special looks great and is said to be a dream to drive.

**£35,000 - 40,000**  
**€41,000 - 47,000**



357

### 1963 Porsche 356B Rally Car

Registration no. YSK 317

Chassis no. 211951

Engine no. 806018

The work of Ferry Porsche, and one of the all-time great sportscars, the 356 was based on the Volkswagen designed by his father. Like the immortal 'Beetle', the 356 employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with *La Sarthe*.

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



Manufactured in October 1962, this late, left-hand drive Porsche 356B coupé has the successor 356C model's disc brakes and was delivered new to Colorado, USA. In 1992 the car was the subject of a 'ground upwards' bare shell rebuild by Roger Bray Restorations using the original matching-number engine, which has been up-rated to 1,720cc and produces 100bhp-plus (see full history file complete with photographs). It has been in the current ownership for most of the time since then. A well-known car in the rally world, 'YSK 317' has participated in many events including the Classic Marathon, Rallye des Alpes, Rallye des Isles, Liège-Rome-Liège and Three Castles. It is equipped with a GT fuel tank, oil cooler, 12-volt conversion, period rally seats, full harness belts, fire extinguisher, head sets, roll cage and GT-style louvred grille.

Currently taxed for the road, 'YSK 317' has been looked after by renowned marque specialist Andy Prill for the past nine years and everything that has needed to keep the car in 'A1' condition has been done. The most recent major service was carried out in April 2013 by Maxted Page & Prill (invoice on file). Accompanying paperwork consists of the aforementioned restoration records, sundry service invoices, a quantity of expired MoTs, UK V5 registration document, current MoT certificate, FIA fuel tank certificate (2005) and FIVA identity card.

**£30,000 - 50,000**

**€35,000 - 59,000**

358

## 1965 Bentley S3 Continental Sports Saloon Coachwork by H J Mulliner, Park Ward

Registration no. FLW 817C

Chassis no. BC66XE

Engine no. 33EBC



Eulogising about Bentley's newly introduced 'S' Series cars, The Autocar wrote, "the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists."

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Power-assisted steering was now standard and there was no longer the option of a manual gearbox, Rolls-Royce's own four-speed automatic transmission being the sole offering.

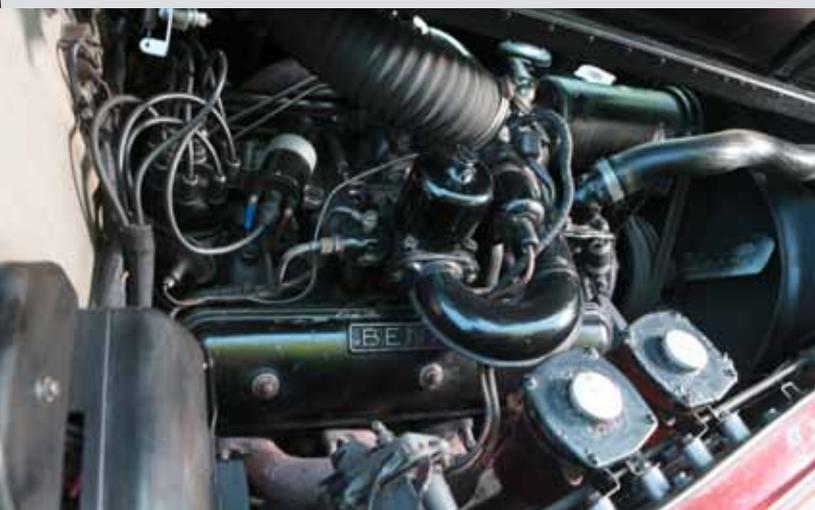
The Bentley Continental was, of course, exclusively a coachbuilt car, the firms of H J Mulliner, Park Ward and James Young all offering bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. By far the most striking of the S2 Continentals were those bodied by Rolls-Royce's in-house coachbuilder Park Ward, and this design by Norwegian Vilhelm Koren, with its influential continuous front-to-rear wing line, would continue on the Continental S3. Quad headlamps were the S3's major styling innovation, and on the H J Mulliner, Park Ward-bodied Continental were contained in slanting nacelles, giving rise to this model's 'Chinese Eye' sobriquet.

Sold new to one E Barr, this S3 'Chinese Eye' Continental is the third from last made with H J Mulliner, Park Ward's two-door sports saloon coachwork. Special features fitted from new include electric windows and an electric aerial. 'BC66XE' has been owned since 2001 by the treasurer of the Rolls-Royce Enthusiasts Club's Central Southern Section. During his ownership the Continental has undertaken R-REC tours to Austria, Southern Ireland, Mosel and the Channel Islands, and in 2002 was selected to represent the model at the Club's celebration of HM The Queen's Silver Jubilee at Windsor Castle.

Major works carried out within the last 15 years include refurbishment of the rear valance/boot area and an extensive interior re-trim (1998); an engine rebuild (1999); replacement of the near-side door sill (2003); replacement of the off-side door sill, boot area refurbishment and re-chroming the radiator shell (2006); and fitting a near-side inner door sill (2011). There are bills on file for these works totalling some £21,500. Described by the private vendor as in 'A1' condition, this well cared for S3 Continental is offered with restoration invoices and photographs, current road fund licence, MoT to July 2014 and UK V5 registration document.

**£60,000 - 80,000**

**€70,000 - 94,000**



359

## 1937 Bentley Petersen 3½-Litre Torpedo Roadster Coachwork by Petersen Engineering

Registration no. DYV 843 (see text)

Chassis no. B62KT

Engine no. D4BW

The stunning Derby Bentley-based 'special' offered here is the product of the Devon-based Petersen Engineering, a firm that has built up an unrivalled reputation for its work in rebuilding and restoring Bentley motor cars. Over the past 25 years the company has built nearly 60 'Petersen Specials' - classic re-creations constructed using period parts and coachwork of authentic 1920s patterns and dimensions. Thus the Petersen cars enable enthusiasts to enjoy the 'Vintage Bentley' experience with the additional benefits of more modern technology and improved materials.

Although Rolls-Royce's acquisition of Bentley Motors in 1931 had robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby' Bentleys continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.



Based on the contemporary Rolls-Royce 20/25, the 3½-Litre Bentley was slightly shorter in the wheelbase at 10' 6" and employed a tuned (115bhp), twin-SU-carburettor version of the former's 3,669cc overhead-valve six-cylinder engine. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless high performance in almost absolute silence. 'The Silent Sports Car', as it was quickly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

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

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, almost 50 percent were bodied by Park Ward in a limited number of styles and this 4¼-Litre model was originally bodied by them as a four-door, four-light saloon. It is not known when the current 3½-Litre engine was fitted. 'B62KT' was first owned by Major Alfred Ernest Allnatt of Frensham Estates.

A successful businessman and philanthropist, he at various times owned the intense yellow 'Allnatt Diamond'; Peter Paul Rubens' painting 'The Adoration of the Magi', which he later donated to King's College, Cambridge; and the Gold Cup-winning racehorse, 'Ujiji'.

In 1947 the Bentley passed to the second owner, motor dealer J C Alexander and then to the third: David Curtis of Tye Green, Elsenham, Essex. Mr Curtis kept the car until 1991 when it passed to Brian Woodford of Chalmington Manor, Dorset. It was Mr Woodford that commissioned the roadster conversion from Bob Petersen Engineering, which was completed to their customary high standard. The car is believed to be the only one of its type, having been built to special order. Petersen's modifications included fitting 19" wheels, which have the effect of raising the overall gearing, and a Laycock overdrive for even more relaxed cruising.

In 2008 the Bentley passed to its next owner, John Farnham, who was a director of Everyman Motor Racing Ltd, the company that ran the Mallory Park and Prestwood Hall circuits. The current vendor purchased the vehicle from The Real Car Company in 2011. Currently registered in Monaco, it benefits from extensive servicing and the installation of a new hood by GB Classic Cars of Dönni, Switzerland, there being invoices on file totalling CHF30,500. Other accompanying documentation consists of copy chassis cards, a quantity of expired MoT certificates for the period 1997-2011, Monaco certificate of title and a copy of an old UK V5 document for the registration mark 'DYV 843'. A rare opportunity to acquire a unique Vintage-style Derby Bentley converted by the acknowledged leaders in the field.

**£140,000 - 160,000**  
**€160,000 - 190,000**

Photo credit: Simon Clay



**360**  
**400 miles since full restoration**  
**1969 Dodge Charger 'General Lee' Coupé**

Registration no. RCD 329G  
 Chassis no. XP29G9B150362  
 Engine no. 7T440E

This particular Dodge Charger is a re-creation of 'General Lee', one of the most iconic television/movie cars ever, which featured in the popular US TV series 'The Dukes of Hazzard'. 'General Lee' featured in every episode but one and was usually seen being drifted sideways along the Georgia back-roads pursued by hapless Sheriff Roscoe P Coltrane. The car was purchased in Brooklyn, New York in 1992 and progressively restored and upgraded over the next 17 years, the bodyshell being fitted with many new panels including the rear quarters. Safety fittings include an FIA-specification roll cage with detachable reinforcement, bucket seats (with the interior trimmed to match) and full Luke harnesses. The chassis has been completely rebuilt with all new ball joints, steering box and polyurethane bushes, and upgraded with front/rear anti-roll bars and a powerful front disc brake conversion. The 440ci engine was totally rebuilt and stroked to 500ci (8.2 litres) in the process.

Dynamometer printouts confirm the engine's 460bhp and 550ft/lbs of torque, which is transmitted via a 'four-on-the-floor' T4 manual gearbox to proper 'Dukes of Hazzard'-specification wheels shod with Yokohama 038 road/track tyres. This is probably the best-prepared Dodge Charger available and handles in a way the Duke boys could only dream about.



The Charger is presented in full 'Dukes of Hazzard' livery with '01' on the doors, 'General Lee' script above the doors and the correct display number plate ('CNH 320') signed by star John Schneider (Bo Duke in the TV series). Recognising the car's new home, there is a Union Jack on the roof (an alternative Confederate flag is available).

The owner campaigned the Charger successfully at the 2009 and 2011 Brighton Speed Trials with its 'Dixie' horn being heard above loud cheering from the crowd. A timing certificate issued by the Brighton and Hove Motor Club is in the history file and the car comes complete with timing strut.

Completed in 2009, since when only 400 miles have been covered, this unique and exciting American classic is described as 'on the button' and in generally excellent condition, ready to delight its new owner on road or track. The car is offered with restoration invoices, current MoT/tax, Swansea V5 registration document and a large file of history.

**£25,000 - 35,000**  
**€29,000 - 41,000**



**361**  
**291 miles from new**  
**1990 Alfa Romeo SZ Coupé**  
**Coachwork by Carrozzeria Zagato**

Registration no. H48 1YYF  
 Chassis no. ZAR16200003000348  
 Engine no. 1394230000383

Reviving its tradition of building special-bodied Alfa Romeos, including the original SZ (Sprint Zagato) competition coupé of the late 1950s, *Carrozzeria Zagato* unveiled its outrageous new SZ at the 1989 Geneva Salon. Built at Zagato's factory at Terrazano di Rho, the SZ was a joint project that also involved the styling departments of both Alfa Romeo and its parent company, FIAT, whose Robert Opron was responsible for the initial sketches.

Originally typed 'ES-30' (Experimental Sports 3.0-litre) but known popularly as 'Il Mostro' (The Monster) the aggressive-looking two-seater coupé eschewed the rounded styling and aluminium-alloy coachwork hitherto associated with Zagato's high-performance Alfas in favour of an angular bodyshell crafted in lightweight moulded plastic - alloy roof excepted - and bonded to the floor pan of the existing Alfa 75. Lessons learned from the latter's race programme influenced the SZ's suspension, which endowed the car with superlative handling and roadholding, some drivers recording lateral cornering forces of up to 1.4G. Suspension development was overseen by engineer Giorgio Pianta, formerly team manager of the FIAT and Lancia works rallying teams.



Powering the SZ to its highly respectable 152mph top speed was a 206bhp version of Alfa's superb 3.0-litre four-cam V6, widely recognised as one of the finest power plants of recent times. Demand for the 1,000-or-so units scheduled for series production greatly exceeded supply, and today this rare and highly individual supercar is much sought after. There was also an even rarer open spyder version: the RZ.

The limited edition Alfa Romeo SZ was only manufactured in left-hand drive form and this example was first registered in the UK on 28th March 1991. A two-owner car, the SZ has been in storage since purchased by the current vendor in July 2010 and has covered only 291 miles from new. Finished in red with light tan leather interior, the car is described by the vendor as in generally very good condition, with noise-free transmission and electrics all working, and is offered with Swansea V5C document.

**£27,000 - 33,000**  
**€32,000 - 39,000**

362

*One owner, 7,048 miles from new*  
**c.2010 Mosler MT900S Coupé**

Registration no. AE10 KZZ

Chassis no. SA9LM2XG36D105002

Engine no. K228450



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

In the late 1990s Mosler teamed up with car designer Rod Trenne and the result was the MT900. First seen in prototype form in 2001, this mid-engined coupé was constructed on a carbon fibre chassis with tubular steel front/rear sub-frames. It was powered by a 5.7-litre LS6 V8 engine as found in the Chevrolet Corvette and other high-performance General Motors products, while the six-speed transmission was sourced from the Porsche 911, suitably adapted to suit the Mosler's mid-engined layout. Scissors-type doors were a feature of the low-drag (0.25 Cd) body. Keeping weight to a minimum had been a principal aim (the target was 900kg, hence the name) but although the MT900 ended up heavier than anticipated it was nevertheless considerably lighter than rivals such as the Ferrari Enzo, Porsche Carrera GT and Chevrolet Corvette C6. This competitive advantage explains why the production MT900S could out-sprint all three to 60mph and through the quarter-mile despite having 'only' 435bhp at its disposal.

The base price was \$189,000 (approximately £121,000 at today's exchange rate) and in December 2006 movie director George Lucas took delivery of the first production MT900S to leave the Florida factory. Further developments included supercharged and 7.0-litre variants. There was also a successful MT900R racing version (also produced in the UK) that finished first in class at Daytona in 2003 and won the British, FIA Tourist Trophy, International Open, Britcar and Spanish GT Championships. Production of the MT900S ceased in 2010.

One of approximately 20 MT900S models produced, this one-owner, left-hand drive example has covered only 7,048 miles from new and comes with full service history. The car is finished in metallic silver with dark grey quilted Alcantara interior and has the normally aspirated 5.7-litre 435bhp LS6 engine and six-speed manual transmission. Other noteworthy features include power assisted steering, double-wishbone suspension, Penske dampers, adjustable anti-roll bars, servo-assisted Wilwood disc brakes, OZ Racing wheels and Michelin Pilot Sport PS2 tyres, the latter with good tread left. Fitted creature comforts include air conditioning, electric windows, electric wing mirrors, alarm/immobiliser and a vehicle tracker. The car has just been fully detailed and benefits from a recent ECU update by Mosler, and is described as in generally excellent condition with everything working as it should. A formidable road or track tool and a collectible supercar for the future, it comes with two keys and two alarm remotes, and is offered with aforementioned service history, current road fund licence, MoT to June 2014 and Swansea V5C registration document.

**£70,000 - 90,000**

**€82,000 - 110,000**



Photo credit: Tom Wood

363

## 1993 Lamborghini Diablo Coupé

Registration no. K97 TTL

Chassis no. ZA9DE07A0NLA12416

Engine no. 12416

After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. Nobody can have been surprised to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon-fibre composite panels, first seen in the Countach Evoluzione model, was extended in the Diablo, which also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension.



Stretched to 5.7 litres for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time, producing its maximum of 492bhp at 7,000rpm. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.

With more power and a lower drag coefficient than the Countach, the Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40. The Diablo though, was not a limited edition model like the latter, but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilised Gran Turismo as suited to city streets and motorways as the racetrack. Its UK launch price was pitched at just under £153,000, making the Diablo one of the world's most expensive cars. Four-wheel drive Diablo VT and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition) only 150 examples of which were built to celebrate Lamborghini's 30 years as a car manufacturer.

Finished in red with Champagne leather interior, this particular Diablo was sold new via Portman's, the Surrey-based Lamborghini concessionaires, to Skelton Haulage, of Coventry and acquired by the (recently deceased) elderly owner in 1997. Portman's carried out the first service in 1994 and in 1997 the speedometer was changed at circa 10,000 kilometres. (The odometer currently reads 6,900 kilometres making the total from new circa 16,900).

Graypaul serviced the car in 1999 at an indicated 3,940 kilometres (circa 13,940 in actual fact). Described as in effectively 'as new' condition, the car is offered with sundry service records, current MoT and Swansea V5 registration document. It has had a tracker fitted, and for the last couple of years has been kept in an air-conditioned garage. A wonderful opportunity to acquire a regularly maintained but little used example of one of the defining supercars of its era at a mere fraction of its cost when new.

**£50,000 - 55,000**

**€58,000 - 64,000**



Photo credit: Tom Wood



**364**  
**Single family ownership from new**  
**1979 Riva Rudy Super Speedboat**

Boat no. 345

Founded in 1842 by skilled carpenter Pietro Riva, the company that bore his name was located at Sarnico, a small town on the shores of Lago d'Isèo in northern Italy. By the 1930s Riva was a leading manufacturer of small racing boats, its products setting world speed records and winning countless races, and after WW2 was quick to exploit the increasing popularity of water skiing. In the 1950s the founder's grandson Carlo transformed the business, creating wooden boats of a style and elegance that surpassed all rivals, gaining the Italian firm an international reputation. Like compatriot Ferrari on the road, Riva enjoyed an imperious profile on the water, being favoured by royalty, industrialists and movie stars: Brigitte Bardot, Sophia Loren and Peter Sellers being numbered among the latter.

In 1969 Carlo sold the company to an American firm, Whittaker, whose glassfibre technology was soon employed in manufacturing a new range of boats at Sarnico, many of which were exact copies of previous wooden designs.



Based on the wooden Junior model, the Rudy was introduced in 1972 and at that time was the smallest boat in the Riva range, with a length of 5.87 metres (approximately 19' 4"). With a beam of 2.184 metres (7' 2") and 0.558 metres (1' 10") draught, the Rudy has a dry weight of 1,075kg (2,365lbs) and is equipped with a 116-litre (25.5-gallon) fuel tank. A very popular and highly successful model, the Rudy/Rudy Super remained in production until 1986, by which time 364 had been completed.

The Rudy Super offered here, boat number '345', has been in the titled vendor's family's possession from new and in recent times was based at Golfe-Juan on France's Côte d'Azur. Benefiting from recent anti-fouling treatment, it is powered by a 210 horsepower GMC-Riva engine, capable of propelling the craft to a maximum speed of 41mph with cruising at 32mph. A total of 426 hours is recorded on the odometer. Presented in beautiful order, this stylish and elegant classic Italian speedboat comes complete with two-axle trailer, the latter in similarly excellent condition.  
**£18,000 - 22,000**  
**€21,000 - 26,000**

# MOTORING

## SALES DIARY 2013

- 15 & 16 August**      **Quail Lodge Auction**  
Collectors' Motor Cars, Motorcycles & Automobilia  
Carmel, California, USA
- 7 September**      **The Beaulieu Sale**  
Collectors' Motor Cars, Motorcycles & Automobilia  
The National Motor Museum, Hampshire, UK
- 14 September**      **The Goodwood Revival Sale**  
Collectors' Motor Cars & Automobilia  
Goodwood Motor Circuit, Chichester, UK
- 11 October**      **The Zoute Grand Prix Sale**  
Collectors' Motor Cars & Automobilia  
Zoute, Belgium
- 20 October**      **The Classic Motorcycle Mechanics Show**  
Collectors' Motorcycles & Related Memorabilia  
Stafford, UK
- 1 November**      **The Veteran Sale**  
Veteran Motor Cars & Related Automobilia  
New Bond Street, London, UK
- 13 November**      **The Harrogate Sale**  
Collectors' Motor Cars, Motorcycles & Automobilia  
Harrogate, UK
- 2 December**      **The December Sale**  
Important Collectors' Motor Cars & Automobilia  
London, UK
- 

# QUAIL LODGE AUCTION



*The Prototype and Bugatti Works entry at the Grand Prix de Lyon, ex-Sir Robert and Lady Bird, Col. G. Giles and Henry Haga  
1924 Bugatti Type 35 Grand Prix*



*Us delivery, multiple FCA Platinum Award winner  
1971 Ferrari 365GTB/4 Daytona Berlinetta  
Coachwork by Scaglietti - Design by Pininfarina*



*Pebble Beach Concours d'Elegance Class Winner  
1947 Delahaye 1755 Cabriolet Dandy  
Coachwork by Henri Chapron*



**15-16 August**  
**Quail Lodge**  
**& Golf Club**  
**Carmel, CA**

For further information,  
please contact:

+1 415 503 3285, West Coast  
+1 212 461 6515, East Coast  
[motors.us@bonhams.com](mailto:motors.us@bonhams.com)

Left: Rudi Koniczek restoration,  
matching numbers  
1955 Mercedes-Benz 300SL Gullwing



The one-off, New York Auto Show,  
Ferrari Classiche Certified  
1953 Ferrari 250 Europa Coupé  
Coachwork by Vignale-  
Design by Giovanni Michelotti



The Bruxelles Motor Show,  
Ferrari Classiche Certified  
1965 Ferrari 275GTS  
Coachwork by Pininfarina

From the estate of George S. Waltman, 1953 Earles Court  
Motor Show, ex-Stuart "Duke" Donaldson, single family  
ownership since 1958  
1952 Frazer Nash Le Mans Replica Mk2

## Important Collectors' Motor Cars and Automobilia Goodwood Revival

**Saturday 14 September 2013**  
**Chichester, Sussex**  
**Entries now invited**

Bonhams achieved record-breaking success at Goodwood last year, showcasing its expertise in maximising the value of collectors' motor cars. 2013 is already destined to be another outstanding auction with this desirable 1935 Alfa Romeo 8C-35 Grand Prix Single-Seater already consigned. To secure your place into this landmark sale, please contact the department.

For further enquiries please contact:

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

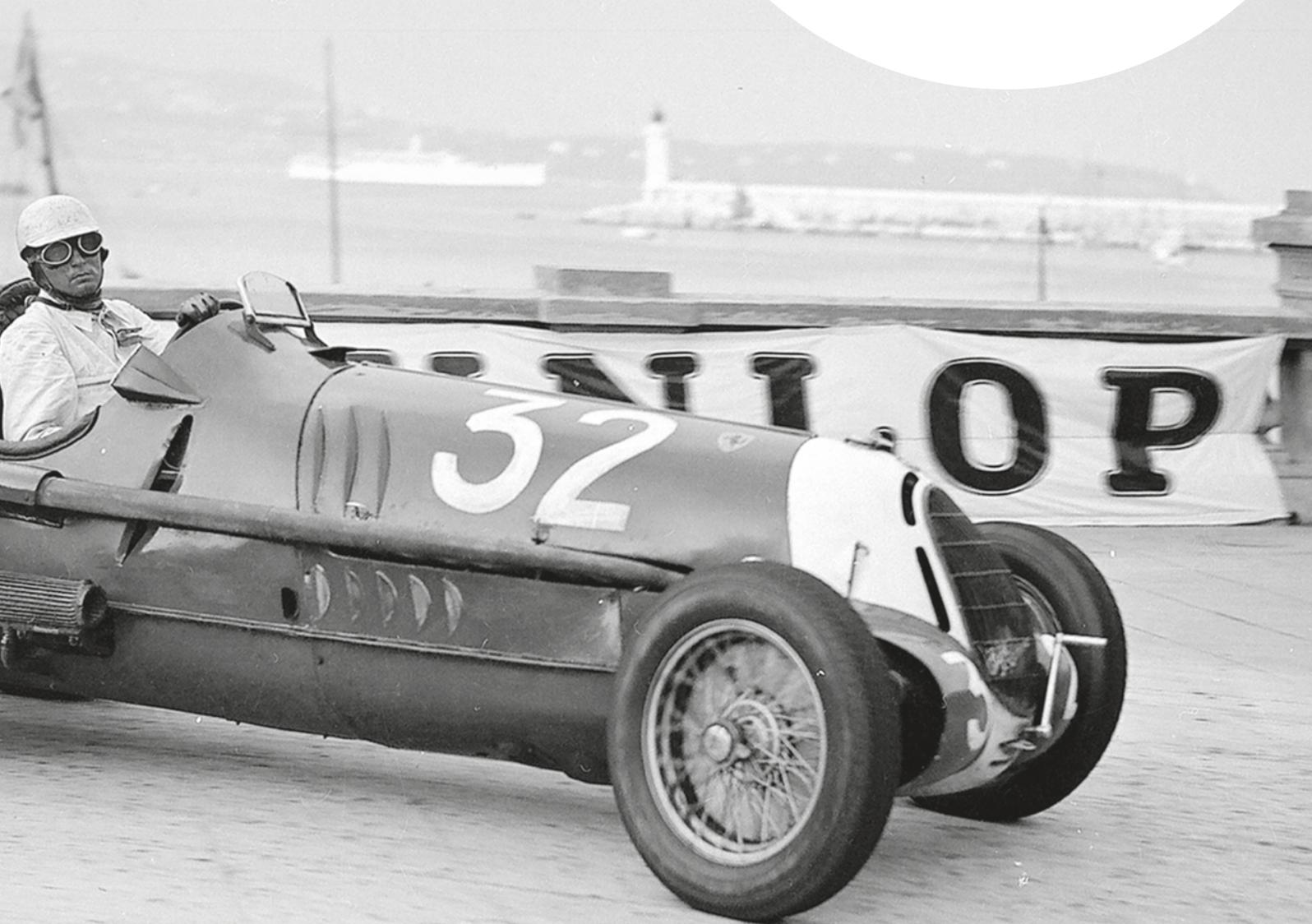
**Catalogue**  
+44 1666 502 200  
subscriptions@bonhams.com



*In current family ownership for over 40 years*  
1961 Ferrari 250GT Series II  
Pininfarina Cabriolet  
£400,000 - 500,000



# GOODWOOD REVIVAL SALE



*The ex-Scuderia Ferrari, Tazio Nuvolari,  
Hans Ruesch, Dick Seaman, Dennis Poore  
1935 Alfa Romeo 8C-35 Grand Prix Single-Seater  
Chassis no. 50013*

Photo credit: Spitzley-Monkhouse Collection

*International Auctioneers and Valuers - [bonhams.com/cars](https://www.bonhams.com/cars)*



1912 Sunbeam 12/16hp  
Coupé de l'Auto Replica  
£90,000 - 120,000

# The Beaulieu Sale

## Collectors' Motor Cars, Motorcycles & Automobilia

The National Motor Museum  
Beaulieu, Hampshire  
Saturday 7 September 2013  
Entries now invited

Bonhams are pleased to return for our annual auction at the National Motor Museum, Beaulieu held during the internationally attended Beaulieu Autojumble weekend. A popular sale with buyers and sellers alike the Beaulieu sale offers Motor Cars, Motorcycles and Automobilia to a truly International audience.

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

**Catalogue**  
+44 (0) 1666 502 200  
subscriptions@bonhams.com



1934 Alvis SB Firefly Tourer  
£25,000 - 30,000  
No Reserve

1913 De Dion Bouton Type DX Touring  
£18,000 - 22,000  
No Reserve



## THE ZOUTE SALE<sup>®</sup>

### A Sale of Important Collector's Motor Cars

Knokke-Le Zoute, Belgium  
Friday 11 October 2013  
Entries now invited

Bonhams are delighted to announce this new sale venue which is held in the fashionable seaside town of Knokke-Le Zoute during the Zoute Grand Prix Rally and the Zoute Concours d'Elégance.

Highlights among early consignments already include two Mille Miglia eligible Sportscars, a Ferrari 212 and Maserati A6G/54.

**Enquiries**  
Philip Kantor  
+32 (0) 476 879 471  
eurocars@bonhams.com

[www.zoutegrandprix.be](http://www.zoutegrandprix.be)



**1954 Ferrari 212**  
Coachwork by Pininfarina  
€600.000 - 900.000

**1957 Maserati A6G/54**  
Coachwork by Allemano  
€450.000 - 650.000



*Single Family ownership since 1950,  
1938 Vincent-HRD 499cc Series-A Meteor  
£22,000 - 26,000*

# The Autumn Stafford Sale

**The Classic Motorcycle  
Mechanics Show, Stafford**

**Sunday 20 October  
Entries now invited**

We are consigning entries for our Autumn Stafford Sale. For details of how to take part or to discuss, in confidence, any aspect of buying or selling collectors' motorcycles at our auction sales please contact.

**Motorcycles (UK)**  
+44 (0) 8700 273 647  
motorcycles@bonhams.com

**Catalogue**  
+44 (0) 1666 502 200  
subscriptions@bonhams.com

***TCM presents:***  
**Classic Movie  
Memorabilia from  
Bogart to Batman**

**Monday November 25, 1pm  
New York**

**Highlights Preview**  
June 30-July 2, London

**Preview**  
October 22-27, Los Angeles  
November 20-25, New York

**+1 323 436 5467**  
**[entertainment.us@bonhams.com](mailto:entertainment.us@bonhams.com)**

A Michael Keaton costume from  
*Batman Returns*, 1992

# The Contents of Trelissick House Including the Copeland Collection of Spode

Tuesday 23 July & Wednesday 24 July 2013  
Trelissick House, Cornwall

To be viewed and sold on site at  
Trelissick House, Near Truro, Cornwall

All lots with an estimate less than  
£3,000 to be sold without reserve

+44 (0) 208963 2815  
trelissick@bonhams.com

A detailed oil painting of a man in 18th-century attire, including a white ruffled collar and a blue and red coat. The man is depicted in a three-quarter view, looking slightly to the right. The background is dark and textured.

# The Rau-UNICEF Sale

Thursday 5 December 2013  
New Bond Street, London

+44 20 7468 8261  
[andrew.mckenzie@bonhams.com](mailto:andrew.mckenzie@bonhams.com)

Jean-Honoré Fragonard  
*Portrait of Francois-Henri, Duc d'Harcourt*  
oil on canvas  
110 x 92.5cm  
Estimate upon request

# The Quail

FRIDAY, AUGUST 16, 2013  
QUAIL LODGE & GOLF CLUB  
CARMEL, CALIFORNIA



*Eric Martin*



PORSCHE



ROLEX



BENTLEY

WeatherTech®



Mercedes-Benz

Bonhams 1793



ASTON MARTIN

1 877 734 4628 | [HTTP://SIGNATUREEVENTS.PENINSULA.COM](http://signatureevents.peninsula.com)

THE PENINSULA  
SIGNATURE EVENTS



## FREDERIQUE CONSTANT GENEVE

Live your passion  
with Vintage Rally

As beautifully constructed and classic as the cars that inspired their creation, the Frederique Constant Vintage Rally Collection is designed for those whose passions rise every time they hear the roar of a finely-tuned engine. With functionality that is every classic car rally enthusiast's dream, this watch clearly encourages you to Live your Passion! Suggested retail prices : £ 2'290.

Contact Argento Fine Products, T.020 7722 2438, [info@agfineproducts.com](mailto:info@agfineproducts.com)  
[www.frederique-constant.com](http://www.frederique-constant.com)

**RACING**  
**HILL CLIMBS**  
**SPRINTS**  
**TRIALS**  
**DRIVING TESTS**  
**RALLIES**  
**SOCIAL EVENTS**

# VINTAGE VARIETY!

**JOIN US IN 2013 AS A COMPETITOR, SPECTATOR OR MEMBER AT OUR RACE, HILL CLIMB AND SPRINT EVENTS IN YOUR PRE AND POST WAR CAR...**

**7 JULY SHELSLEY WALSH HILL CLIMB**

**21 JULY MALLORY PARK RACE MEETING**

**3-4 AUGUST PRESCOTT SPEED HILL CLIMB**

**17-18 AUGUST PEMBREY SPRINT & RACE MEETING**

**14-15 SEPTEMBER LOTON PARK HILL CLIMB**

**29 SEPTEMBER SNETTERTON RACE MEETING**

**26 OCTOBER AUTUMN SPRINT, GOODWOOD**



## THE VINTAGE SPORTS-CAR CLUB

The Old Post Office West Street Chipping Norton Oxfordshire OX7 5EL

e [info@vscc.co.uk](mailto:info@vscc.co.uk) t 01608 644777 f 01608 644888

[www.vscc.co.uk](http://www.vscc.co.uk)

THE VSCC IS SUPPORTED BY

**Bonhams**

1793





The Endurance Rally Association  
Home of the Peking to Paris Rally

[www.endurorally.com](http://www.endurorally.com)

T: 01235 831221 E: [admin@endurorally.com](mailto:admin@endurorally.com)



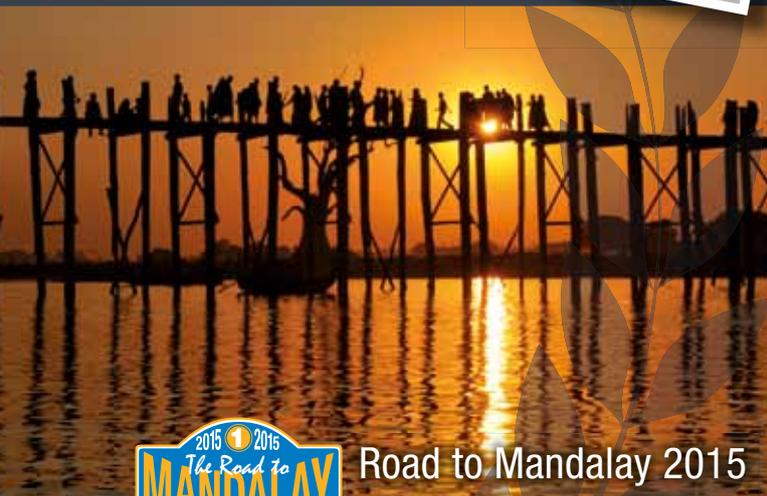
### Flying Scotsman 2014

A weekend event in April 2014, this year will be our "Great Northern" edition, starting out from the Forest of Arden, driving to the North East of England and on into Scotland.



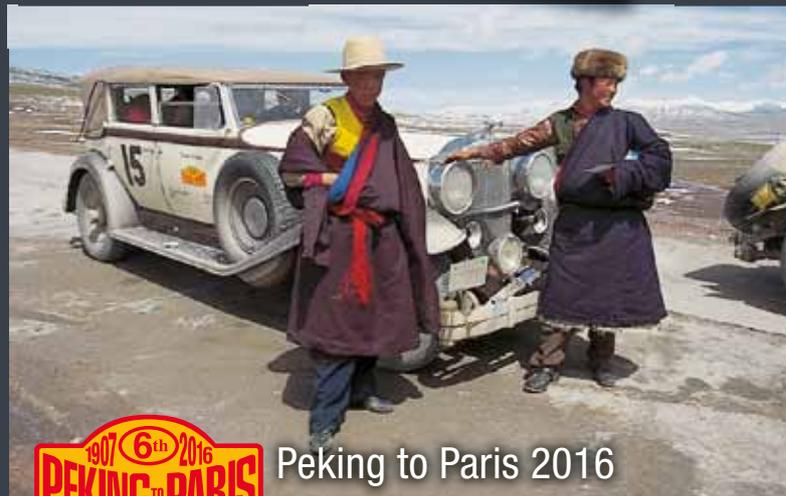
### Classic Safari 2014

A social, luxury, driving adventure through some of the most stunning terrain on earth. May 2014.



### Road to Mandalay 2015

Join us as we become the first-ever rally to open up the border into Burma. Setting out from Raffles Hotel, Singapore, driving up through Malaysia, taking in remote trails through jungle and rubber-plantations into Thailand, this Vintage and Classic rally is now in the planning stages for a start date in February 2015.



### Peking to Paris 2016

The Peking to Paris returns in 2016 with a drive over the highest mountain roads in the world with a crossing of Tibet, stopping off at the foot of Mount Everest on our way to Friendship Bridge... a truly breath taking route in every sense. Register your interest with the Rally Office.

Supported by:

**Bonhams**

1793

[www.endurorally.com](http://www.endurorally.com) T: 01235 831221 E: [admin@endurorally.com](mailto:admin@endurorally.com)

# Polygon

Polygon Transport was founded in 1984 and is one of the longest established Collectors' Motor Car and Motorcycle carriers in the UK



- > Polygon is the carrier of choice for The National Motor Museum, Beaulieu, The Louwman Museum in The Netherlands, Goodwood and Bonhams Auctioneers, where they are in attendance at each auction to provide assistance.

Polygon has a fleet of vehicles to handle a single motorcycle or car, to an entire collection, including spares and memorabilia. Polygon can also arrange national or international transport and shipping, including export paperwork and licences.

- > **Polygon Transport**  
Unit 2H, Marchwood Industrial Park  
Normandy Way  
Marchwood  
Southampton  
SO40 4BL

Tel +44 (0)2380 871555  
Fax +44 (0)2380 862111  
Email [polygon@polygon-transport.com](mailto:polygon@polygon-transport.com)  
Web [www.polygon-transport.com](http://www.polygon-transport.com)

Valued Polygon clients



# The private bank for historic motor racing

Proud sponsors of: Le Mans Classic; Classic Endurance Racing; Pau Historique; Spa Classic; Dix Mille Tours; Donington Historic Festival; RAC Woodcote Trophy; Salon Privé; The HERO Cup; Tour Britannia; Wilton Classic and Supercar Day; The Grand Tour; Kop Hill Climb; Shelsley Walsh Hill Climb; Warren Classic & Concours; London to Brighton Run; Gstaad Classic; DolderClassics.

[www.efgmotorracing.com](http://www.efgmotorracing.com)



 [facebook.com/EFGInternational](https://facebook.com/EFGInternational)

Practitioners of the craft of private banking

EFG  International

EFG International's global private banking network includes offices in Zurich, Geneva, London, Channel Islands, Luxembourg, Monaco, Madrid, Hong Kong, Singapore, Shanghai, Taipei, Miami, Nassau, Bogotá and Montevideo. [www.efginternational.com](http://www.efginternational.com)

## NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as "*Bidders*" or "you". Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

**IMPORTANT:** Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

### 1. OUR ROLE

In its role as *Auctioneer* of *Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams'* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller's* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

*Bonhams* does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with the *Buyer*. The terms of that contract are set out in our *Buyer's Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*. This will govern *Bonhams'* relationship with the *Buyer*.

### 2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an "as is" basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such

items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### *Contractual Description of a Lot*

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams'* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

#### *Estimates*

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

#### *Condition Reports*

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. Nor does the *Seller* owe or agree to owe you as a *Bidder* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

#### **The Seller's responsibility to you**

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or *warranty* and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

#### **Bonhams' responsibility to you**

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller's* agent only (unless *Bonhams* sells the *Lot* as principal).

*Bonhams* undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams'* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

*Bonhams* does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams'* behalf which is in any way descriptive of any *Lot*

or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer's Agreement*.

#### **Alterations**

*Descriptions* and *Estimates* may be amended at *Bonhams'* discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE *SALE*.

### 4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

### 5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder* Registration Form, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

## Bidding in person

You should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

## Bidding by telephone (only available on lots with a low estimate greater than £400)

If you wish to bid at the *Sale* by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

## Bidding by post or fax

*Absentee Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your *Absentee Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

## Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

## Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the *Sale*.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the *Sale* unless this is to be carried out by us pursuant to a Telephone or *Absentee Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the *Sale*, we are entitled to assume that the person bidding at the *Sale* is bidding on his own behalf. Accordingly, the person bidding at the *Sale* will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the

identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

## 6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable *VAT*. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale*. You should be alert to this possibility of changes and ask if there have been any.

## 7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to *VAT*. For this *Sale* the following rates of *Buyer's Premium* will be payable by *Buyers* of *Lots*:

- (a) Motor Cars and Motorcycles  
15% on the first £50,000 of the *Hammer Price*  
12% from £50,001 of the *Hammer Price*
- (b) Automobilia  
25% on the first £25,000 of the *Hammer Price*  
20% from £25,001 to £500,000 of *Hammer Price*  
12% from £500,001 upwards of *Hammer Price*

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists ReSale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

## 8. VAT

The prevailing rate of *VAT* at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the *Sale*.

The following symbols are used to denote that *VAT* is due on the *Hammer Price* and *Buyer's Premium*:

- † *VAT* at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω *VAT* on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- \* *VAT* on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

- G Gold bullion exempt from *VAT* on the *Hammer Price* and subject to *VAT* at the prevailing rate on the *Buyer's Premium*
- Zero rated for *VAT*, no *VAT* will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: *VAT* is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: *VAT* is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no *VAT* will be charged on the *Hammer Price*, but *VAT* at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a *VAT* inclusive basis.

## 9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus *VAT* and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to *Bonhams* 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

**Sterling personal cheque drawn on a UK branch of a bank or building society:** all cheques must be cleared before you can collect your purchases;

**Bankers draft/building society cheque:** if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;

**Cash:** you may pay for *Lots* purchased by you at this *Sale* with notes, coins or travellers cheques in the currency in which the *Sale* is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques;

**Sterling travellers cheques:** you may pay for *Lots* purchased by you at this *Sale* with travellers cheques, provided the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000. We will need to see your passport if you wish to pay using travellers cheques;

**Bank transfer:** you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Account Name: Bonhams 1793 Limited Trust Account  
Account Number: 25563009  
Sort Code: 56-00-27  
IBAN Number: GB 33 NWBK 560027 25563009

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

**Debit cards:** there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

**Union Pay cards:** these are now accepted at our Knightsbridge and New Bond Street offices, when presented in person by the card holder. These cards are subject to a 2% surcharge.

**Credit cards:** Visa and Mastercard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

## 10. COLLECTION AND STORAGE

The *Buyer* of a *Lot* will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the *Buyer*). For collection and removal of purchased *Lots*, please refer to *Sale Information* at the front of the *Catalogue*. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a *Lot*, the storage of a *Lot* and our *Storage Contractor* after the *Sale* are set out in the *Catalogue*.

## 11. SHIPPING

Please refer all enquiries to our shipping department on:  
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805  
Email: shipping@bonhams.com

## 12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

## 13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)  
Wildlife Licencing  
Floor 1, Zone 17, Temple Quay House  
2 The Square, Temple Quay  
BRISTOL BS1 6EB  
Tel: +44 (0) 117 372 8774

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct

of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

## 16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

### Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

### Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the \* of bore and wall-thickness measurements posted in the saleroom and available from the department.

*Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

## Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

## Licensing Requirements

### Firearms Act 1968 as amended

*Bonhams* is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

*Lots* marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

*Lots* marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

*Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

*Lots* marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

## Taxidermy and Related Items

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

## 18. FURNITURE

### Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

## 19. JEWELLERY

### ~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

### Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

### Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

### Wines in Bond

Wines lying in Bond are marked Δ and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

*Buyers* outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

### Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled  
DB – Domaine bottled  
EstB – Estate bottled  
BB – Bordeaux bottled  
BE – Belgian bottled  
FB – French bottled  
GB – German bottled  
OB – Oporto bottled  
UK – United Kingdom bottled  
owc – original wooden case  
iwc – individual wooden case  
oc – original carton

## 11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## APPENDIX 2

### BUYER'S AGREEMENT

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

### 1 THE CONTRACT

1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.

1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.

1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.

1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.

1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:

1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;

1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;

1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.

1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

### 3 PAYMENT

3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:

3.1.1 the *Purchase Price* for the *Lot*;

3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and

3.1.3 if the *Lot* is marked <sup>[AR]</sup>, an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with *VAT* on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.

3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.

3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.

3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to *VAT* at the appropriate rate and *VAT* will be payable by you on all such sums.

3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and *VAT* and any interest earned and/or incurred until payment to the *Seller*.

3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

### 4 COLLECTION OF THE LOT

4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus *VAT* per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

### 5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> , and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2	The discretion referred to in paragraph 8.1:		
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	<b>10</b>	<b>OUR LIABILITY</b>
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		<b>9</b>	<b>FORGERIES</b>	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.

- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

## 11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

## 12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* [www.bonhams.com](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from [info@bonhams.com](mailto:info@bonhams.com).

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

### LIST OF DEFINITIONS

"**Additional Premium**" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams' Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"**Auctioneer**" the representative of *Bonhams* conducting the *Sale*.

"**Bidder**" a person who has completed a *Bidding Form*.

"**Bidding Form**" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"**Bonhams**" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"**Book**" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"**Business**" includes any trade, *Business* and profession.

"**Buyer**" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"**Buyer's Agreement**" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"**Buyer's Premium**" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"**Catalogue**" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

"**Commission**" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"**Condition Report**" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"**Conditions of Sale**" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"**Consignment Fee**" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"**Consumer**" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"**Contract Form**" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"**Contract for Sale**" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"**Contractual Description**" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

"**Description**" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"**Entry**" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"**Estimate**" a statement of our opinion of the range within which the hammer is likely to fall.

**"Expenses"** charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

**"Forgery"** an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

**"Guarantee"** the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

**"Hammer Price"** the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

**"Loss and Damage Warranty"** means the warranty described in paragraph 8.2 of the Conditions of Business.

**"Loss and Damage Warranty Fee"** means the fee described in paragraph 8.2.3 of the Conditions of Business.

**"Lot"** any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

**"Motoring Catalogue Fee"** a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

**"New Bond Street"** means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

**"Notional Charges"** the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

**"Notional Fee"** the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

**"Notional Price"** the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

**"Notice to Bidders"** the notice printed at the back or front of our *Catalogues*.

**"Purchase Price"** the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price*.

**"Reserve"** the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

**"Sale"** the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

**"Sale Proceeds"** the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

**"Seller"** the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), **"Seller"** includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

**"Specialist Examination"** a visual examination of a *Lot* by a specialist on the *Lot*.

**"Stamp"** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**"Standard Examination"** a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

**"Storage Contract"** means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

**"Storage Contractor"** means the company identified as such in the *Catalogue*.

**"Terrorism"** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**"Trust Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

**"VAT"** value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

**"Website"** *Bonhams Website* at [www.bonhams.com](http://www.bonhams.com)

**"Withdrawal Notice"** the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

**"Without Reserve"** where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

## GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

**"artist's resale right"**: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

**"bailee"**: a person to whom goods are entrusted.

**"indemnity"**: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnify" is construed accordingly.

**"interpleader proceedings"**: proceedings in the Courts to determine ownership or rights over a *Lot*.

**"knocked down"**: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

**"lien"**: a right for the person who has possession of the *Lot* to retain possession of it.

**"risk"**: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

**"title"**: the legal and equitable right to the ownership of a *Lot*.

**"tort"**: a legal wrong done to someone to whom the wrong doer has a duty of care.

## SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
  - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
  - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

(3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.

(4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.

(5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:

- (a) the seller;
- (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
- (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

(5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

# Bonhams Specialist Departments

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

## 19th Century Paintings

UK  
Charles O' Brien  
+44 20 7468 8360  
U.S.A  
Madalina Lazen  
+1 212 644 9108

## 20th Century British Art

Matthew Bradbury  
+44 20 7468 8295

## Aboriginal Art

Greer Adams  
+61 2 8412 2222

## African and Oceanic Art

UK  
Philip Keith  
+44 2920 727 980  
U.S.A  
Fred Baklar  
+1 323 436 5416

## American Paintings

Alan Fausel  
+1 212 644 9039

## Antiquities

Madeleine Perridge  
+44 20 7468 8226

## Antique Arms & Armour

UK  
David Williams  
+44 20 7393 3807  
U.S.A  
Paul Carella  
+1 415 503 3360

## Art Collections, Estates & Valuations

Harvey Cammell  
+44 (0) 20 7468 8340

## Art Nouveau & Decorative Art & Design

UK  
Mark Oliver  
+44 20 7393 3856  
U.S.A  
Frank Maraschiello  
+1 212 644 9059

## Australian Art

Litsa Veldekis  
+61 2 8412 2222

## Australian Colonial Furniture and Australiana

James Hendy  
+61 2 8412 2222

## Books, Maps & Manuscripts

UK  
Matthew Haley  
+44 20 7393 3817  
U.S.A  
Christina Geiger  
+1 212 644 9094

## British & European Glass

UK  
Simon Cottle  
+44 20 7468 8383  
U.S.A.  
Suzy Pai  
+1 415 503 3343

## British & European Porcelain & Pottery

UK  
John Sandon  
+44 20 7468 8244  
U.S.A  
Peter Scott  
+1 415 503 3326

## California & American Paintings

Scot Levitt  
+1 323 436 5425

## Carpets

UK  
Mark Dance  
+44 8700 27361  
U.S.A.  
Hadji Rahimpour  
+1 415 503 3392

## Chinese & Asian Art

UK  
Asaph Hyman  
+44 20 7468 5888  
U.S.A  
Dessa Goddard  
+1 415 503 3333  
HONG KONG  
Julian King  
+852 2918 4321

## Clocks

UK  
James Stratton  
+44 20 7468 8364  
U.S.A  
Jonathan Snellenburg  
+1 212 461 6530

## Coins & Medals

UK  
John Millensted  
+44 20 7393 3914  
U.S.A  
Paul Song  
+1 323 436 5455

## Contemporary Art

UK  
Gareth Williams  
+44 20 7468 5879  
U.S.A  
Jeremy Goldsmith  
+1 917 206 1656

## Costume & Textiles

Claire Browne  
+44 1564 732969

## Entertainment Memorabilia

UK  
Stephanie Connell  
+44 20 7393 3844  
U.S.A  
Catherine Williamson  
+1 323 436 5442

## Ethnographic Art

Jim Haas  
+1 415 503 3294

## Football Sporting Memorabilia

Dan Davies  
+44 1244 353118

## Furniture & Works of Art

UK  
Fergus Lyons  
+44 20 7468 8221  
U.S.A  
Jeffrey Smith  
+1 415 503 3413

## Greek Art

Olympia Pappa  
+44 20 7468 8314

## Golf Sporting Memorabilia

Kevin Mcgimpsey  
+44 1244 353123

## Irish Art

Penny Day  
+44 20 7468 8366

## Impressionist & Modern Art

UK  
Deborah Allan  
+44 20 7468 8276  
U.S.A  
Tanya Wells  
+1 917 206 1685

## Islamic & Indian Art

Alice Bailey  
+44 20 7468 8268

## Japanese Art

UK  
Suzannah Yip  
+44 20 7468 8368  
U.S.A  
Jeff Olson  
+1 212 461 6516

## Jewellery

UK  
Jean Ghika  
+44 20 7468 8282  
U.S.A  
Susan Abeles  
+1 212 461 6525  
AUSTRALIA  
Patti Sedgwick  
+61 2 8412 2222

## Marine Art

UK  
Veronique Scorer  
+44 20 7393 3962  
U.S.A  
Gregg Dietrich  
+1 917 206 1697

## Mechanical Music

Jon Baddeley  
+44 20 7393 3872

## Modern, Contemporary & Latin American Art

U.S.A  
Alexis Chompaisal  
+1 323 436 5469

## Modern Design

Gareth Williams  
+44 20 7468 5879

## Motor Cars

UK  
Tim Schofield  
+44 20 7468 5804  
U.S.A

Mark Osborne  
+1 415 503 3353

EUROPE  
Philip Kantor  
+32 476 879 471

AUSTRALIA  
Damien Duigan  
+61 2 8412 2232

Automobilia  
UK

Toby Wilson  
+44 8700 273 619

U.S.A  
Kurt Forry  
+1 415 391 4000

## Motorcycles

Ben Walker  
+44 8700 273616

Automobilia  
Adrian Pipiros  
+44 8700 273621

## Musical Instruments

Philip Scott  
+44 20 7393 3855

## Natural History

U.S.A  
Claudia Florian  
+1 323 436 5437

## Old Master Pictures

UK  
Andrew Mckenzie  
+44 20 7468 8261

U.S.A  
Mark Fisher  
+1 323 436 5488

## Orientalist Art

Charles O'Brien  
+44 20 7468 8360

UK  
Judith Eurich  
+1 415 503 3259

## Photography

U.S.A  
Judith Eurich  
+1 415 503 3259

## Portrait Miniatures

Camilla Lombardi  
+44 20 7393 3985

## Prints

UK  
Rupert Worrall  
+44 20 7468 8262

U.S.A  
Judith Eurich  
+1 415 503 3259

## Russian Art

UK  
Sophie Hamilton  
+44 20 7468 8334

U.S.A  
Yelena Harbick  
+1 212 644 9136

## Scientific Instruments

Jon Baddeley  
+44 20 7393 3872  
U.S.A.  
Jonathan Snellenburg  
+1 212 461 6530

## Scottish Pictures

Chris Brickley  
+44 131 240 2297

## Silver & Gold Boxes

UK  
Michael Moorcroft  
+44 20 7468 8241  
U.S.A  
Aileen Ward  
+1 800 223 5463

## South African Art

Giles Peppiatt  
+44 20 7468 8355

## Sporting Guns

Patrick Hawes  
+44 20 7393 3815

## Toys, Dolls & Chess

Leigh Gotch  
+44 20 8963 2839

## Travel Pictures

Veronique Scorer  
+44 20 7393 3962

## Urban Art

Gareth Williams  
+44 20 7468 5879

## Watches & Wristwatches

UK  
Paul Maudsley  
+44 20 7447 7412  
U.S.A.

Jonathan Snellenburg  
+1 212 461 6530

HONG KONG  
Carson Chan  
+852 2918 4321

## Whisky

UK  
Martin Green  
+44 1292 520000

U.S.A  
Joseph Hyman  
+1 917 206 1661

HONG KONG  
Daniel Lam  
+852 3607 0004

## Wine

UK  
Richard Harvey  
+44 (0) 20 7468 5811

U.S.A  
Doug Davidson  
+1 415 503 3363

HONG KONG  
Daniel Lam  
+852 3607 0004

## UNITED KINGDOM

**London**  
101 New Bond Street •  
London W1S 1SR  
+44 20 7447 7447  
+44 20 7447 7400 fax

Montpelier Street •  
London SW7 1HH  
+44 20 7393 3900  
+44 20 7393 3905 fax

### South East England

**Brighton & Hove**  
19 Palmeira Square  
Hove, East Sussex  
BN3 2JN  
+44 1273 220 000  
+44 1273 220 335 fax

**Guildford**  
Millmead,  
Guildford,  
Surrey GU2 4BE  
+44 1483 504 030  
+44 1483 450 205 fax

**Tunbridge Wells**  
Ground Floor  
Royal Victoria House  
51-55 The Pantiles  
Tunbridge Wells, Kent  
TN2 5TE  
+44 1892 546 818  
+44 1892 518 077 fax

**Isle of Wight**  
+44 1983 282 228

Representative:  
**West Sussex**  
Jeff Burfield  
+44 1243 787 548

### South West England

**Bath**  
Queen Square House  
Charlotte Street  
Bath BA1 2LL  
+44 1225 788 988  
+44 1225 446 675 fax

**Cornwall – Truro**  
36 Lemon Street  
Truro  
Cornwall  
TR1 2NR  
+44 1872 250 170  
+44 1872 250 179 fax

**Exeter**  
The Lodge  
Southernhay West Exeter,  
Devon  
EX1 1JG  
+44 1392 425 264  
+44 1392 494 561 fax

**Winchester**  
The Red House  
Hyde Street  
Winchester  
Hants SO23 7DX  
+44 1962 862 515  
+44 1962 865 166 fax

**Tetbury**  
22a Long Street  
Tetbury  
Gloucestershire  
GL8 8AQ  
+44 1666 502 200  
+44 1666 505 107 fax

Representatives:  
**Dorset**  
Bill Allan  
+44 1935 815 271

### East Anglia

**Bury St. Edmunds**  
21 Churchgate Street  
Bury St Edmunds  
Suffolk IP33 1RG  
+44 1284 716 190  
+44 1284 755 844 fax

**Norfolk**  
The Market Place  
Reepham  
Norfolk NR10 4JJ  
+44 1603 871 443  
+44 1603 872 973 fax

### Midlands

**Knowle**  
The Old House  
Station Road  
Knowle, Solihull  
West Midlands  
B93 0HT  
+44 1564 776 151  
+44 1564 778 069 fax

**Oxford •**  
Banbury Road  
Shipton on Cherwell  
Kidlington OX5 1JH  
+44 1865 853 640  
+44 1865 372 722 fax

### Yorkshire & North East England

**Leeds**  
30 Park Square West  
Leeds LS1 2PF  
+44 113 234 5755  
+44 113 244 3910 fax

### North West England

**Chester •**  
New House  
150 Christleton Road  
Chester, Cheshire  
CH3 5TD  
+44 1244 313 936  
+44 1244 340 028 fax

**Carlisle**  
48 Cecil Street  
Carlisle, Cumbria  
CA1 1NT  
+44 1228 542 422  
+44 1228 590 106 fax

**Manchester**  
The Stables  
213 Ashley Road  
Hale WA15 9TB  
+44 161 927 3822  
+44 161 927 3824 fax

**Southport**  
33 Botanic Road  
Churchtown  
Southport  
Merseyside PR9 7NE  
+44 1704 507 875  
+44 1704 507 877 fax

## Channel Islands

**Jersey**  
39 Don Street  
St. Helier  
JE2 4TR  
+44 1534 722 441  
+44 1534 759 354 fax

Representative:  
**Guernsey**  
+44 1481 722 448

## Scotland

**Edinburgh •**  
22 Queen Street  
Edinburgh  
EH2 1JX  
+44 131 225 2266  
+44 131 220 2547 fax

**Glasgow**  
176 St. Vincent Street,  
Glasgow  
G2 5SG  
+44 141 223 8866  
+44 141 223 8868 fax

Representatives:  
**Wine & Spirits**  
Tom Gilbey  
+44 1382 330 256

## Wales

**Cardiff**  
7-8 Park Place,  
Cardiff CF10 3DP  
+44 2920 727 980  
+44 2920 727 989 fax

## EUROPE

**Austria - Vienna**  
Garnisonsgasse 4  
1090 Vienna  
+43 (0)1 403 00 01  
vienna@bonhams.com

**Belgium - Brussels**  
Boulevard  
Saint-Michire 101  
1040 Brussels  
+32 (0)2 736 5076  
+32 (0)2 732 5501 fax  
belgium@bonhams.com

**France - Paris**  
4 rue de la Paix  
75002 Paris  
+33 (0)1 42 61 1010  
+33 (0)1 42 61 1015 fax  
paris@bonhams.com

**Germany - Cologne**  
Albertusstrasse 26  
50667 Cologne  
+49 (0)221 2779 9650  
+49 (0)221 2779 9652 fax  
cologne@bonhams.com

**Germany - Munich**  
Maximilianstrasse 52  
80538 Munich  
+49 (0) 89 2420 5812  
+49 (0) 89 2420 7523 fax  
munich@bonhams.com

**Ireland - Dublin**  
31 Molesworth Street  
Dublin 2  
+353 (0)1 602 0990  
+353 (0)1 4004 140 fax  
ireland@bonhams.com

**Italy - Milan**  
Via Boccaccio 22  
20123 Milano  
+39 (0)2 4953 9020  
+39 (0)2 4953 9021 fax  
milan@bonhams.com

**Italy - Rome**  
Via Sicilia 50  
00187 Rome  
+39 (0)6 48 5900  
+39 (0)6 482 0479 fax  
rome@bonhams.com

**Netherlands - Amsterdam**  
De Lairessestraat 154  
1075 HL Amsterdam  
+31 20 67 09 701  
+31 20 67 09 702 fax  
amsterdam@bonhams.com

**Spain - Madrid**  
Nuñez de Balboa no.4 - 1A  
Madrid  
28001  
+34 91 578 17 27  
madrid@bonhams.com

**Switzerland - Geneva**  
Rue Etienne-Dumont 10  
1204 Geneva  
Switzerland  
+41 76 379 9230  
geneva@bonhams.com

Representatives:  
**Greece**  
Art Expertise  
+30 210 3636 404

**Marbella**  
James Roberts  
+34 952 90 62 50  
marbella@bonhams.com

**Portugal**  
Filipa Rebelo de Andrade  
+351 91 921 4778  
portugal@bonhams.com

**Russia**  
Marina Jacobson  
+7 921 555 2302  
russia@bonhams.com

## NORTH AMERICA

### USA

**San Francisco •**  
220 San Bruno Avenue  
San Francisco  
CA 94103  
+1 (415) 861 7500  
+1 (415) 861 8951 fax

**Los Angeles •**  
7601 W. Sunset Boulevard  
Los Angeles  
CA 90046  
+1 (323) 850 7500  
+1 (323) 850 6090 fax

**New York •**  
580 Madison Avenue  
New York, NY  
10022  
+1 (212) 644 9001  
+1 (212) 644 9007 fax

Representatives:  
**Arizona**  
Terri Adrian-Hardy  
+1 (480) 994 5362

**California**  
**Central Valley**  
David Daniel  
+1 (916) 364 1645

**District of Columbia/ Mid-Atlantic**  
Martin Gammon  
+1 (202) 333 1696

**Southern California**  
Christine Eisenberg  
+1 (949) 646 6560

**Florida**  
+1 (305) 228 6600

**Georgia**  
Mary Moore Bethea  
+1 (404) 842 1500

**Illinois**  
Ricki Blumberg Harris  
+1 (312) 475 3922  
+1 (773) 267 3300

**Massachusetts Boston/New England**  
Amy Corcoran  
+1 (617) 742 0909

**Nevada**  
David Daniel  
+1 (775) 831 0330

**New Mexico**  
Leslie Trilling  
+1 (505) 820 0701

**Oregon**  
Sheryl Acheson  
+1(503) 312 6023

**Texas**  
Amy Lawch  
+1 (713) 621 5988

**Washington**  
Heather O'Mahony  
+1 (206) 218 5011

### CANADA

**Toronto, Ontario •**  
Jack Kerr-Wilson  
20 Hazelton Avenue  
Toronto, ONT  
M5R 2E2  
+1 (416) 462 9004  
info.ca@bonhams.com

**Montreal, Quebec**  
David Kelsey  
+1 (514) 341 9238  
info.ca@bonhams.com

## SOUTH AMERICA

**Argentina**  
Daniel Claramunt  
+54 11 479 37600

**Brazil**  
Thomaz Oscar Saavedra  
+55 11 3031 4444  
+55 11 3031 4444 fax

## ASIA

**Hong Kong**  
Carson Chan  
Suite 1122  
Two Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
+852 2918 4321  
+852 2918 4320 fax  
hongkong@bonhams.com

**Beijing**  
Hongyu Yu  
Room A515  
F/5 CDB International  
Mansion  
No. 16 Yongan Dongli  
Chaoyang District  
Beijing 100022  
+86(0) 10 6563 7799  
+86(0) 10 6563 7788 fax  
beijing@bonhams.com

**Japan**  
Level 14 Hibiya Central Building  
1-2-9 Nishi-Shimbashi  
Minato-ku  
Tokyo 105-0003  
+81 (0) 3 5532 8636  
+81 (0) 3 5532 8637 fax  
tokyo@bonhams.com

**Taiwan**  
37th Floor, Taipei 101 Tower  
Nor 7 Xinyi Road, Section 5  
Taipei, 100  
+886 2 8758 2898  
+886 2 8757 2897 fax  
summer.fang@bonhams.com

## AUSTRALIA

**Sydney**  
76 Paddington Street  
Paddington NSW 2021  
Australia  
+61 (0) 2 8412 2222  
+61 (0) 2 9475 4110 fax  
info.aus@bonhams.com

**Melbourne**  
Ormond Hall  
557 St Kilda Rd  
Melbourne VIC 3004  
+61 (0) 3 8640 4088

Representative:  
**Adelaide**  
James Bruce  
+61 (0) 8 8232 2860

## AFRICA

**South Africa - Johannesburg**  
Penny Culverwell  
+27 (0)71 342 2670  
penny.culverwell@bonhams.com

# The Bonhams Motoring Network

## UK (Head office)

101 New Bond Street  
London, W1S 1SR  
Tel: (020) 7447 7447  
Fax: (020) 7447 7400

## UK Representatives

**County Durham**  
Stephen Cleminson  
New Hummerbeck  
Farm  
West Auckland  
Bishop Auckland  
County Durham  
DL14 9PQ  
Tel: (01388) 832329  
veterancars@orange.  
net

## Cheshire & Staffordshire

Chris Shenton  
Unit 1, Wilson Road  
Hanford, Staffordshire  
ST4 4QQ  
Tel / Fax:  
(01782) 643159  
astondb@hotmail.co.uk

## Somerset / Dorset

Mike Penn  
The Haynes  
Motor Museum  
Sparkford, Nr. Yeovil  
BA22 7UI  
Tel: (01963) 440804  
Fax: (01963) 441004

## Devon / Cornwall

Jonathan Vickers  
Bonhams  
36 Lemon Street  
Truro, Cornwall  
TR12NR  
Tel: (01872) 250 170  
Fax: (01872) 250 179  
jonathan.vickers@  
bonhams.com

## Hampshire

Michael Jackson  
West Winds  
Cupernham Lane  
Romsey, Hants  
SO51 7LE  
Tel: (01794) 518 433  
veryoldmj@gmail.com

## East Anglia Motorcycles

David Hawtin  
The Willows  
Church Lane  
Swaby, Lincolnshire  
LN13 0BQ  
Tel /Fax:  
(01507) 481110  
davidhawtin@  
btinternet.com

## Motor Cars

Robert Hadfield  
95 Northorpe  
Thurlby  
Bourne  
PE10 0HZ  
Tel: 01778 426 417  
Mob: 07539 074242  
rhadfield10@gmail.com

## Midlands

Bob Cordon-Champ  
Highcliffe  
2 Cherry Orchard  
Lichfield, Staffordshire  
WS14 9AN  
Tel/fax: (01543) 411154  
bob-cordon.champ@  
virgin.net

## Roger Etcell

10 High Street  
Whittlebury  
TOWCESTER  
Northamptonshire  
NN12 8XJ  
Tel: (01327) 856 024  
roger.etcell@gmail.com

## Richard Hudson-Evans

Po Box 4  
Stratford-Upon-Avon  
CV37 7YR  
Tel: (01789) 414983  
rheauction@btinternet.  
com

## Home Counties

Colin Seeley  
3 Whiteoak Gardens  
The Hollies  
Sidcup Kent  
DA16 8WE  
Tel: (020) 8302 7627  
eva\_colin@  
btinternet.com

## Herts, Beds & Bucks

Martin Heckscher  
April Cottage,  
Cholesbury, near Tring,  
HP23 6ND  
Tel: (01494) 758838  
martin@  
heckscher.co.uk

## Lancashire & Cumbria

Mark Garside  
Knarr Mill  
Oldham Road  
Delph, Oldham  
OL3 5RQ  
Tel: (01457) 872 788  
Mob: 07811 899 905  
mark.garside@  
bonhams.com

## Alan Whitehead

Pool Fold Farm  
Church Road  
Bolton,  
BL1 5SA  
Tel: (01204) 844884  
Fax: (01204) 401799

## Gloucestershire

George Cohen  
Manor Farm  
Chillington  
Ilminster  
Somerset  
TA19 0PU  
Tel: (01460) 526 46  
geo@norton.uk.com

## Wales

Mike Worthington-  
Williams  
The Old School House  
Cenarth  
Newcastle Emlyn  
Carmarthenshire  
SA38 9JL  
Tel: (01239) 711486  
(9am-5pm)  
Fax: (01239) 711367

## European (Head office)

### Paris

4 rue de la Paix  
Paris  
75002  
Tel: +33 1 42 61 10 11  
Fax: +33 1 42 61 10 15

## European Representatives

### Germany

Paul Gockel  
Reitacker 2  
D-31177 Harsum-Asel  
Germany  
Tel: +49 5127/9026996  
Mob: +49 160 94984316  
paul.gockel@t-online.de

### Hans Schede

An St Swidbert 14  
D-40489 Düsseldorf  
Tel: +49 211 404202  
Fax: +49 211 407764  
hans.schede@bonhams.com

### Thomas Kamm

Maximilianstrasse 52  
80538 Munich  
Tel: +49 89 24 205812  
Mob: +491716209930  
Fax: +49 8924207523  
thomas.kamm@  
bonhams.com

### Italy

Gregor Wenner  
Tel: +39 06 485 900  
Mob: +39 333 564 3610  
gregor.wenner@  
bonhams.com

### Denmark

Henning Thomsen  
Tel: +45 4051 4799  
henning.thomsen@  
bonhams.com

### The Netherlands

Saskia Magnin  
de Lairesestraat 123  
1075 HH Amsterdam  
The Netherlands  
Tel: +31 20 67 09 701  
Fax: +31 20 67 09 702  
saskia.magnin@  
bonhams.com

### Norway / Sweden

Pascal Nyborg  
Tel: +47 9342 2210

## USA (Head offices)

### San Francisco

Mark Osborne  
220 San Bruno Avenue  
San Francisco,  
CA 94103  
Tel: +1 415 391 4000  
Fax: +1 415 391 4040  
motors.us@  
bonhams.com

### Los Angeles

Nick Smith  
7601 Sunset Boulevard  
Los Angeles  
CA 90046  
Tel: +1 323 436 5470  
Fax: +1 323 850 5843  
nick.smith@  
bonhams.com

### New York

580 Madison Avenue  
New York, NY 10022  
Tel: +1 212 461 6515  
Fax: +1 917 206 1669  
rupert.banner@  
bonhams.com

## USA Representatives

### Southern California

Christine Eisenberg  
464 Old Newport Blvd.  
Newport Beach,  
CA 92663  
Tel: +1 949 646 6560  
Fax: +1 949 646 1544  
christine.eisenberg@  
bonhams.com

### David Edwards

Tel: +1 949 460 3545  
david.edwards@  
bonhams.com

### Midwest and East Coast

Evan Ide  
78 Henry St  
Uxbridge, MA 01569  
Tel: +1 917 340 4657  
evan.ide@  
bonhams.com

### Northwest

Tom Black  
2400 N.E. Holladay  
Portland, OR 97232  
Tel: +1 503 239 0227  
tom.black2@  
comcast.net

## Rest of the World

### Australia

Damien Duigan  
Unit 14,  
888 Bourke Street  
Waterloo  
NSW 2017  
T: +61 (0) 2 8412 2232  
damien.duigan@  
bonhams.com

### Japan

Akiko Tsuchida  
1-10-13 Tenjincho,  
Fujisawa-shi  
Kanagawa, 252-0814  
Japan  
Tel: +81 466 82 6842  
Fax: +81 466 82 6809

### Hong Kong

Carson Chan  
Suite 1508  
Two Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
Tel: +852 2918 4321  
Fax: +852 2918 4320

### Argentina

Daniel Clarmunt  
Catamarca 1538  
(B1640FUP) Martinez  
Buenos Aires  
Tel: +54 11 479 37600  
Fax: +54 11 479 34100  
daniel.clarmunt@  
bonhams.com

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

--	--	--	--

**Paddle number (for office use only)**

**This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.**

### Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

### Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 3% surcharge on the total invoice price.

### Notice to Bidders.

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

### If successful

I will collect the purchases myself

Please contact me with a shipping quote (if applicable)

Sale title: Goodwood Festival of Speed		Sale date: Friday 12 July 2013													
Sale no. 20929		Sale venue: Chichester, Sussex													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p><b>General Bid Increments:</b></p> <table border="0"> <tr> <td>£10 - 200 .....by 10s</td> <td>£10,000 - 20,000 .....by 1,000s</td> </tr> <tr> <td>£200 - 500 .....by 20 / 50 / 80s</td> <td>£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000 .....by 50s</td> <td>£50,000 - 100,000 .....by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000 .....by 100s</td> <td>£100,000 - 200,000 .....by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000 .....by 200 / 500 / 800s</td> <td>above £200,000 .....at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000 .....by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s	£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s	£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s	£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s	£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion	£5,000 - 10,000 .....by 500s	
£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s														
£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s														
£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s														
£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s														
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion														
£5,000 - 10,000 .....by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals) <input type="text"/>															
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here:		Please tick if you have registered with us before <input type="checkbox"/>													
<input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>															

**Please note that all telephone calls are recorded.**

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

### FOR WINE SALES ONLY

Please leave lots "available under bond" in bond  I will collect from Park Royal or bonded warehouse  Please include delivery charges (minimum charge of £20 + VAT)

**BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM. THIS AFFECTS YOUR LEGAL RIGHTS.**

Your signature: \_\_\_\_\_ Date: \_\_\_\_\_

\* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

**Please email or fax the completed Auction Registration form and requested information to:**

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

## Motor Car Index

Lot No	Year	Model	Lot No	Year	Model
317	1939	AC 16/90hp Supercharged Tourer	356	1922	GN/Frazer Nash Special
326	1956	AC Ace-Bristol Roadster	328	1952	HWM Supercharged 'Tasman' Single-Seater
327	1934	Alfa Romeo 8C 2300 'Le Mans' Tourer	334	1927	Isotta Fraschini Tipo 8AS Tourer
336	1957	Alfa Romeo Giulietta Sprint Veloce Lightweight Coupé	334A		Isotta Fraschini Engine
355	1968	Alfa Romeo GTA 1300 Junior	341	1958	Jaguar XK150 3.8-Litre Coupé
361	1990	Alfa Romeo SZ Coupé	304	1962	Jaguar E-Type Series I 3.8-Litre Roadster
345	2009	Alfa Romeo 8C Competizione Coupé	333	1934	Lagonda Rapier Special
306	1950	Allard J2 Competition Roadster	325	1936	Lagonda LG45 Rapide 'Mathilda'
338	1930	Aston Martin 1½-Litre International 2/4 Sports Tourer	339	1936	Lagonda Rapier Granville Grenfell Supercharged Sports
316	1964	Aston Martin DB5 Convertible	318	1939	Lagonda V12 Drophead Coupé
307	1968	Aston Martin DB6 4.2-Litre Sports Saloon	305	1990	Lamborghini Countach 25th Anniversary Coupé
310	1930	Austin Seven Ulster Sports	363	1993	Lamborghini Diablo Coupé
350	1953	Austin-Healey 100 Special Test Car	329	1951	Lancia Aurelia B20GT Coupé
308	1961	Austin-Healey Sebring Sprite Coupé	348	1955	Lancia Aurelia B20 Coupé
302	1962	Austin Healey 3000 MkIIA Convertible	342	1970	Lancia Fulvia HF1600 Group 4 Rally Car
353	1965	Austin-Healey 3000 MkIII Phase II Convertible	309	1962	Lotus Type 22 Formula Junior Monoposto
314	1923	Bentley 3-Litre TT Replica Two-seater	315	1965	Lotus Cortina Competition Saloon
321	1929	Bentley 4½-Litre Tourer	340	1955	Maserati 300S Sports-Racing Spider
352	1935	Bentley 3½-Litre Shooting Brake	346	1928	Mercedes-Benz Model 630K Tourer
359	1937	Bentley Petersen 3½-Litre Torpedo Roadster	322	1937	Mercedes-Benz 540K Sports Saloon
349	1938	Bentley 4¼-Litre 'High Vision' Sports Saloon	320	1954	Mercedes-Benz W196R
330	1952	Bentley R-Type Continental 4.9-Litre Sports Saloon	343	1933	MG Midget J2 Roadster
335	1961	Bentley S2 Continental Sports Saloon	312	1934	MG Mquette Type NA Monoposto
358	1965	Bentley S3 Continental Sports Saloon	362	2010	Mosler MT900S Coupé
354	1960	Cadillac Series 75 Convertible Limousine	357	1963	Porsche 356B Rally Car
360	1969	Dodge Charger 'General Lee' Coupé	301	1966	Porsche 911S 'SWB' Coupé
311	1965	Ferrari 330GT 2+2 'Series 1' Berlinetta (ex-John Lennon)	319	2004	Porsche Carrera GT
324	1965	Ferrari 330GT 2+2 'Series 1' Berlinetta	364	1979	Riva Rudy Super Speedboat
337	1965	Ferrari 500 Superfast Coupé	347	1913	Rolls-Royce 45/50hp Silver Ghost London-to-Edinburgh
303	1970	Ferrari 365GT 2+2 Coupé	351	1931	Rolls-Royce Phantom II Continental Touring Saloon
344	1992	Ferrari F40 Berlinetta	323	1969	Rolls-Royce Phantom VI Limousine
332	1989	Ford RS200 Coupé	331	1921	Vauxhall 30-98 E-Type Velox Tourer











**Bonhams**

101 New Bond Street  
London W1S 1SR  
+44 (0) 20 7447 7447  
+44 (0) 20 7447 7400 fax