

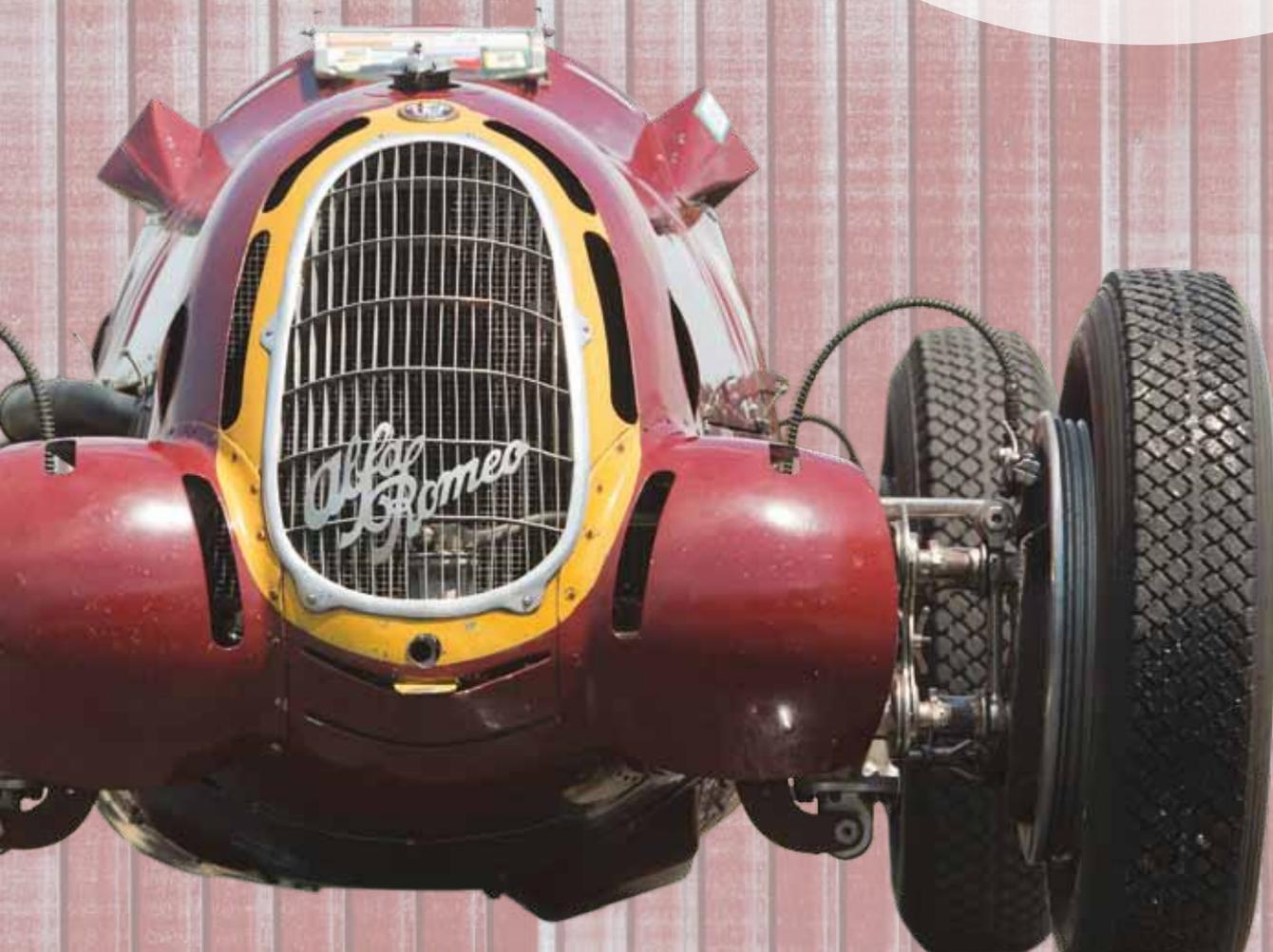


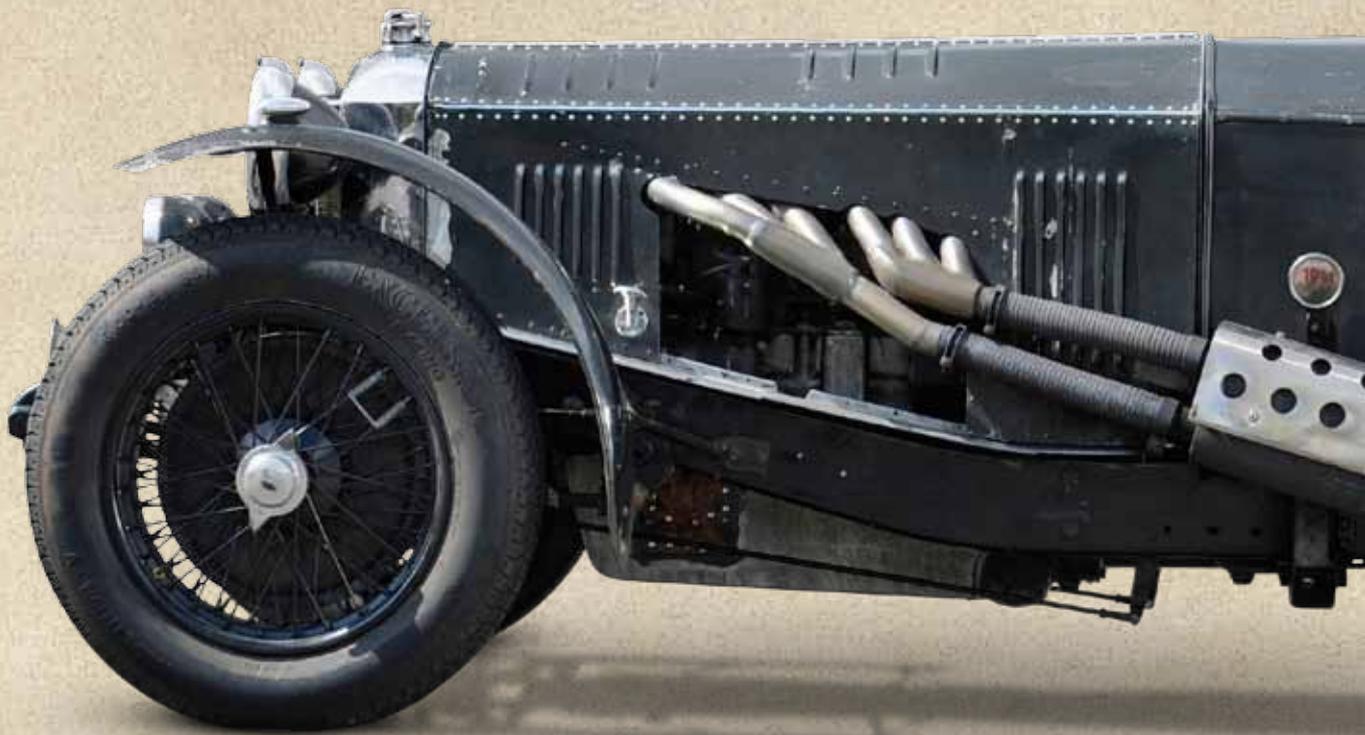
Bonhams

1793

GOODWOOD REVIVAL SALE

Collectors' Motor Cars
and Fine Automobilia
Goodwood Revival
Saturday 14 September 2013
Chichester, Sussex







Goodwood Revival is the world's most popular historic motor race meeting and, as a founding sponsor, Bonhams is privileged to present another high quality sale of Sports, Competition and Touring Motor Cars.



Goodwood Revival Sale
Collectors' Motor Cars and Fine Automobilia
Saturday 14 September 2013
at 12 noon & 2.30pm
Goodwood Revival,
Chichester, Sussex

Bonhams

101 New Bond Street
London W1S 1SR
bonhams.com

Viewing

Friday 13 September 9am to 5pm
Saturday 14 September from 9am

Sale times

Automobilia 12 noon
Motor Cars 2.30pm

Live online bidding is available for this sale

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

Bids

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

Please note that bids should be submitted no later than 4pm on Friday 13 September. Thereafter bids should be sent directly to the Bonhams office at Goodwood on +44 (0) 8700 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

Motor Cars

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

Automobilia

+44 (0) 8700 273 619
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

Enquiries on view and sale days

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

Catalogue: £30 + p&p
(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: 20931

Illustration

Front cover: Lot 235

Please Note

Admission to the sale by catalogue only (admits two)

This catalogue does not admit the holder to the Goodwood Revival Motor circuit.

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 Wynnell-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. Buyer's 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% Buyer's 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, Buyer's 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/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 €1,000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The 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

Pre-sale Motor Car Preparation

Showcase Specialist Valeting Services
Chris Bailey
07889 722333
chris@showcasesvs.co.uk

Professional Catalogue Photography

Simon Clay
Tom Wood

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. We will also need to confirm your identification so please bring a passport or drivers licence with you. Credit/debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

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

Telephone bidding

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

Absentee/Commission bidding

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

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

If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

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

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 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.

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

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

Payment by card

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

Payment by cheque

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

Bank transfer

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

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. 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.

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Generally, vehicles remain at the sale venue until 12 noon the following day. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

Can someone deliver the car for me?

Bonhams do not transport vehicles. However representatives from our preferred carriers - 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 Bess Walker, and for motorcycle registration please contact James Stensel (Details on page 4 of this catalogue).

NOVA

All EU registered vehicles which are sold and remain in the UK must be registered with NOVA (HMRC) within 14 days of the sale date. We would be delighted to undertake this on your behalf, but you must let us know if you plan to register the vehicle in the UK. If NOVA is not completed within 14 days of the sale date, penalties apply. For further information please contact the Sale administrator.

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

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
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tim.schofield@bonhams.com

Rob Hubbard
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rob.hubbard@bonhams.com

James Knight
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james.knight@bonhams.com

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

Sholto Gilbertson
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sholto.gilbertson@bonhams.com

John Polson
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Tom Harrington
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tom.harrington@bonhams.com

USA Motor Cars

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+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

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samantha.hamill@bonhams.com

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jakob.greisen@bonhams.com

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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

Hans Schede
+49 (0) 172 2088 330
hans.schede@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

Julian Roup
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+44 (0) 20 7468 8209 fax
julian.roup@bonhams.com

Buyers/Sellers Accounts UK

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+44 (0) 20 7447 7430 fax

James Stensel
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james.stensel@bonhams.com

Adrian Pipiros
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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 17 September 2013, by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2843 or 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 or on Monday 16 September 2013 by 12 noon.

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

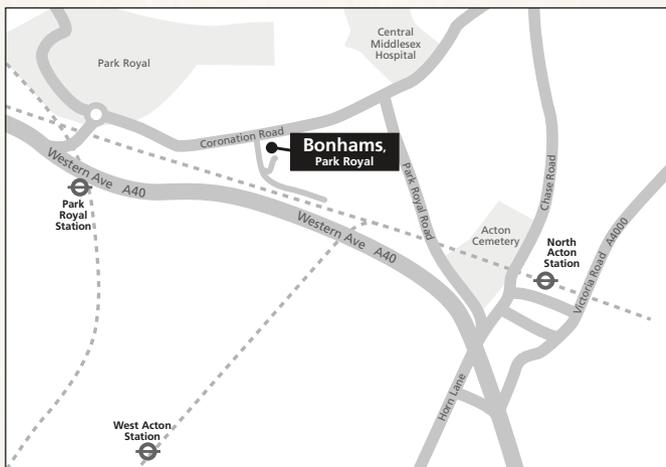
£14 + VAT per motor car per day

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 Revival

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

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

From Petworth, take the A285 towards Chichester and follow the Revival Meeting AA road signage to the Green B Car Park

From Petworth take the A285 towards Chichester. Approximately 1 mile south of Halnaker Village, at the T junction with New Road, follow the AA road signs that turn right towards the Motor Circuit. Follow the AA road signs to Car Park B (Green Labels).

From Southampton and Portsmouth take the A27 eastbound around Chichester until the junction with the A285 Petworth Road. Take the slip road left for Petworth. Continue north along the A285 until the T junction with New Road. Turn left and follow the AA Road signs to Car Park B (Green Labels).

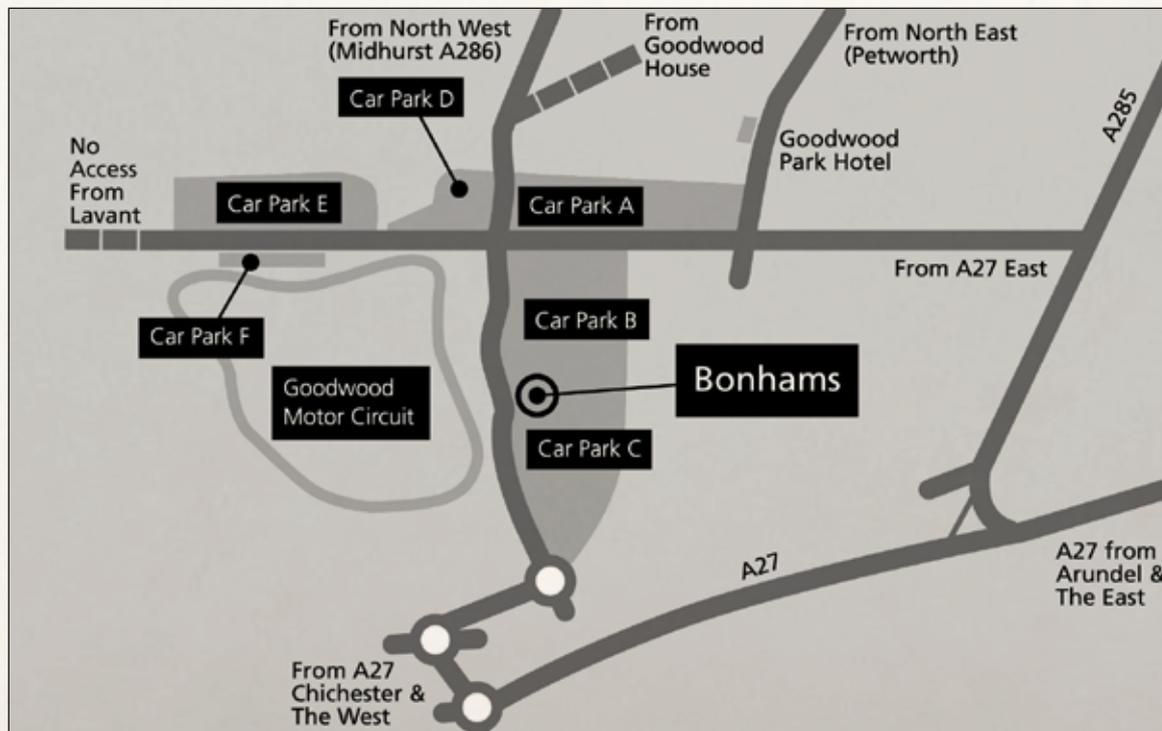
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth. Continue north along the A285 until the T junction with New Road. Turn left and follow the AA Road signs to Car Park B (Dark Blue Labels).

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

At the junction with the A285 approximately 1 mile south of Halnaker Village, at the T junction with New Road, follow the AA road signs that turn right towards the Motor Circuit. Follow the AA Road signs to Car Park B (Dark Blue Labels).

Those wishing to arrive by air (helicopter or fixed wing):

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



Automobilia

12 noon

Lots 1 - 177

Images of each lot can be found at:
bonhams.com/20931

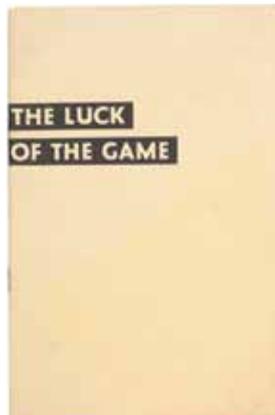




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2



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4• A rare New Frazer-Nash sales brochure, 1931, cord-tied red card covers, 16 numbered pages, well illustrated with specifications and prices for Interceptor, Falcon, Boulogne and Ulster models and race successes, small 4to, the front cover with hand-written date to top right corner.

£500 - 600
€580 - 700

5• A rare Bentley 4½ Litre 'Export Edition' sales brochure, 1928, cord-tied cream textured card covers, 16 numbered pages, with specifications and illustrations of engine, chassis and coachwork designs for Sporting Four-Seater, Weymann Saloon, Sporting Two-Seater, and Single Coupe models, large 4to.

£600 - 700
€700 - 810

6• A Bentley Motors 'Again 1928', successes brochure, cord-tied gilt embossed blue card covers, 29pp, describing and illustrating the second consecutive win for Bentley Motors at the Le Mans 24-Hour race, small 4to.

£600 - 700
€700 - 810

7• A Bentley Motors 'Hat Trick', successes brochure, 1929, cord-tied brown gilt-embossed card covers, 36pp, describing and illustrating the superb achievement of the third consecutive victory for Bentley at the Le Mans 24-Hour race, small 4to.

£600 - 700
€700 - 810

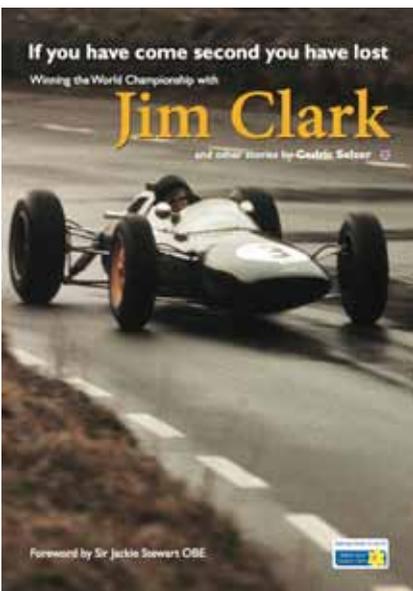
8• ♦ MotorSport; bound Volumes 24 to 51, (1948-1975), a complete run of 28 bound volumes in publisher's black bindings, with covers and advertisements.

(28)
£500 - 700
€580 - 810

9• Cedric Selzer: If You Have Come Second You Have Lost; a signed limited edition, Offered for sale on behalf of Marie Curie Cancer Care, hardback edition of the book, numbered 63 of 63, signed by Jackie Stewart, an account by the author, a former mechanic of Jim Clark during his 1963 Championship season with Lotus, of his activities with the Lotus team.

£500 - 600
€580 - 700

The proceeds of the sale of this Lot will be donated to Marie Curie Cancer Care (Registered Charity Number 207994)



9

Motoring Literature

1• An Invicta 6-Cylinder 4½ Litre sales brochure, 1930, cord-bound blue textured card covers, well illustrated with engine details and coachwork styles for Touring, Limousine, Saloon, Coupe, and 2-seater models, with specifications and prices, 4to.
£600 - 700
€700 - 810

2• An Invicta 4½ Litre sales brochure, cream card covers, 12 numbered pages, with illustrations of chassis and coachwork designs for Standard and Sports models, with specifications and prices, 4to, stamped to reverse 'Jul 7 1934'.
£500 - 600
€580 - 700

3• An MG 'The Luck of the Game' publicity brochure, by Cecil Kember, 1932, cream card covers, an illustrated account of the MG racing team victories in the Ulster TT 1932 and BRDC 500 mile race, 18 numbered pages, 4to.
£500 - 600
€580 - 700

Motoring Art & Posters

10 ◇

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

11 ◇

A hand-painted Aston Martin Centenary display roundel, modern, commemorating the marque, with fibreglass raised laurel wreath surround, 120cm diameter.
£500 - 600
€580 - 700

12 ◇◇

Tony Upson, '1967 Ferrari P3', signed, acrylic on board, depicting the car at speed, 120 x 200cm.
£500 - 600
€580 - 700

13AR

Francesco Scianna, 'Maserati 250F', signed, mixed media on artist's board, depicting the car racing at speed, 61 x 82cm.
£900 - 1,200
€1,000 - 1,400

14AR

Charles Hannah, a pair of Aston Martin race car paintings, with signatures of Roy Salvadori, each signed by the artist, watercolour and mixed media on paper, one depicting front view of the 1959 Silverstone BRDC International Trophy DBR4/250 single seater, the other a view of the 1961 Le Mans DB4 GT Zagato, as driven by Roy Salvadori and Jack Fairman respectively, each 31 x 40cm and each mounted together with signature in pencil of Salvadori, framed and glazed.

(2)

£500 - 700
€580 - 810

15 ◇◇

Tony Upson, '1967 Lotus 49', signed, acrylic on board, an aerial study of the car, 120 x 200cm.
£500 - 600
€580 - 700

16 ◇◇

Tony Upson, 'Bugatti Type 54', signed, acrylic on board, depicting the car at speed, 120 x 200cm.
£500 - 600
€580 - 700

17AR

John Bertram Musgrave-Wood (1915-1999); 'Goodwood 1953', signed 'Emmwood', watercolour study depicting characters seen at Goodwood in 1953, 27 x 43cm, mounted, framed and glazed.
£600 - 800
€700 - 930



17



20

18 ◇◇

Tony Upson, 'Jaguar E-Type', signed, acrylic on raised cut-out panel on board, a study of the car, 120 x 200cm.
£500 - 600
€580 - 700

19 ◇◇

Tony Upson, 'Bugatti Type 35 at Targa Florio', signed, acrylic on board, depicting the car, 120 x 200cm.
£500 - 600
€580 - 700

20†

'The Spirit of Brooklands', a multiple signed print after Terence Cuneo, full colour print depicting Sir Henry Birkin in the 4½ Litre Supercharged Bentley and John Cobb in the 12-Cylinder 10½ Litre Delage at speed on the Brooklands banking at the 1932 August Bank Holiday Meeting, signed to title border in pencil by Cuneo and race drivers Ian Connell, Tom Delaney, Rivers Fletcher, George Harvey-Noble, and 'Mort' Morris-Goodall, 49 x 62cm, mounted framed and glazed.
£500 - 600
€580 - 700

Formerly from the Bill Boddy collection.



22

21AR
 Michael Turner (1934-): Roy Salvadori/
 Maserati 250F,
 signed, watercolour and gouache, 32 x 46cm,
 mounted, framed and glazed.
 £800 - 1,200
 €930 - 1,400

22AR
 Bryan de Grineau (1882-1957): 'London
 Grand Prix, Crystal Palace 23rd June 1938',
 signed, watercolour heightened with white,
 depicting the career ending crash of Giovanni
 Lurani's Maserati 4CM during practice for the
 race, 47.5 x 71.5cm, mounted, framed and
 glazed.
 £1,200 - 1,500
 €1,400 - 1,700

Formerly from the collection of the Late Count
 Giovanni Lurani: See Brooks 22 May 1990
 Monaco auction.

*"I arrived at the corner where there was
 lots of oil spilt by an ERA. The car was
 uncontrollable.... I saw the scenery rushing
 around me and I had the exact feeling that this
 was the end. I was half thrown out of the car,
 thank God, and it landed with the four wheels
 in the air near me and I got away with a
 broken right hip. A good price to pay for such
 a terrible crash."*



21



24



23

23

Frederick Gordon Crosby (1885-1943); 'Raymond Mays ERA R4D Caricature', signed and dated 1935, pen and ink in watercolour wash on paper, 36 x 26cm, mounted, framed and glazed, with hand-written provenance written on reverse, together with Raymond Mays light blue silk tie and images of the driver, gifted to a former owner of the caricature. (Qty)
 £1,500 - 2,000
 €1,700 - 2,300

24

A Battle of Britain 'The Sky's the Limit in War Savings' poster, circa 1940, published by HMSO for the National Savings Committee, lithographic three colour poster depicting famed portrait image of Hurricane RAF Pilot Officer Keith R Gillman of 32 Squadron, the public face of Battle of Britain RAF pilots, in aviator's helmet and goggles looking skywards, fold marks and staining in two places, section to lower edge separated, 75 x 100cm, framed and glazed.
 £500 - 600
 €580 - 700

Pilot Officer Gillman was reported missing after failing to return from combat over the English Channel on 25th August 1940. He was aged 19.



23

25

A BARC Goodwood Easter Monday 'International 100' race poster, 1955, for the Grand Prix car event on April 7th, featuring artwork after Roy Nockolds depicting Stirling Moss' Maserati 250F leading Mike Hawthorn in the BRM P25, old postal fold marks, 76 x 50cm.
 £500 - 700
 €580 - 810

26

A rare 1951 BARC Goodwood 'Festival of Britain Trophy' race poster, for the event held on May 14th, with decorative artwork design after Roy Nockolds depicting Reg Parnell's Maserati 4CLT leading Raymond Mays in the BRM V-16, postal fold marks and some yellowing to central fold and edges, minor wear to right edge, 76 x 51cm.,
 £500 - 700
 €580 - 810



25



26



28



29

27
A Goodwood 'Motor Racing at its Best' race meeting poster for Whit-Monday June 3rd, some old fold marks and slight water mark, framed and glazed.
£500 - 700
€580 - 810

28
A rare 1937 BARC Brooklands Campbell Trophy race poster, chromo-lithographic poster for the inaugural race meeting on the new Campbell Circuit, on May 1st, with highly decorative artwork design after Morton as featured on race program covers of the period, and featuring well known drivers and cars including the Twin-engined Alfa Romeo "Bimotore", postal fold marks, minor wear to upper edge, 76 x 50cm.
£800 - 1,200
€930 - 1,400

Formerly the property of the late William 'Bill' Boddy Esq, renowned motor-racing historian, author and founding-editor of Motor Sport magazine.

29 ◊
Gregory Percival, 'Endurance', a silver-plated bronze sculpture of the 'Steve McQueen' 1970/71 Le Mans Porsche 917K, Offered for sale on behalf of Fly2Help, the first of two artist's proofs of the sculpture produced in tribute to the twice Le Mans winning 24-Hours car as featured in the 1971 film Le Mans starring McQueen, a dynamic depiction of the car at speed with trailing stylised 'wake' in hand-polished clear glass resin, constructed from eight silver-plated cast bronze sections, 37cm long, lightly inscribed 'Percival AP 001/002 2013' to inside of front section, measuring 76cm long including 'wake' and mounted on a slate display base.
£2,000 - 3,000
€2,300 - 3,500

Half of the proceeds of the sale of this Lot will be donated to Fly2Help (Registered Charity No.1119846), a team of passionate aviators supporting families and individuals facing a wide range of trauma or tragedy and helping others share the magic and inspiration of flight.

Garage Equipment & Tools

30
A Ferrari 458 Italia tool-kit, for glove-compartment, in zip-fastened soft black pouch with embroidered Ferrari logo, seemingly complete with screwdriver, tow-bar, allen key, two other tools, spare fuses and a pair of canvas gloves with Ferrari emblems, the case 29cm wide.
£500 - 600
€580 - 700

31
A Bugatti enamel sign, French, in black, red and white on dark grey background, with raised edges, right corner marked 'Emaillerie Alsacienne Strasbourg', some loss to edges and mounting holes, 49 x 30cm.
£800 - 1,000
€930 - 1,200

32 ◊
An Alfa Romeo illuminating garage sign, single-sided, aluminium frame with Perspex panel, 69 x 69cm.
£500 - 700
€580 - 810

33 ◇

An 'Aston Martin Zagato Milano Carrozzeria' illuminating sign, modern, single-sided, aluminium frame with painted Perspex panel, 61 x 81cm.
£500 - 700
€580 - 810



34 ◇◇

An Avery Hardoll model CH1 hand cranked one gallon petrol pump, restored with polished bronze dial plate, fittings, bronze nozzle, a Fill Here Esso Ethyl "The New Thrill In Acceleration" brand plate, Esso Ethyl 1/8d price flag and transfer on the pumping cylinder, 195cm high overall.
£1,200 - 1,800
€1,400 - 2,100

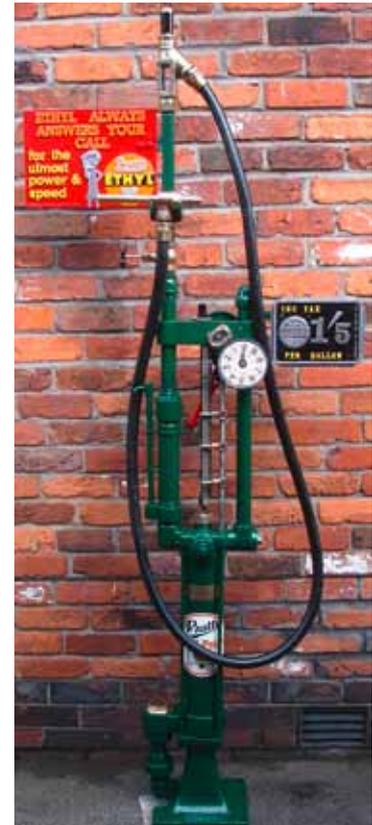
31

35 ◇◇

A Gilbert and Barker Type 206 model 12 one gallon petrol pump restored in Pratts Ethyl green livery with burnished pumping rack & calibration bar, polished Pint, Quart, and 1/2 gallon operational rack stops, gallon trip meter and polished tabulator, fitted with Pratts "Ethyl Always Answers Your Call" brand plate & 1/5d Pratts price plate and Pratts Ethyl transfer on the cylinder together with a bronze delivery nozzle & original hose, approximately 202cm high overall.
£1,200 - 1,800
€1,400 - 2,100



34



35

36 ◇

An Aston Martin Service illuminated sign, double-sided, alloy frame with decorated Perspex panels, 30 x 81cm.
£500 - 700
€580 - 810

37 ◇

A Jaguar illuminating garage sign, single-sided, aluminium frame with Perspex panel, 69 x 69cm.
£500 - 700
€580 - 810

38

A leather-cased Ferrari 308/348/355 tool kit, by Schedoni of Modena, brown heavy leather case with handle and impressed with Ferrari logos, near complete and fitted with three trays, containing various tools and spares including six assorted spanners, pair of pliers, two screwdrivers, tow-bar, spare fan-belt, bulbs (1 missing), and an Agip tyre inflator pressurised canister, possibly also suitable for 456 models, the case 38cm wide.
£700 - 900
€810 - 1,000



39

A leather-cased Ferrari 348/355 tool kit, by Schedoni of Modena, brown heavy leather case with handle and straps and impressed with Ferrari logos, seemingly complete and fitted with trays containing various tools including six assorted spanners, a ratchet set, pair of pliers, two screwdrivers, tow-bar, spare fan-belt, bulbs and an Agip tyre inflator pressurised canister, the case 39cm wide.
£700 - 900
€810 - 1,000



40

40

A vintage Bentley toolkit and toolbag, the leather box-bag with interior metal base tray, contains 8 BSA spanners, two Abingdon King Dick adjustable spanners, two wooden handled screwdrivers, a hammer, centre punch, hand drill, pliers, file, soldering iron, greasers and oilers, and other tools, together with a an Enots hydraulic jack and a Desmo foot pump finished in Bentley Green.

(Qty)
£800 - 1,200
€930 - 1,400

Spares & Accessories

41

A Heuer Monte-Carlo dashboard lap timer/stopwatch sold by Abercrombie & Fitch, black dial with luminous Arabic numerals, sweep centre seconds, the case band stamped 16845, three pusher timer was produced up to 1967, manually wound and capable of keeping lap times up to 11 hours provided by the see through hour disk feature at the six o'clock position on the dial, also features a rotating bezel, face approximately 5.5 x 5.5cm, complete with Heuer Leonidas mounting plate. The functions of this timer are as follows: start timer by pressing the crown, press crown again for "time out"/"time in", press right pusher to reset minute and second hands to zero (inoperative, return to zero mechanism requires repair) press left pusher to advance hour disk to zero.

£500 - 600
€580 - 700

42

A fine Chronograph dashboard clock, 1920s, nickelled brass case with flange-bezel mount, with three-quarter plate frosted gilt Swiss movement stamped 1744, white enamel dial with 12-hour and 24-hour Arabic numerals and with bevelled lens 6.5mm diameter, elapsed time and another subsidiary dial, with winder and start-stop-reset button at 6 o'clock, with servicing mark to reverse of case '355 H 6/34 B'.

£2,200 - 2,500
€2,600 - 2,900

43

A large dashboard racing tachometer, by A F Ashby, late 1920s, calibrated from 5-70 x 100 RPM, alloy and brass casing, black dial marked 'S.S.' (Special Sports) and chromed bezel, 15cm diameter, some wear and damage to rear casing and lacking lens, but reported as being in functioning order.

£600 - 700
€700 - 810

44

A rare Supermarine Spitfire/Hawker Hurricane cockpit mirror and two aeronautical instruments, 1940s, circular mirror with aerodynamic Radyot pattern lightweight matt black aluminium case, with original stock label, together with a n/o/s Supercharger boost gauge instrument for Merlin engines, in original card box with label, and an instrument-board tachometer 0-5,000rpm, with mechanical right-angled drive mechanism and bearing Air Ministry markings.

(3)
£500 - 700
€580 - 810



42



43



45



44



44



44



48



47



46



51



52



54



49



53

45*

A Stephen Grebel spotlamp, French, 1930s, chromed body with handle to rear, with pillar mounting, 14cm diameter etched convex lens, polished reflector with bulb-holder, in good order.

£600 - 800
€700 - 930

46†

A Veteran eight-note trumpet horn, French, circa 1910, nickel-plated, with three valves, larger version of the three sizes, 61cm long, fitted with bulb.

£1,000 - 1,500
€1,200 - 1,700

47†

A Veteran eight-note trumpet horn, French, circa 1910, nickel-plated, with three valves, medium version of the three sizes, with bulb stem, 56cm long, fitted with bulb.

£1,000 - 1,500
€1,200 - 1,700

48

A Rolls-Royce Phantom III radiator head with mascot, chromed, with radiator badge (enamel re-painted) and fitted with kneeling Spirit of Ecstasy mascot, 59cm wide overall.

£500 - 600
€580 - 700

49◇

A Vauxhall 30-98 radiator, comprising core and nickel-plated surround, applied with enamel badge, the reverse applied with Coventry Motor Fittings brass plaque, used.

£1,500 - 2,000
€1,700 - 2,300

50

A Ferrari 365 Daytona steering wheel, leather covered outer, tri bar with pierced central hub.

£600 - 800
€700 - 930

51

A pair of Weber Type 40 DCO3 carburetors, sand-cast, stamped with type numbers to plates, and numbered 3822 and 3823 respectively, lacking trumpets but with linkages and fitted with butterfly valves, fittings and spare jet, together with a report regarding a recent professional inspection, cleaning and re-commissioning of the units in 2006, and related information.

(5)
£1,200 - 1,400
€1,400 - 1,600

52

A pair of Weber Type 50 DCO SP carburetors, stamped with type numbers '50 DCO-SP' and '50DCO1/SP', and numbered 8M and 8D respectively, complete with trumpets, butterfly valves, and fittings, and a set of four gasket mounts, together with a report regarding a recent professional inspection, testing, cleaning and re-commissioning of the units in 2006.

(6)
£1,200 - 1,400
€1,400 - 1,600

53

A Ferrari 500 TR dry sump oil tank, 1950s, riveted alloy construction, fitted with cap and outlet, seemingly stamped 13 in two places, with remains of original Rosso Barchetta paint, 45cm wide, with original Maranello sprung steel securing straps fitting to a pair of alloy display mounts on a wooden base.

£3,500 - 4,500
€4,100 - 5,200

54

A Maserati 160mm supercharger, working, suitable for Maserati V8Ri or 6C/34.

£3,000 - 4,000
€3,500 - 4,700



57



57



55



56



58



60



59



61



61



61

Badges & Mascots

55
A BARC Brooklands Members' enamel car badge, by Spencer of London, 1930s, chrome-plated bronze with 8-colour enamelled design of two racing cars on the Member's Banking at the famous circuit, stamped to reverse with maker's name and numbered 761, some loss to enamel on left edge and chips to lower point, light chips and crazing in places, slight bend to base of mount. 9.5cm high.
£500 - 700
€580 - 810

Formerly the property of the late William "Bill" Boddy Esq, renowned motor-racing historian, author and founding-editor of Motor Sport magazine.

56
A Reale Automobile Club d'Italia Full Member's enamel car badge, 1920s, an early larger version, cast aluminium, in the form of a wheel-plate cog mounted with central motif in white, ruby, blue and black enamel Royal Crest design, and crown with ruby enamel detail, stamped AIACR to lower edge and numbered I.T.162, some crazing and small repainted repairs to white enamel on right corner, 12cm high.
£500 - 600
€580 - 700

57
A BRDC Silverstone Member's enamel car badge and lapel badge, circa 1960, an early version by Marples & Beasley, chromed, in the shape of the circuit, in deep green and white enamel and with BRDC emblem in six colour enamel, numbered 113, some loss to white enamel on lower edge, 13.5cm high, mounted to a bracket, together with associated lapel badge by the same, of similar design in three-colour enamel, and a 1971 card members pass.
(3)
£500 - 600
€580 - 700

58
A unique silver and enamel 'Ahmadi Desert Motoring Club - Kuwait' car badge, 1960, hallmarked British Military Badge Company, Birmingham, 1960, enamelled in three colours, 16cm high.
£1,000 - 1,500
€1,200 - 1,700

59†
An Automobile Club Bahamas enamel car badge, chromed, with dark-brown, yellow, light and dark-blue, green and maroon coloured enamelling, 14cm high.
£1,000 - 1,500
€1,200 - 1,700

60†
A Nassau Bahamas enamel car badge, chromed, with light-brown, yellow, light and dark-blue, green and maroon coloured enamelling, 14cm high.
£1,500 - 2,000
€1,700 - 2,300

61
An important collection of Brooklands Automobile Racing Club badges, 1907-1916 and 1920-1942, including boxed complete matching numbers sets, and other Brooklands badges, comprising:

BARC BROOKLANDS BADGES

1907 Member & 1 Guest Matching Numbers
479 Box 479
1908 Member & 2 Guests Matching Numbers
494
1909 Member & 2 Guests Matching Numbers
1188 Box 1188
1910 Member & 2 Guests Matching Numbers
1297 Box 1297
1911 Member & 2 Guests Matching Numbers
1515 Box 1520
1912 Member & 2 Guests Matching Numbers
1611 Box 1611
1913 Member & 2 Guests Matching Numbers
1477
1914 Member & 2 Guests (M174, G274, G881)

1915 Member & 2 Guests Matching Numbers 850
 Box 850
 1916 Member composite material Number 85
 1920 Member & 2 Guests Matching Numbers
 1274 Box 1274
 1921 Member & 2 Guests Matching Numbers 740
 Box 740
 1922 Member & 2 Guests Matching Numbers 37A
 1923 Member & 2 Guests (M207, G207, G764)
 1924 Member & 2 Guests Matching Numbers 16A
 1925 Member & 2 Guests Matching Numbers 792
 Box 792
 1926 Member & 2 Guests (M17A, G17A, G420)
 1927 Member & 2 Guests Matching Numbers 15A
 1928 Member & 2 Guests Matching Numbers 20A
 1929 Member & 2 Guests Matching Numbers 281
 1930 Member & 2 Guests Matching Numbers 23A
 1931 Member & 2 Guests Matching Numbers 24A
 1932 Member & 2 Guests (M149, G149, G142)
 Box 149
 1933 Member & 2 Guests (M705, G705, G154)
 Box 705
 1934 Member & 2 Guests Matching Numbers
 1247 Box 1247
 1935 Member & 2 Guests Matching Numbers 987
 Box 987
 1936 Member & 2 Guests Matching Numbers
 1271 Box 1271
 1937 Member & 2 Guests Matching Numbers
 1309 Box A 90
 1938 Member & 2 Guests Matching Numbers 245
 Box 245
 1939 Member & 2 Guests Matching Numbers 805
 Box 805
 1939 Committee Member's Number 1
 1940 Member's only Number 750
 1941 Member's only Number 299
 1942 Member's only Number 365

BROOKLANDS AERO CLUB BADGES

1933 Member's only Number 197
 1935 Member's only Number 108
 1936 Member's only Number 427
 1937 Member's only Number 218
 1938 Member's only Number 247
 1939 Member's only Number 275

BROOKLANDS MAC SCFC CPFC (AERO)

1936 Member's only Number 735
 1937 Member's only Number 657

OTHER BROOKLANDS BADGES

BARC Founder's silver badge hallmarked Sterling silver, Birmingham 1907
 BARC lapel badge Stamped 'PAT D1909'

Offered together with two standing brass framed display cases.

(Qty)

£14,000 - 16,000
 €16,000 - 19,000

It is understood that a majority of these badges were formerly the property of Aston Martin Works Driver, motoring author and book seller Eric Thompson, and were originally on display at the Steering Wheel Club in Brick Street. Some others that have been sourced to add to the collection are offered with provenance or written details of their acquisition.





72



68



63



76



67



62

62
A Rolls-Royce Springfield Spirit of Ecstasy mascot, nickelled bronze, marked 'Rolls-Royce Reg U.S. Pat.Off.' around the base, 16cm high, mounted on a display base.
£500 - 700
€580 - 810

63†
A Bentley Winged 'B' mascot, by A E Lejeune, British, 1923, stamped 'AEL' under base of 'B', nickelled bronze, smaller version of the mascot as fitted to 3-Litre and Speed Six models, 17cm wingspan, mounted on a turned wooden display base.
£500 - 700
€580 - 810

64
A large Stork mascot by Paitken, French, 1920s, signed, nickel plated hollow-cast bronze, 26cm long, mounted on a bronze radiator cap with radiator collar.
£500 - 600
€580 - 700



64



66



77



65



69



70



70



70



70



71

65

A fine Borzoi mascot, Austrian, circa 1925, cold painted bronze dog with red collar, 15.5cm long, with loose mounted wooden display base.
£500 - 600
€580 - 700

66

A good Elephant mascot by J. Carnie, French, 1920s, signed, nickel-plated bronze, 9cm long, on a black display base.
£500 - 600
€580 - 700

67

A replica Whisper mascot for Rolls-Royce, after an original design by Charles Sykes, marked 'Charles Sykes' to right side of base, chrome plated mascot depicting a draped female with her dress flowing behind her, 16cm high, mounted on a turned wooden base.
£500 - 700
€580 - 810

68†

A rare 'Goddess of Flight' mascot, American, circa 1915, unsigned, nickelled 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.
£500 - 800
€580 - 930

69

'The racers' car mascot by Henri Payen, French, circa 1925, signed, bronze with traces of nickel plating, 11.5cm long.
£500 - 600
€580 - 700

70

Four Aviation themed mascots, each chromed, mounted as deskpieces, comprising Spitfire, Lancaster Bomber, both 19cm wingspan and with painted roundels, a V-1 Flying Bomb, 15cm long, and a small bi-plane example, 9cm long (missing propeller), three with chromed display bases.
(4)
£600 - 800
€700 - 930

71

A Hawker 'Fury' biplane mascot, by A E Lejeune, British, circa 1935, stamped 'AEL' to rear of base, chrome-plated bronze, a representation of the famous inter-war single-seater front-line aircraft of the RAF, with rotating propeller and painted RAF roundels to wings and insignia to tail-plane, mounted on an ebonised turned wooden base, old repair to undercarriage, 18cm wingspan.
£600 - 800
€700 - 930

72

A fine 'Princess Mangbetu' mascot by Alexandre Caron (1857-1932), French, circa 1925, signed, well detailed bronze bust commemorating the Citroen 'Croisiere Noir' expedition in 1924-25, marked 46 to the rear, 11.5cm high, mounted on a two tiered marble display base.
£700 - 800
€810 - 930



73



74



75



78



79

73

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

€930 - 1,200

74†

An unusual 'Qilin' Mystical Creature mascot, circa 1910, unsigned, nickelled bronze, in the form of a Chinese mythical hooved beast with dragon's head and scaled body, 14cm high, mounted on a turned wooden display base.

£900 - 1,200

€1,000 - 1,400

75

An Elephant car mascot, by Franz Bergman, Austrian, 1920s, signed 'Nam-Greb' to rear of base, nickelled 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 - 1,700

76

A Rolls-Royce Silver Ghost Spirit of Ecstasy mascot, 1911-1914 type, nickelled bronze, signed 'Charles Sykes' to left of base and marked 'Rolls-Royce Limited Feb 6th 1911' around the base, 17cm high, mounted on a turned wooden base.

£1,200 - 1,400

€1,400 - 1,600

77^Y

A rare 'Le Petit Cambouis' mascot, by Barthelmy, French, circa 1925, signed, nickel plated bronze with ivory head and hands, 11 cm high, mounted on a radiator cap.

£1,400 - 1,600

€1,600 - 1,900

78†

A rare 'Spirit of Serenity' mascot, by P Marteau, French, 1920s, signed to base, nickelled bronze mascot depicting a graceful draped nude female with her robes billowing in the wind, 17cm high, mounted on a turned wooden display base.

£1,500 - 2,000

€1,700 - 2,300



80



81



82

79†

A 'Lucifer Golfing Society' car mascot, British, 1921, unsigned, nickelled bronze, depicting a pipe-smoking devil in plus-fours with golf club over his shoulder and caddy of clubs at his feet, engraved 'Lucifer Golfing Society' around the base, 11cm high, mounted on an early radiator cap.

£1,500 - 2,500
€1,700 - 2,900

In 1921 Sir Hedley le Bas and friends founded the Society, an exclusive private gentleman's club in London, limited to only 60 members rising to a limit of 100 in 1925. Members included Charles Sykes, Edward VII, George V, Edward VIII and the Duke of Edinburgh. In 1936 Charles Sykes became the Society's Captain.

80†

An Eagle mascot by Casimir Brau for Messier Automobiles of Paris, circa 1929, signed 'CBrau' to left side of base, nickelled bronze, in the form of an Art Deco style eagle taking flight from a hemisphere globe, 20.5cm high, on a turned wooden display base, offered together with photocopy period images of the Messier Cars show stand, showing the cars fitted with the mascots.

(2)
£1,500 - 2,000
€1,700 - 2,300

81†

A 'Toad of Toad Hall' mascot, by A E Lejeune, British, circa 1910, stamped 'A E L' to rear of base, finely detailed nickelled bronze mascot depicting the children's character from Wind in the Willows by Kenneth Grahame, dressed in motoring attire, 9.5cm high, mounted on a period radiator cap above a turned wooden display base.

£2,000 - 2,500
€2,300 - 2,900

82

A rare 'Satyr riding a goat' mascot by Bergman, Austrian, circa 1912, signed, 'Namgreb', the cold-painted polychromed bronze mascot mounted on a turned marble base, 16.5cm long.

£2,000 - 2,500
€2,300 - 2,900

83†

An Owl mascot, by Marcel Bouraine, French, 1920s, signed 'M Bouraine' to left side of base, nickelled bronze, in the form of an Art Deco stylised perched owl, 12cm high, mounted on a period radiator cap above a turned wooden display base.

£3,000 - 3,500
€3,500 - 4,100



83



84



85



86

84

A 'Butterfly Girl' glass mascot, Czechoslovakia Art Deco mascot in satin glass, retailed in United Kingdom as Red Ashay, depicting a standing female in long dress with wings outstretched behind her, 20cm high overall, chips to wing tips and left upper wing, mounted with rubber base, together with an original Red Ashay marked chrome-plated illuminating mount complete with lighting socket.

(2)

£700 - 900

€810 - 1,000

85†

A fine 'Chrysis' glass mascot, by Rene Lalique, French, introduced 21st March 1931, stencil etched 'R.Lalique France' under base, in satin glass depicting a backward leaning female nude with her hair flowing behind her, 18cm long.

£3,000 - 4,000

€3,500 - 4,700

86

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.

£700 - 900

€810 - 1,0



87†

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



89

Three signed items relating to Fangio, 'Birmingham on the Streets 1980' and 'The Dubai Classic Grand Prix 1981', comprising a photograph depicting Fangio at the Birmingham event and signed by him at the Dubai event, 25 x 39cm, mounted, framed and glazed, two signed programmes from the associated Grand Prix Ball events, each with multiple signatures of racing drivers, mounted, framed and glazed.

(3)

£600 - 800

€700 - 930

90

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 - 810

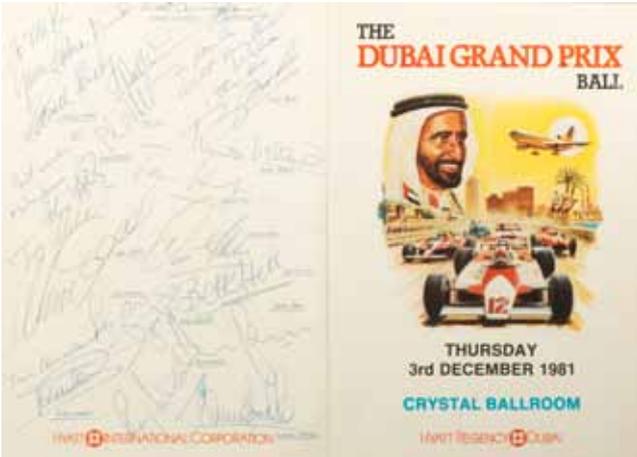
91

Signed pre and post-war race driver items, comprising period signed postcards of Hans Stuck and Rudolf Hasse in Auto Unions, a signed portrait postcard of Manfred von Brauchitsch, a signed pit-stop photograph of Paul Pietsch in Alfa Romeo, a large monochrome startline photograph of the 1970 British Grand Prix, signed in blue marker by starters Jackie Stewart, John Surtees, Jack Brabham, Andreas de Adamich, Clay Regazzoni and Jacky Ickx, and a signed 1968 Monza startline printed image signed by Brabham, Stewart, Surtees, Chris Amon, Ickx, Derek Bell, and David Hobbs.

(6)

£600 - 800

€700 - 930



92

A folder of 1950s Grand Prix race driver signed images and related ephemera,

including a signed photograph and four signed race images of Fangio in Alfa Romeo at Monaco 1950, Swiss GP 1950, and German GP 1951, three signed images of Villoresi in Ferrari at Swiss GP 1950, 1951 and 1953, two images of de Graffenried in Maserati at Swiss and Italian GP 1952 and 1953, Trintignant in Gordini at Italian GP 1953, and Moss in Cooper Alfa at Italian GP 1953, each signed by the driver, together with unsigned German race programs for Nurburgring Eifelrennen 1950, 1951 and 1952, stewards armbands for 1950 and 1953 German GP, several race tickets, and other related German press articles, magazines and ephemera.

£1,000 - 1,500

€1,200 - 1,700



93

Eight photographs of George Eyston,

monochrome, comprising an image of Eyston at the 1933 Mille Miglia with various race drivers including Count Lurani, Earl Howe, and Henry Birkin, mounted, framed and glazed, five unframed photographs of Eyston in MG Magnette at 1934 British Empire Trophy Race including one of him being presented with the Trophy banner by Prince Bertil of Sweden, a portrait image of Eyston at the wheel, with blacked out background, and a colour photograph with accompanying negative of Eyston in a Bugatti with Kay Petre in an Austin at the 1961 Oulton Park demonstration event.

(9)

£500 - 600

€580 - 700

89

F1 & Motorsport Memorabilia

88

A good collection of F1 race driver signed photographs, 1970s-90s, mainly colour and monochrome photographs and some printed images of various sizes, some mounted on black card, portrait and race images of post-War drivers in the cars at various GP and other events, each signed by the relevant driver and including Ayrton Senna, Jack Brabham, Niki Lauda, Michael Schumacher, Jean Alesi, Rubens Barrichello, Mark Blundell, Tony Brooks, Dan Gurney, Ricardo Patrese, Brian Redman, Jody Scheckter, Jackie Stewart, John Surtees, Alain Prost, Fangio, Phil Hill, Luigi Villoresi, de Graffenried, and many others.

(Qty)

£600 - 800

€700 - 930



95



96

94

Three George Eyston signed items, comprising a 1933 Christmas card, with gilt lettering and hand-coloured illustration after Bryan de Grineau for Eyston of a 1933 Brooklands racing scene, signed in black ink by Eyston, 16 x 35cm, a large monochrome photograph of Eyston in the MG at Brooklands 1934, 88 x 66cm, mounted with signature of Eyston in red ink, both display mounted, framed and glazed, and a small 5" x 7" photograph of Eyston in the Panhard 8C at the 1932 British Empire Trophy, signed by Eyston in black ink and dated 1932.

(3)

£600 - 700

€700 - 810

95

Albert Denly's race goggles and two armbands for 1933, comprising a pair of 1930s Triplex Model FWT race goggles, with fur lining, tinted lenses and elastic strap, in original case, as used by Denly, his 1933 BRDC British Empire Trophy 'Pit Staff' orange armband, his 1933 RAC Mannin Beg Race 'Spare Driver' blue armband, a 1932 MG Car Company luncheon invitation to Denly, a 1931 2-page George Eyston signed letter on headed paper from Eyston to Denly regarding his attendance at later events, two race photographs, of the 1933 Mannin Beg event featuring Eyston in the MG, one framed and glazed, and two photographs of the 1934 Mannin Beg event, also featuring Eyston in the MG.

(10)

£600 - 800

€700 - 930

Albert Denly was George Eyston's mechanic and co-driver at various 1930s events including the 1933 Mannin Beg race.



94



94

96

A collection of George Eyston Land Speed and Record Breaking memorabilia,

relating to pre and post-War speed records, including a signed photograph of Eyston at Utah 1954 in his 12-hour speed record MG, a 1938 'Visit to Fort Dunlop' dinner menu, signed by Eyston and employees of tyre suppliers Dunlop, several photographs of the Dunlop tyres used in the attempt, a signed greetings card with image of the record breaking MG Magnette, two photographs of Eyston in his 1930s class winning record MG cars, one mounted with Eyston signature, framed and glazed, a signed letter from Eyston to Woolston Works 1943, a 1947 press photograph, a 1938 RMS Queen Mary celebratory dinner menu, a United Airlines crew luggage tag for Utah, and a 1974 Castrol commemorative, book.

(Qty)

£800 - 1,000

€930 - 1,200



97



102



98



99



101



103



104

97
A multiple signed Everoak helmet, late 1950s, open face white Rexine helmet with peak, cork lined, with signatures of drivers and team members including, John Surtees, Jackie Stewart, Martin Brundle, Tony Brooks, Jean Alesi, Derek Bell, Brian Redman, Christian Horner, Adrian Newey, Jackie Oliver, and other signatures.
£500 - 700
€580 - 810

98
A multiple signed Bell Star helmet, 1970s, in white with clear visor, with signatures of drivers and team members including, Stirling Moss, John Surtees, Tony Brooks, Martin Brundle, Tom Kristensen, Gerhard Berger, Derek Bell, Brian Redman, Andy Priaulx, Emanuele Pirro, Christian Horner, Hans Herrmann, and other signatures.
£500 - 700
€580 - 810

99
A pre-War Racing crash helmet by Cromwell, 1930s, shellac and fabric composition shell with peak, leather side and neck protection and cloth lined interior, together with a celluloid visor by Jefco with elastic strap, originally owned and worn by Brooklands driver A R Samuel, and a contemporary period sepia photograph of the driver wearing the helmet driving his Monoposto Supercharged MG circa 1935.
(3)
£500 - 600
€580 - 700

100
An original pair of Cigogna racing goggles, by G Ratti of Torino Italy, circa 1950, nickel-plated vented frames with lenses and adjustable bridge-piece, with white sorbo-rubber protective surround bearing manufacturer's details, and with wide elastic strap with adjuster buckle, offered together with a signed photograph of Karl Kling as Mercedes-Benz Team driver wearing a pair of similar goggles circa 1954, 15 x 10cm.
(2)
£500 - 600
€580 - 700

101
An early post-War Herbert Johnson race helmet, circa 1958, fibre-glass shell with three-piece webbing side and neck protection, original finish in dark British Racing Green with matching detachable peak and leather fitted celluloid visor (cracked), originally owned and worn by amateur driver Max Werner, driving Jaguar cars during the late 1950s and early 1960s, contained in part of original box, together with his leather racing fingerless gloves and a framed photograph of the driver in an E-Type at a speed event, some loss to paint on helmet and gloves worn and distressed.
(6)
£600 - 800
€700 - 930

102
A multiple signed Everoak helmet, late 1950s, open face helmet with peak, cork lined, with signatures of drivers and team members including, Stirling Moss, John Surtees, Tom Kristensen, Derek Bell, Bobby Rahal, Martin Brundle, Brian Redman, Adrian Newey, Christian Horner, and other signatures.
£500 - 700
€580 - 810

103

A multiple signed helmet by Slazenger, Offered on behalf of The Henry Surtees Foundation, white with peak and black stripe, white leather neck protector and strap, applied with stickers, signed in black marker by various drivers including John Surtees, Emerson Fittipaldi, Stirling Moss, Stuart Graham and others.

£500 - 700
€580 - 810

Proceeds from the sale of this Lot will be donated to The Henry Surtees Foundation (Registered Charity No.1137388)

104

A replica of Jim Clark's 1963 'Everoak' Racemaster helmet, modern construction, hand-made by the original maker of Jim Clark's helmets to the same standard and using the same materials where available, fitted with a period white vinyl peak, offered for sale with a bag and modern box.

£1,000 - 1,500
€1,200 - 1,700

Jim Clark's Everoak helmet for the 1963 season was hand-made by Everitt Vero, of Everitt W. Vero & Co. Ltd, Hat, Cap and Helmet Manufacturers.

105

Jacky Ickx's 1976 Grand Prix season and Le Mans winning race helmet, by Bell, in black with white trim, bearing Marlboro sponsor's logo to front and 'Jacky Ickx' script to each side, size 7¼, fitted with green-tint visor, with light brown padded interior and bearing safety stickers, race-worn throughout the season at various GP races by Ickx driving the Wolf-Williams FW05 and the Team Ensign N176, at endurance events in the Porsche 935 and to victory in the Martini Porsche 1936 at Le Mans 24-Hour event, showing signs of race-wear and loss and deterioration to foam padding.

£1,500 - 1,800
€1,700 - 2,100

Formerly from the Peter Ware Collection.

Miscellaneous & Fine Items

106

Registration number 'W 1131', held on V778 Retention Document, expiry date 24/06/2014.

£3,500 - 4,500
€4,100 - 5,200

107

A Ferrari 275 Long Nose glass deskpiece, by Daum, moulded crystal half profile, engraved 'Daum France' to left side of base, 23cm long.

£500 - 700
€580 - 810

108

A bronze sculpture of a racing car, German, circa 1920, nickel plated, with good detailing, mounted on a pink marble base, 31cm long.

£1,800 - 2,200
€2,100 - 2,600



105



108



106



107



112 (detail)



109



109



111



110

112

109

A rare silver-cased 'Bugatti Wheel' travel watch, by Mido, Swiss, 1920s, the .935 continental sterling silver case, in the form of a Grand Prix Bugatti wheel and tyre with diamond-patterned tread, marked 'Mido' to hub, with discreet catch releasing cover, hallmarked to inside and with Swiss Brevet mark 84, revealing separately hinged watch, numbered 293859 to rear of case, with Swiss movement and 3-o'clock winder, with silvered dial marked 'Mido verynew', luminous Arabic numerals and subsidiary seconds dial, in working order, 43mm diameter, and with dark-brown glace-kid leather protective cover.
£3,000 - 4,000
€3,500 - 4,700

110

A silver-plated Alfa Romeo radiator cigarette case, 1920s, in the form of a 1750-type radiator engraved with grille decoration to both sides, raised badge and button-catch radiator cap opening to interior with one elastic strap (one missing), the inside edge of the lid stamped 'Rd/14320', EPNS', and 'Northwood Plate', 9.5cm high.
£600 - 700
€700 - 810

111

A souvenir of VW production presented to Captain Bryce, 1946, turned wood and stainless steel construction, the top with 'Beetle' symbol, the collar engraved 'Capt. Bryce v. Produktionsleiter Huland. 1946', 11cm high.
£500 - 600
€580 - 700

Captain Bryce was a metallurgist and Inspection Officer for British military vehicles and along with Colonel Charles Radclyffe, Major Ivan Hirst and Colonel Michael McEvoy, was part of the deployment team sent by the British Military to commandeer and oversee operations at the Volkswagenwerk KDF factory in Wolfsburg after the end of World War II. Bryce was responsible for quality control and was experienced in fault-finding techniques at the Wolfsburg Factory. It is believed that Bryce, Hirst, Radclyffe and McEvoy were each presented with such a souvenir as offered here today.

This military deployment team are credited by motor historians and enthusiasts as being instrumental in reviving the post-War production of the car that become known as the 'Beetle'.

Bonhams sold the original German Volkswagen 'Beetle' blueprints associated with this immediate post-War operation at the December Sale at Mercedes-Benz World, at Brooklands on 3rd December 2012 (see Lot 43)

112

A sterling silver ceremonial key presented to Douglas Bader, 1957, hallmarked Birmingham 1957, by H Pidduck & Sons, 10.5cm long, the bow inset with enamelled disc mounted with miniature silver Spitfire badge to one side, the other side engraved with presentation details 'Presented to Gp. Capt. D.R.S. Bader. C.B.E., D.S.O., D.F.C., On the Occasion of His Opening the Mitchell Memorial Youth Centre Stoke-on-Trent 28 October 1957'.
£550 - 750
€640 - 870

The Mitchell Memorial Youth Centre was opened in memory of Reginald Joseph Mitchell (1895-1937), designer of many aircraft, fighters, bombers and flying boats including the Supermarine S6b and the Supermarine Spitfire.

113

A BARC Brooklands 1921 90mph Short Handicap winner's sterling silver trophy, twin handled trophy by Charles & Richard Comyns, hallmarked London 1921, the bowl with fluted lower section and complete with lid with finial, engraved with BARC Brooklands emblem to one side, the other side engraved with race details '90 M.P.H. Short Handicap - 1st Prize - 21st September 1921', measuring 29cm high overall and weighing approximately 2.05kg including lid.
 (2)
£1,000 - 1,500
€1,200 - 1,700



115



113



114



123



116



117

Race records suggest that this trophy was awarded for victory in the Autumn event to a Mr W G Brownsort driving an A.C., beating a Mr Brooks in an H.E. (Herbert Engineering) 14/20, and a Mr Sydney Cummings in a Coupe de l'Auto Sunbeam, into 2nd and 3rd places respectively.

114

A BARC Brooklands 1921 100mph Long Handicap 2nd place sterling silver trophy, twin handled trophy by Charles & Richard Comyns, hallmarked London 1921, the bowl with fluted lower section and complete with lid with finial, engraved with BARC Brooklands emblem to one side, the other side engraved with race details '100 M.P.H. Long Handicap - 2nd Prize - May 16th 1921', measuring 25cm high overall and weighing approximately 1.43kg including lid.

(2)

£700 - 900
€810 - 1,000

Race records suggest that this trophy was awarded for 2nd place at the Whit-Monday race to a Mr A Noble driving an Anzani-engined A.C., behind a Mr McVicar in a 2.3-Litre Waverley in 1st place, and beating Major Henry Segrave to 3rd place in the 3-Litre Sunbeam.

115

A large Bohemian blue glass goblet dedicated to Major Henry O'Neil de Hane Seagrave (sic) in recognition of the World Land Speed Record of 203.79 mph at Daytona Beach, Florida in 1927, the goblet with spiral fluted foot, cut-lozenge knob stem and slice-cut bell form bowl with panel cartouches engraved with details of the record and to the reverse an engraved image of the 1000 Hp Sunbeam car, 9¼ in high.

£1,500 - 2,000
€1,700 - 2,300

On March 29, 1927, Sir Henry Segrave drove his 1000Hp Sunbeam across one measured mile of Daytona Beach sands at 203.79 miles an hour. That was the fastest any human being had ever travelled on land.

116

A scarce 'Mable Lucie Atwell' OKT42 teapot by Sadler, British, 1930s clear glaze applied with transfer prints depicting childhood images, with orange painted highlights, complete with lid, 22cm long.
£600 - 800
€700 - 930

117 ◇

A twin bladed wooden propeller for 140Hp Hispano-Suiza engined SPAD VII, February 1915-July 1915, the hub marked RH Tractor S 7, D2450, P2132, fitted with eight round-head nuts, 215cm long.
£700 - 900
€810 - 1,000



118



120



119



119



121

118 ◊

A 'Brooklands Totalisator' arcade amusement 'one-arm bandit' machine, 1930s,

cast aluminium cased front with wooden cabinet, featuring decorative circular racing car motif design and with 'Brooklands' race car sign to top, with triple-drum mechanism in working order operated by single pull-down lever, and with several One Penny coins for operation, with replacement back cover, 67cm high.

£1,200 - 1,500

€1,400 - 1,700

119

A Pair of Bronze Busts of Frederick Henry Royce and Charles Stewart Rolls, specially commissioned by Rolls-Royce Motors Ltd to commemorate the 75th Anniversary of their meeting in 1904, the busts are models of the bronzes produced in 1934 by William McMillan R.A. and are limited edition numbers 17, each 21cm high, mounted on a turned wooden base.

(2)

£500 - 700

€580 - 810

120 †

A fine sterling silver '1929 Le Mans Bentley' radiator hip-flask, by Bentley, 1997, hallmarked London and with Bentley mark under base, in the form of a 4½ Litre Bentley radiator as fitted to the racing Bentleys in the 1929 24-Hour event, complete with stone-guard grille, black enamelled Winged 'B' badge and with quick-release type radiator cap lid, 14cm high, complete with original box, velvet draw-string bag and booklet.

£3,000 - 3,500

€3,500 - 4,100

121

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 - 810

122 †

A Racing Car bronze plaque, by J Martel, French, 1920s, nickelled cast bronze, rectangular plaque with Cubist style design in relief of a speeding vintage race car with driver, signed 'J Martel' to lower right corner, 14 x 43cm, mounted to a wooden display plaque.

£2,000 - 2,500

€2,300 - 2,900

123

A rare pink glaze Sadler OKT42 teapot, complete with lid, 22cm long.

£600 - 800

€700 - 930



124

124
Sir Charles Wakefield's Bentley Motors Ltd cigar humidor, circa 1931,
 in Art Deco style, constructed to be built into Lord Wakefield's Bentley when it was upgraded by the Mayfair Carriage Co. of London, constructed from boxwood, maple and mahogany with engraved Bentley winged 'B' emblem set in to the lift-up lid, revealing upper level with compartments for cigars, cigarettes and other smoking paraphernalia, and with lower drawer with two Bentley motif handles opening to fitted lower section with side felt-lined compartment with boxwood and mahogany lid with Bentley emblem, and other compartments for various smoking accessories, one with wooden pipe-holder, 51cm wide, 20cm high.
£3,000 - 4,000
€3,500 - 4,700



125

125
Bernard Rubin's Bentley tool box,
 formerly the property of the 1928 Le Mans Winner and co-driver with Woolf Barnato in the 4½ Litre, and 'Bentley Boy', constructed from oak by S Smith & Sons (Motor Accessories) Ltd of Cricklewood, with lid and detachable front panel opening to reveal interior with graduated drawers for tools and smaller spare parts, with Bentley motif engraved 'B. Rubin - Queensland' to the lid with Winged 'B' motif to the front panel, 51cm wide x 37cm high, complete with two keys.
 (3)
£3,500 - 4,500
€4,100 - 5,200

Originally part of the Sir Charles Wakefield collection.



122



126 (detail)

126

126 ◊

A superb Maserati 250 F bronze by Chris Davis, limited edition number 5 of 5, signed and numbered, depicting Fangio driving the Maserati 250F to his famous win at the Nürburgring on August 4th 1957, on a stylised Maserati Trident support, mounted on a polished granite base, 55 x 50 x 37cm (l x h x w),

32 kilos weight.

£5,000 - 7,000

€5,800 - 8,100



127

127 †

A fine 'Roi du Volant' (King of the Steering Wheel) bronze motoring wall plaque, by Huguenin, French, 1922,

circular bronze plaque with design in relief of a motorist in leather helmet and goggles at the wheel of his Veteran motorcar, with cast signature and deposee mark 'Huguenin DEP' to lower right edge, 24,5cm diameter, mounted to original square wooden plaque with carved edging, bronze studs to three corners and title plaque to upper corner, measuring 36cm overall, the reverse bearing original sales labels dated 21st November 1922.

£1,500 - 2,000

€1,700 - 2,300



158

154

130



149

141

142

Picnic Sets & Luggage

128†^Y

A fine crocodile skin vanity case with sterling silver accessories, by Drew & Sons of Piccadilly, London, 1904, dark green crocodile skin case with handle, nickelled locks and catches, with impressed monogram 'A.A.W' to lid, opening to reveal dark green watered silk lined interior, fitted with full complement of bottles and jars of assorted sizes with silver monogrammed lids, four silver handled clothes and shoe-brushes with impressed dark-green leather covers, leather cased jewellery and matches box, mirror, plastic comb, small address book, manicure set with silver accoutrements, and silver cased hair-tongs heating apparatus, with the silver tongs, shoehorn, button-hook, glove-stretchers and leather notebook, housed behind straps in the lid, the silver clasp engraved with maker's details, all pieces clearly hallmarked Drew & Sons, London, 1904, the case 43cm wide.

£1,500 - 2,500

€1,700 - 2,900



128

129†

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.

£500 - 800

€580 - 930



129

130

A Louis Vuitton 'Alzer Anglais' suitcase, circa 1950, monogrammed LV pattern case with brass locks, catches, corners and rivets, leather handle and edges, opening to reveal beige lined interior with linen straps and buckles, lacking tray, 80 x 52 x 27cm.

£1,200 - 1,400

€1,400 - 1,600



131

131†
 A fine cased Coracle brand picnic set for six persons, by G W Scott & Sons, 1920s, black leather-cloth case, with brass handles, locks and catches, opening to reveal wicker framework interior fitted with large leather-covered vacuum flask, a large wicker-covered drinks bottle, a smaller milk bottle, three enamel based food boxes, four other food tins of assorted sizes, set of six stacking wicker-cased glasses, cups and saucers by Bisto, and ceramic butter and preserves jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 75cm wide, and complete with keys.
 £3,000 - 4,000
 €3,500 - 4,700



132

132†
 An Edwardian leather cased drinks and sandwich set for four persons, by G W Scott & Sons, circa 1911, honey leather case with leather handle, brass locks and catches, the lid and half fall-front opening to reveal red leather-cloth lined interior fitted with leather-covered Thermos flask, wicker-covered drinks bottle, nickelled spirits flask, set of four large and four smaller stacked nickelled beakers and a small salt jar, two Coracle ceramic-based sandwich boxes, and four rectangular enamel plates, the cutlery housed behind clasps in the fall-front, the case standing 35cm high and 51cm wide.
 £2,000 - 3,000
 €2,300 - 3,500

133
 A fine leather cased vanity set with sterling silver accessories, by Asprey of Bond St, 1939, light brown pigskin double-sectioned case, monogrammed 'C.A.', with canvas-covered leather handle, brass lock and catch, the fall-front lids opening to reveal watered silk lined interior, one section fitted with three bottles and three jars with engine-turned silver lids, silver handled clothes and shoe-brushes, and pigskin jewellery box and tray, with silver hand mirror and comb contained in the lid, all pieces hallmarked Asprey & Co, London, 1939, the other section with leather straps to interior, complete with brown canvas cover and offered with spare pigskin patch for monogram and original Asprey bill of sale dated November 1942.
 (4)
 £1,200 - 1,400
 €1,400 - 1,600



133

134†
 A fine cased Coracle brand picnic set for four persons, by G W Scott & Sons, 1920s, black leather-cloth case, with brass handles, locks and catches, opening to reveal grey leather-cloth lined interior with wicker framework fitted with leather-covered Thermos flask, a large wicker-covered drinks bottle, a smaller milk bottle, three Coracle ceramic-based food boxes, two other food tins, set of four stacking wicker-cased glasses, Bisto teacups and saucers, butter and preserves jars, and wicker-cased condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 67cm wide.
 £2,000 - 3,000
 €2,300 - 3,500

135

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.

£1,200 - 1,500

€1,400 - 1,700

136 ^Y ◇

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.

£1,500 - 1,800

€1,700 - 2,100

137 ◇

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.

£1,800 - 2,200

€2,100 - 2,600

138

A Louis Vuitton leather suitcase, circa 1900, dark brown heavy leather case with leather handle, with brass lock and catches, leather reinforced corners with copper rivets, opening to reveal beige linen lined interior with straps, lacking tray, bearing label to inside of lid and numbered 163716, travel labels applied to sides, some cracking and marks to leather, 71 x 45 x 22cm.

£1,200 - 1,400

€1,400 - 1,600

139 ◇

A travelling trunk, by Aux Etats Unis of Paris, circa 1900,

wooden case with cream covering, with brass sprung handles, locks, catches and corners, with wooden battens and leather edging, the lid with quilted lining, opening to reveal canvas lined interior, with maker's label to inside rear of lid and bearing printed number 94328, the case applied with travel labels and measuring 70cm wide, 51cm deep and 57cm high.

£1,000 - 1,200

€1,200 - 1,400



134



135



136



137

140
 A cased set of maps of Great Britain by Sifton Praed & Co Ltd 'The Map House', 1920s, comprising a set of four maps of England and Wales and a set of four maps of Scotland, the case 25.5 x 23.5 x 7cm, slight wear to case and some stitching loose.
 £500 - 600
 €580 - 700



140

141
 A Louis Vuitton vanity case, 1980s, LV monogram pattern case with tan leather handle and trim, zip fastening, opening to reveal beige lined interior with leather strap for jars and mirror inside the lid, 31cm wide, together with brass Louis Vuitton padlock and two keys.
 £500 - 700
 €580 - 810



143

142
 A Louis Vuitton attache case, circa 1960, LV monogram pattern case, with leather handle, brass locks and catches, opening to reveal beige lined interior, 39cm wide.
 £600 - 800
 €700 - 930

143
 Three items of Louis Vuitton luggage, 1970s, each with LV monogram pattern, tan leather handles and trim, comprising a large soft case with zip fastening, beige canvas interior with pockets, 70cm wide, a suit bag, made under license in USA, with rigid sides and leather covered base and upper and bearing 'saks fifth avenue' plaque, zip opening with dark brown canvas interior with straps, some scuffing to leather, 59cm wide, and a holdall with zip-fastening side sections, beige canvas interior and 'saks fifth avenue' label, 55cm wide, two with personalised initials 'K.W.A.'.
 (3)
 £700 - 900
 €810 - 1,000

144†

A fine cased Veteran tea set for four persons, by R W Forsyth Ltd. of Glasgow, circa 1905, honey leather case with nickelled lock and catch, and leather carrying strap, the lid, monogrammed 'B.C.A.' and fall-front opening to reveal dark green leather lined interior fitted with wicker-handled kettle and burner, cut-glass milk bottle, oil flask, two food tins, and gilt-handled bone china cups, with saucers, spoons and vesta case contained behind green leather straps in the fall-front, the case 33cms wide, complete with two keys.

(3)

£2,000 - 2,500

€2,300 - 2,900



144

145 ◇

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.

£500 - 700

€580 - 810



145

146†

A crocodile skin cased set of Bartholomew's road maps for England & Wales, circa 1907, light brown crocodile skin case with gilt tooling, with single handle to lid, gilt brass locks and catches, opening to reveal compartmentalised interior fitted with full set of 37 folded cloth-backed maps and a dark green leather-bound contour map of England book, complete with measuring wheel housed in the lid, the case 40cm wide.

£2,500 - 3,000

€2,900 - 3,500



146



147



148

147

A Veteran wicker-cased Coracle picnic set for four persons, with wicker handles and locking bar on chain, opening to reveal wicker framework interior fitted with two large wicker-covered bottles, a smaller milk bottle, a pair of Coracle ceramic based food boxes, four glasses, with ceramic plates housed behind leather straps in the lid, the case 53cm wide.

£600 - 800

€700 - 930

148

A Veteran wicker-cased Coracle picnic set for four persons, by B Altman & Co of London and New York, wicker case with nickelled handles, lock and catch, leather straps and buckles, with lid and fall front opening to reveal maroon leather lined interior with wicker framework fitted with wicker-handled copper kettle (repair to wicker), burner, two glass drinks bottles, two enamel-based food boxes, two other food tins, four stacking wicker-cased glasses, salt and pepper pots, three Bisto china cups (one cup missing), and rectangular enamel plates, with cutlery and vesta case housed behind leather straps in the lid (one knife missing), the case 83cm wide.

£800 - 1,200

€930 - 1,400



150

149

A Louis Vuitton steamerbag, circa 1950,

Vuittonite 'LV' monogrammed soft case with tan leather lower and upper trim with handle, looped strap and brass fittings, approximately 49cm high.

£1,000 - 1,200

€1,200 - 1,400

150†

A Veteran leather cased travelling drinks set, by Walther Thornhill & Co. of New Bond St, 1900-1905,

maroon leather case with impressed decoration, brass clasp, and leather carrying handle, with lid and half fall-front opening to reveal dark maroon leather lined interior fitted with pair of large and small glass decanters with shot-glasses as stoppers and with leather caps, with nickelled food box and brown leather cutlery pouch, the case 23cm high.

£1,000 - 1,500

€1,200 - 1,700



151

151

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.

£500 - 700

€580 - 810

152 ⋄

A rare and large 'Malle Commode' cabin trunk, by Au Depart of Paris, circa 1910,

wooden canvas-covered case repainted brown, with brass sprung handles, locks, catches and edge plates, with wooden battens and brown leather edging and corners, maker's plaque to each end, the lid with quilted lining and maker's plaque, with removable fall-front opening to reveal upper lift-out canvas tray, and five canvas drawers with leather handles, each with canvas straps to interior, with old repair and remains of original maker's label to inside of door, the case measuring 91cm wide, 58cm deep, and 65cm high.

£1,800 - 2,400

€2,100 - 2,800

153

A travelling shoe-case, by Aux Etats Unis of Paris, circa 1900,

the case with leather handle and reinforced edging, brass locks and catches, opening to reveal beige linen-lined interior with six compartments (two dividers later replacements), with elasticated curtains, 51cm wide, the case applied with travel labels.

£500 - 700

€580 - 810

153



154

A Louis Vuitton 'Alzer' suitcase, circa 1950,

monogrammed LV pattern case with brass locks, catches, corners and rivets, leather handle and edges, opening to reveal beige lined interior with linen straps and buckles, lacking tray, 80 x 52 x 22.5cm.

£1,200 - 1,400

€1,400 - 1,600

139

155

A travelling cased pet-bowl, by Goyard of Paris,

blue case with stencilled geometric design and reinforced edging, blue leather handles, chromed lock and catch, opening to reveal wooden interior fitted with pair of chromed bowls, the case 22cm wide, together with brown felt draw-string bag.

(2)

£600 - 800

€700 - 930



156

A suitcase by Hermes of Paris, 1940s,

beige vellum covered case, with leather handle and reinforced corners, brass locks and catches, opening to reveal yellow vellum lined interior with brown leather straps, the case applied with travel labels, 71 x 42 x 19cm.

£800 - 1,200

€930 - 1,400

157

A leather suitcase by Hermes of Paris, circa 1960,

brown leather soft-sided suitcase with rounded corners, leather handle, brass locks and catches, opening to reveal beige cotton lined interior with leather straps, 76cm wide.

£1,000 - 1,200

€1,200 - 1,400

158

A Louis Vuitton suitcase, circa 1960,

monogrammed LV pattern case with brass locks, catches, and corners, leather handle and edges, opening to reveal beige lined interior with linen straps and buckles, 60 x 50 x 17cm.

£1,200 - 1,400

€1,400 - 1,600

159

A suitcase by Hermes of Paris, circa 1940,

beige vellum covered case, with leather handle, reinforced corners, brass locks and catches, the lid opening to reveal vellum lined yellow interior with dark green leather straps, the case applied with travel labels, and measuring 75 x 44 x 20cm.

£1,200 - 1,400

€1,400 - 1,600

159



156



157

155

138

Toys & Models

160†

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

161

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)
£600 - 800
€700 - 930

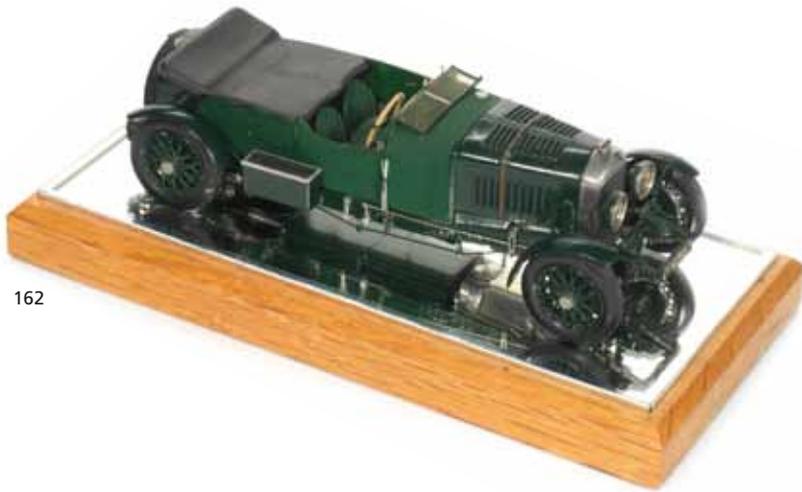
162

A finely detailed 1:24 scale model of 'YW 2557' the 1928/29 Le Mans Bentley 'Bobtail' 4½ Litre Works car, by Tony Dennis, 1980s, specially commissioned and based on a Wills Finecast white metal model, with various scratch-built modifications, including removable bonnet showing detailed engine, cloth-covered Vanden Plas coachwork, drivers compartment and upholstery, 'YW 2557' number-plates, and other race equipment to replicate the famed 'Bentley Boys' Works car, finished in British Racing Green, measuring 18cm long, mounted on a mirrored wooden display base.
£1,000 - 1,500
€1,200 - 1,700

'YW 2557' was driven by Dr Dudley Benjafield and Frank Clement in the 1928 Le Mans 24-Hour race. It was campaigned again at Le Mans in 1929, by Benjafield and Baron Andre d'Erlanger, finishing 3rd, competing again in the 1929 JCC Double Twelve Race at Brooklands, driven to 2nd place by S C H 'Sammy' Davis and Sir Ronald Gunter, by which time it was the only Works Bentley still wearing the 'Bobtail' coachwork and special lightweight modifications.

163

A fine 1:8 Scale Ferrari 156F1 "Sharknose" model by Javan Smith, handbuilt resin model of the exquisite "Sharknose" featuring the race number 4 of Wolfgang von Trips, with full cockpit detailing, hand cast pewter suspension components and wire wheels, 49cm long, mounted to a brushed steel display base with a silver Ferrari emblem and signatures of von Trips and the model-maker to the base, enclosed within a "Ferrari" etched Perspex display case, 58x 26 x 20cm overall.
£1,000 - 1,500
€1,200 - 1,700



162



163



160



161

164

A 1:8 scale model Ferrari 330P4 by Javan Smith,

scratchbuilt Ferrari TYPE P4, prototype, chassis number 0858 as entered for the 1967 Le Mans 24 Hour by SEFAC-Ferrari driven by Mike Parkes (GB) and Lodovico Scarfiotti (I), attaining second on distance covering 5180.590Km at an average speed of 215.858Km/h, mounted on a Perspex plinth with descriptive plaque, and enclosed within a display case, 60 x 27 x 20cm overall.

£2,000 - 2,200

€2,300 - 2,600



164

165

A 1:8 scale model Jaguar D-Type by Javan Smith,

an impressive scratchbuilt model of the 1955 Jaguar D-Type Works "Longnose", chassis number XKD504. This car was sold by the works to Ecurie Ecosse in 1957 and is depicted as the wrap around "single" screen version, and finished in the iconic Ecurie Ecosse Blue, mounted on a Perspex plinth with descriptive plaque, and enclosed within a display case, 60 x 27 x 20cm overall.

£2,000 - 2,200

€2,300 - 2,600



165

166

A 1:8 scale model Ferrari 250GTO by Javan Smith,

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

£2,500 - 2,800

€2,900 - 3,300



166



167

The Brian Bowden collection of ninety 1:43 scale models of Stirling Moss race cars,

comprising 62 handbuilt, modified and hand-finished resin, alloy, and white metal kits and 28 die-cast models by SMTS, Brumm, Pathfinder, Minichamps, Jade, Racing Models, and others, of Grand Prix, race and competition cars across the range of teams and manufacturers at various events as driven by Stirling Moss throughout his 1948-1962 prestigious career as a professional racing driver, including his first race in the Cooper F2 MkIII at Lake Garda 1949, 1950 & 1952 Montlhery Jaguar XK120, 1950 & 1951 Frazer Nash Le Mans Replica, 1951-1953 Le Mans and Mille Miglia Jaguar C-Types, 1954 British and Italian GP Maserati 250F, 1955 Argentina, British and Italian GP Mercedes-Benz W196 and Streamliner, 1955 Mille Miglia and Le Mans Mercedes-Benz 300 SLR, 1956 Goodwood and Le Mans Aston Martin DB3S, 1957 Bonneville Salt Flats MG EX181 Record Attempt car, 1958 British and Portuguese GP Vanwall, 1958 Argentinian GP Cooper Climax, 1958 Goodwood Aston Martin DBR2, 1959 Nurburgring 1,000km Aston Martin DBR1, 1959

Italian and Watkins Glen GP Cooper Climax T51, 1960 Nurburgring 1,000km Maserati Tipo 61 Birdcage, 1960 RAC Tourist Trophy and Nassau Ferrari 250 GT SWB Berlinetta, 1960 Monaco GP Lotus Climax 18, 1961 Laguna Seca Lotus 19, 1962 Daytona Ferrari 250 GT Berlinetta Speciale, through to his final race in the Lotus Climax V8 Special at Goodwood 1962, and the 1963 'If Only' Ferrari 156 Sharknose, each finished in race livery as raced by Moss and each complete with original box.

(90)

£5,500 - 6,000

€6,400 - 7,000

Moss raced from 1948 to 1962, winning 212 of the 529 races he entered, including 16 Formula 1 Grand Prix. He would complete in as many as 62 races in a single year and drove 84 different makes of car over the course of his racing career, including Lotus, Vanwall, Jaguar, Ferrari and Porsche. Like many drivers of the era, he raced in several formulae, often on the same day.

168 ◇

A fine 1:8 scale scratch-built model of the 1924 Grand Prix de Lyon racing Bugatti Type 35, by Art Collection Auto of France, 1990s,

limited edition, constructed from in excess of 700 steel, brass, and aluminium parts, featuring brass bodywork finished in three-coat pale blue paintwork, featuring hinged bonnet revealing detailed engine with wiring, radiator and driver's side stoneguards, with sprung suspension, the drivers compartment with hand-stitched leather seats, aluminium fascia with instrument panel, functioning steering, articulating gear-stick and hand-brake and other details, with solid rubber tyres set to removable 'artillery' style wheels with screw-in spinners, the model measuring approximately 46cm long and with imprinted signature P.Fontenelle to underside of the body.

£3,000 - 3,500

€3,500 - 4,100



168

169 ◇

A fine 1:8 scale 'one-off' scratch-built 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 cowling 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.

£3,000 - 3,500

€3,500 - 4,100



169

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



169 (detail)



170



170 (detail)

170 ◊

An extremely fine and detailed 1:8 scale scratch-built working model of a 1904 Mercedes Simplex Tourer, by Dr Hubert Hadethauer, 1993, one of a limited edition of 25 constructed by the renowned model-maker from in excess of 3,500 precision scratch-engineered brass, steel and copper parts, featuring moulded steel frame, coachwork and mudguards, brass axles fitted with wooden spoked wheels with rubber tyres, and with tempered leaf-sprung suspension, the hinged bonnet opening to reveal fully replicated cast iron, steel, brass and copper engine, cylinder block and manifold, with functioning sealed camshaft, pistons, valves and resistant clutch, all operated by a mains-powered 15V electric motor and reported as being capable of producing a speed of 10-15mph, the fully detailed driver's compartment complete with hand-stitched leather seats, working geared steering column with wooden steering wheel, and functioning clutch, forward and reverse gears in brass with sealed bearings, hand-brake and accelerator pedal, the whole finished in cream livery in three coats over primer, and with opening doors, collapsible leather roof, and illuminating brass head and sidelamps, the model measuring approximately 54cm long overall, raised on a mirrored base within a wood and glazed display case.
£9,500 - 11,000
€11,000 - 13,000



171

171 ◇◇◇

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, measuring 195cm long overall.

£5,000 - 6,000

€5,800 - 7,000

172

A Sunbeam 1,000Hp Landspeed Record clockwork tinplate toy, by Kingsbury, American, circa 1927,

representing the car driven by Sir Henry Segrave setting a new record, original bright-red painted finish with Stars & Stripes and Union Flag decals and rubber bumper and Sunbeam decal to front, with Dunlop rubber tyres, in working order, some playwear and scratches to paint, lacking driver and front grille, 47cm long.

£500 - 700

€580 - 810

173

A pre-War pylon tethered single-seat race car model, circa 1939,

polished aluminium streamlined bodywork with wire-mesh grille, mounted on a light-weight channel-section chassis and fitted with 'Glo-plug' mid-mounted motor with centrifugal clutch transmission to front-wheel drive mechanism, independent suspension, alloy-wheels and rubber tyres, and steering-wheel to cockpit, complete with fuel-tank and wire trip-off fuel switch, 44cm long overall.

£1,200 - 1,600

€1,400 - 1,900



172



173



174

174 ◇◇

A Ferrari 206 Dino child's pedal car, by Giordani of Italy, circa 1972, Le Mans based edition, new/old stock, unassembled, metal frame and moulded red plastic body, stirrup pedals, steering wheel, plastic wheels with spinners, and rear spoiler, featuring battery-powered working headlights, approximately 100cm long, offered together with original 1967 range catalogue, stickers, assembly instructions and fittings, and with original packing carton.
£500 - 700
€580 - 810



175

175 ◇◇

A Ferrari 156 Sharknose child's pedal car, by Morellet Guerineau, French, circa 1961, pressed steel body, finished in Rosso Corsa racing livery with Prancing Horse decals, with stirrup pedals, steering wheel and wheels with solid rubber tyres (right rear wheel lacking spinner), some weathering and play-wear, 110cm long.
£700 - 900
€810 - 1,000



176

176 ◇◇

A Ferrari Grand Prix child's pedal car, by Tri-ang, pressed steel body with chromed grille, finished in Rosso Corsa race livery with repainted number 8 roundels, with stirrup pedals, steering wheel, and fitted with solid rubber tyres (left rear wheel lacking spinner), some play-wear, 112cm long.
£500 - 700
€580 - 810



177 ♦♦♦

A superb scratch-built Ferrari 250 GTO child's car, approximately half-scale, hand beaten and rolled alloy sheet body over stainless tube chassis (fabricated from 56 metres of tube), chassis number '007' with rack and pinion steering, ventilated disc brake, 72 spoke wire wheels with pneumatic tyres, staggered widths front to rear, adjustable suspension on front for tracking camber, powered to rear axle by 49cc engine with electric start and centrifugal clutch, four working exhaust pipes, working lights, brake lights, dashboard lights and indicators, leather interior, full 'Beta' tool kit and many other features including opening bonnet, adjustable pedal length, finished to a very high standard. Approximately 220cm long, weight 60 kg, top speed 12 mph, can be driven by user up to 110cm in height, with room for similar sized passenger, seated in two leather upholstered bucket seats with 4 point belt system. Reverse powered by electric motor with directional switch disguised as gear lever with alloy gate. This fine child's car took approximately 650 hours to build.

£10,000 - 14,000

€12,000 - 16,000

178 - 199

No lots

End of Automobilia Section

Motor Cars

2.30pm

Further images of each
lot can be found at:
bonhams.com/20931



200

To be sold on behalf of Dyslexia Scotland

Jonathan Mitchell, '1969 German Grand Prix - Jackie Stewart in the Matra MS80'

Signed by the artist, oil on board, depicting Jackie Stewart in the Matra MS80 at the 1969 German Grand Prix at Nurburgring, 45cm x 65cm (17¾" x 26¾"), mounted, framed and glazed.

Dyslexia Scotland (Registered Scottish Charity No. SCO00951)

The painting was commissioned in co-operation with Dyslexia Scotland's President, Sir Jackie Stewart, in order to raise funds and awareness for Dyslexia Scotland. The painting has been donated by the artist, Jonathan Mitchell, and Bonhams will contribute the Buyer's Premium on this lot to the charity.

1969 German Grand Prix and Jackie Stewart's season

The 1969 German Grand Prix was the seventh round of an 11 race season held at the Nürburgring on 3 August 1969. Although Stewart led from the start, he was passed by Jacky Ickx in the Brabham-Ford BT26, and came home second. Stewart was to dominate the season, winning on six occasions, and thus securing his first of three World Championship titles.

£3,000 - 5,000

€3,500 - 5,800

No Reserve





201 1944 Willys Jeep

Registration no. 686 UXT
Chassis no. MB341332
Engine no. WOF 19065

Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype was up and running by 1940, meeting the Army's requirements apart from the engine, which was deemed insufficiently powerful. The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbour demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille. Fully restored in circa 2006, this Willys Jeep was purchased by the current vendor in 2006 and since then has been brought out on only a few occasions. Oil changes and basic servicing have been carried out by the vendor and the vehicle is described by him as in generally very good condition. There is a Military Vehicle Trust dating letter on file together with a couple of invoices, one of which is for the installation of a wiring loom to incorporate indicators and side lamps in the original housings, and to fit 6V halogen headlight bulbs, new reflectors and a new voltage regulator. Offered with MoT/tax to June 2014 and Swansea V5C, this would be ideal period transport for next year's Goodwood Revival meeting.

£12,000 - 15,000
€14,000 - 18,000



202 1959 Land Rover Series II 4x4

Registration no. USK 875
Chassis no. 141901773

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that continue to characterise the Land Rover today. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'. By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. The Series II's arrival also marked the standardisation of only two different wheelbase lengths - 88" and 109" - the Series I's 107" option being dropped. This Series II Land Rover on the 88" wheelbase has been the subject of a total 'last nut and bolt' rebuild. We are advised that the original bodywork has been restored and the engine transmission and running gear overhauled, while the interior is described as exemplary. Accompanying documentation consists of a Heritage certificate and a substantial quantity of receipts and expired MoTs.

£15,000 - 20,000
€18,000 - 23,000

203

1965 MGB Competition Roadster

Registration no. DNX 563C
Chassis no. G/HN3-56897
Engine no. 18G3/U/H7366

An early 'pull handle' model, but fitted with the stronger five-main-bearing engine rather than the original three-bearing type, this MGB roadster was purchased by the current vendor in 1991 and prepared for historic rallying. The car won the Safety Devices National Championship in 1995 and then, in 1998, was treated to a second full restoration at a cost of £13,000. Bored to 1,950cc and breathing via a Weber 45DCOE carburettor, the engine was built by Mass Racing Developments in 2005 and has not seen any competition use since completion. It is said to produce 141bhp, which is transmitted via a BL close-ratio, straight-cut, all-synchromesh gearbox to a limited-slip differential of 4.55:1 final drive ratio. Other specification highlights include a seam-welded bodyshell; brake cooling ducts; aluminium bonnet; both hardtop and soft-top; rally suspension with adjustable lever-arm rear dampers; up-rated half shafts; Brown & Gammons rally exhaust; twin ignition coils; twin fuel tanks; up-rated radiator; electric cooling fan; heavy-duty alternator; oil cooler; sump and tank guards; battery master switch; laminated windscreen; additional boot-mounted spare wheel facility, so that two spares can be carried; and twin Cibie spotlights. The interior is equipped with a full roll cage; 'long distance' rally seats; new OMP harnesses; navigator's foot-plate with air horn button; extended 'fly off' handbrake; plumbed-in fire extinguisher; Brantz twin trip meter; and a dashboard-mounted fuse panel. Offered with sundry restoration invoices, current MoT/historic vehicle category tax disc and Swansea V5 registration document. Most importantly, it also comes with its earlier FIA and FIVA papers, MSA stage logbook and BMIHT certificate confirming that this car is eligible for pre-1965 FIA events in all disciplines: rally (stage or road, both regularity and long-distance), race, hill climb and sprint.

£15,000 - 17,000

€18,000 - 20,000



204

1970 FIAT 500 Saloon

Registration no. TUX 109H
Chassis no. 110F 2575739
Engine no. 126 4028208

Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph. Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats and floor covering. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and recently was voted 'Sexiest Car' by the readers of *Top Gear* magazine. We are advised that this two-owner FIAT 500L enjoyed single family ownership in Italy before being hand picked by a specialist for a classic car collection in the UK. The car has been fitted with a 650cc Abarth-tuned FIAT 126 engine and is said to be easily capable of 80mph. Finished in yellow with original black interior, this unique FIAT 500L is described as in generally very good condition, with rust-free body, and offered with current road fund licence, MoT to 9th November 2013 and Swansea V5 document. The odometer displays a genuine total of only 60,696 kilometres (approximately 37,700 miles).

£5,000 - 6,000

€5,900 - 7,000

No Reserve





205 1963 Trojan 200 Cabin Cruiser

Registration no. 548 THN
Chassis no. SAB 11049
Engine no. 3-1077

Perhaps the biggest mystery concerning Ernest Heinkel's 'Kabine Cruiser' is how its creator got away with a design outwardly so similar to BMW's Isetta. Launched in 1956, the Heinkel used a 175cc four-stroke single-cylinder engine originally developed for a motor scooter. Production was discontinued in Germany in 1958 but continued in other countries, Ireland included, before the rights transferred to Trojan in the UK in 1961. Trojan had manufactured unconventional light cars in the 1920s/1930s and the acquisition of the Heinkel - marketed as the Trojan 200 - marked the company's return to motor manufacture after a break of 25 years. Around 7,000 right-hand drive Trojan 200s were built before the firm quit car production again in 1965.

The car offered here - known to its owners as 'Primrose' - was originally blue. Restored in 1990 and repainted Primrose Yellow, it was featured in an edition of *Practical Classics* magazine later that year. When the current vendor purchased the Trojan in 1998 it was in good mechanical condition but needed a re-trim and a fresh coat of paint. It was decided to completely restore the car in the same colour, using original seat trim materials but adding Wilton carpet instead of the standard rubber mat. A Trojan specialist rebuilt the engine and gearbox.



Since that time '548 THN' has won many awards including 'Best in Show' for three consecutive years at the Bristol Microcar Rally. In 2004 she won her class on the Concours stand at the Meguiar's International Classic Car Show, held at Alexander Palace. This event was open to all types of motor cars, not just microcars, and 2004 was the first time that a microcar had won in open competition. There have also been many appearances in magazines, books and even a 'Formula 1' cartoon by Jim Bamber in his book *'Pits 7'*.

We are advised that the Trojan's top speed of 55mph is surprisingly adequate in and around town, where speed limits have changed little over the years. With an advertised fuel consumption of 100mpg, it is one of the original 'economy' cars and a forerunner of the Mercedes Smart, which is also able to park nose to kerb.

Accompanying 'Primrose' is an extensive portfolio of photographs, bills, MoT certificates, tax discs and other memorabilia. Described as in superb condition, the car is offered with current MoT/tax and Swansea V5. A quantity of new spare parts is included in the sale.

£15,000 - 20,000

€18,000 - 23,000



206
1965 Austin A40 Competition Saloon

Registration no. BDV 660C
 Chassis no. A.A259-125505

This Austin A40 competition saloon was built new for the 2013 season using a 1964-manufactured example. So far, it has raced successfully twice, finishing 3rd in class at the Oulton Park full circuit in May (as well as winning the 'best presented' award) and 3rd in class again, and 12th overall out of a 36 car entry at the Brands Hatch Grand Prix circuit in July.

The heart of any car is its engine and this A40 is fitted with a full race A-Series unit bored out to 1,330cc and breathing via twin 1¾" SU carburettors conforming to the Goodwood St Mary's Trophy regulations. Other specification highlights include a big-valve MED Engineering cylinder head, Kent 'scatter' pattern camshaft and an LCB exhaust system. Power is transmitted to a close-ratio, straight-cut gearbox and thence to the rear wheels via competition half shafts.



The car also features a full Rae Davis Racing suspension set-up. Duplicating the arrangement used by last year's Goodwood Revival race-winning A40, it includes a rear 'A' frame, 1" front anti-roll bar, competition front springs, lowered rear springs, additional front suspension triangulation, and up-rated shock absorbers at front and rear. The wheels are Minilite-style aluminium alloy shod with Dunlop 'L' section 450 racing tyres. Other noteworthy features include a full internal roll cage with door bars, full harness seat belts (new this year), plumbed-in fire extinguisher, battery cut-out as per MSA regulations, and an external Aston fuel filler cap.

Finished in Primrose Yellow with red vinyl interior, the car is described as in generally very good/excellent condition, having contested only two races since completion earlier this year. Currently taxed and with Swansea V5C document, 'BDV 660C' comes with an only recently expired MoT (June 2013). The vendor tells us that a return to road legal tyres and the refitting of a horn would be all that would be required for the car to pass the next test. Here is an exciting opportunity to acquire an entry-level historic racing saloon possessing race-winning potential in the right hands.

£16,000 - 18,000
£19,000 - 21,000

207

1970 Aston Martin DBS Vantage Sports Saloon

Registration no. 777 GLR

Chassis no. DBS/5556/R

Engine no. 400/4464/SVC



The current vendor, an AMOC member, acquired this DBS Vantage in 1978, the Aston replacing his 3½-Litre Bentley. The DBS has served him very well over the years, being used for several long continental trips. Triple SU carburettors have replaced the original Webers, and other tuning modifications made, the result being a fuel consumption of 23.8mpg over these lengthy journeys and improved flexibility when dense traffic was encountered. It also has Lumenition ignition, this being arguably the most accurate and reliable electronic system available. Period 'extras' include a Halda Speed Pilot; Aston Martin centre armrest with storage compartment (not normally fitted); a then top-of-the-range Phillips AM/FM radio/cassette player with fitted microphone; four loudspeakers; and an electric aerial!

It also has a very good heater and there are Windtone horns for town, air horns for the motorway. Other noteworthy features include the later optional wiper control with adjustable interval delay; a flexibly mounted reading light over the rear seats; inertia reel seat belts; optional Lucas Square 8 under-bumper fog and spot lights; and a full stainless steel exhaust system. Some years ago the vendor fitted a special set of matched suspension springs giving a slightly lower ride height and better stability in cruising conditions and cross winds.

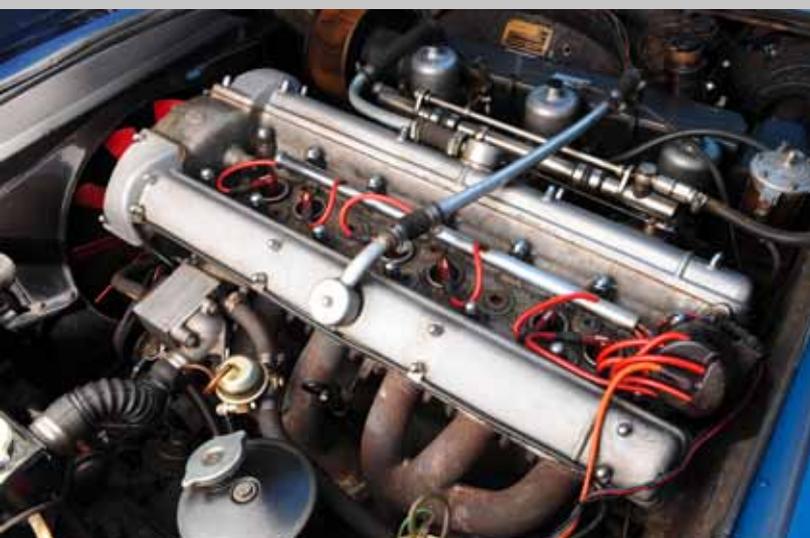
While in the vendor's care the Aston has never been left outside in rain or bad weather, enjoying a warm safe garage. Finished in Crystal Blue with matching leather trim, the car is not in top concours condition but its blemishes are very slight and it has won many awards in local shows, always attracting appreciative attention.

It stands on correct Avon tyres with at least 50% life remaining, while the five wire wheels could be described as undamaged, true and with reasonable chrome. In the last three months both front brake callipers have been overhauled and fitted with six new pistons and seals together with new discs and pads. '777 GLR' comes with an 'Aston Martin' fitted car cover and there is also a modern battery trickle charger in the boot. Boxed up, a quantity of useful spares and parts is included in the sale.

This DBS featured in the AMOC magazine a few years ago and is only being sold because the vendor, now in his 80s, is no longer on the best of health. Described as in generally very good/excellent condition, the car is offered with current MoT/tax and Swansea V5. It should be noted that although the odometer reads 39,627 miles, the actual distance covered is around 84,000 miles, indicating a change of speedometer at some time.

£40,000 - 50,000

€47,000 - 59,000



208

1970 Mercedes-Benz 280SE 3.5 Cabriolet

Registration no. BGP 11H

Chassis no. 111-027-22-000818

Engine no. 116-980-22-000487



'If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one.' – Car & Driver on the Mercedes-Benz 280SE 3.5.

The fact that the esteemed American motoring magazine felt compelled to remark on the 280SE's price is understandable, when one considers that at \$13,500 in 1970, it was not only \$3,500 more than that of the equivalent Mercedes-Benz sedan, but also more than double that of a Cadillac Deville Coupe!

The 3.5-litre version of the 280SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s and early 1970s, when the progressive easing of fiscal constraints, which had dissuaded customers from buying cars with large capacity engines, encouraged the German manufacturer to offer bigger, more potent power units. Thus, the ultra-luxurious 280SE Coupé/Cabriolet and 300SEL saloon were the models chosen by Mercedes-Benz to launch its magnificent new 3.5-litre V8 engine in 1969. Although the equivalent SEL saloon used the 'New Generation' bodysell, the Coupé and Cabriolet kept the elegant coachwork that had debuted back in 1959 on the 220SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmission, air conditioning, power windows and stereo radio as standard. Significantly, the 280SE 3.5 was to be the final model to feature this long-established and much admired body style, and today these last-of-the-line classics are highly sought after by discerning Mercedes-Benz collectors.

This automatic transmission 280SE 3.5 is finished in Navy Blue with Magnolia interior. One of 1,232 examples produced, the car comes with a copy of its factory data card confirming that it was completed in right-hand drive configuration for the UK market. Ordered with blue soft-top and electric windows, it is one of only 68 right-hand drive cabriolets produced by the factory, being first registered in London in June 1970 as 'BGP 11H'.

'Sound but tired' when acquired by marque aficionado Stewart Imber circa 2000, the car was treated to a bare-metal repaint at M&A Coachworks, Highgate, as part of a total restoration using new and genuine M-B parts. The interior was re-trimmed to 'Rolls-Royce' quality using correct-colour leather, and the engine and gearbox despatched to Germany by marque specialists TM Motors of West Molesey, Surrey (Tony Montalbano) for a thorough overhaul prior to refitting. Other noteworthy features include power-assisted steering, Behr air conditioning (sourced in the USA and overhauled in the UK) and fitted luggage from Germany. In October 2001 the Mercedes was bought at auction by one David Andrew Barany, passing in February 2011 to the current vendor, who is now reducing his collection prior to moving house. Only 9,000 miles have been covered since restoration. Described as in generally excellent condition, this rare and supremely elegant modern-era Mercedes-Benz is offered with current road fund licence, MOT to June 2014 and Swansea V5C registration document.

£120,000 - 140,000
€140,000 - 160,000



209

The ex-Ray Archibald, 1954 New Zealand International Grand Prix
1951 Jaguar XK120 3.8-Litre Competition Roadster

Registration no. to be advised
Chassis no. 660864
Engine no. W2768-7



This historic Jaguar XK120 enjoyed a distinguished competition career in New Zealand while in the ownership of the late Ray Archibald, and was driven by him in the 1954 New Zealand International Grand Prix at Ardmore.

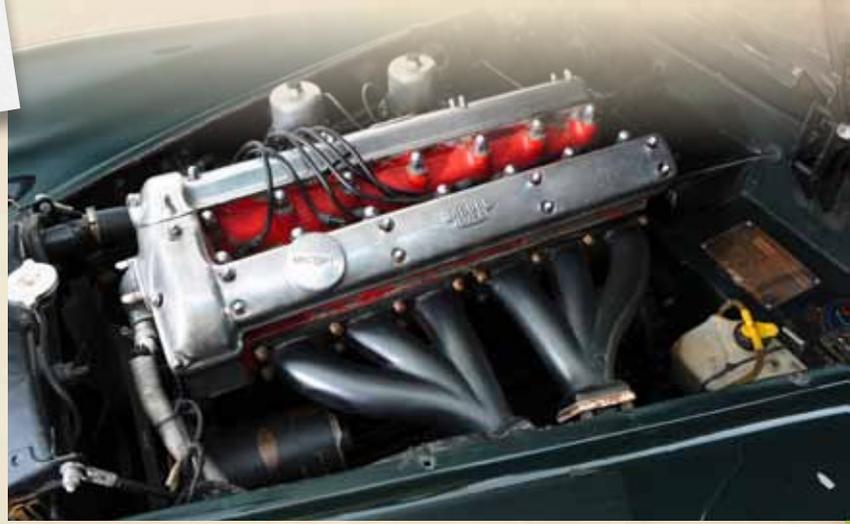
Ray's father owned a garage business and motor dealership in Christchurch, to which Ray returned after serving as a fighter pilot with the New Zealand Air Force in WW2. He had flown Kittyhawks and Corsairs escorting American bombers, battling with Japanese Mitsubishi Zero fighters on a daily basis. In peacetime, motor racing would provide Ray with some of the thrills of aerial combat. Archibald's Garage held Citroën and Jowett agencies and so he raced those at first before buying a two-year-old Jaguar XK120 – chassis number '660864', the car offered here. By this time Archibald's had been appointed Jaguar agents, so the move made good commercial sense, and even more so because at that time the XK120 was the world's fastest production sports car.

Chassis number '660864' had been completed in July 1951 and shipped to International Motor Sales in Wellington, NZ in September '51, though it was not first registered until February 1953. Its first owner, Miss Georgia Buchanan of Masterton, kept the car for only a few months and in May 1953 it was sold to Ray Archibald. On 9th January 1954 Ray and the by-now modified XK120 lined up on the fourth row of the grid at the Ardmore airfield circuit, coincidentally where Ray had undergone flight training in WW2, for the first ever New Zealand International Grand Prix. Genuine Grand Prix monopostos being in short supply in the Southern Hemisphere at that time, the race was also open to sports cars. Not that there were no entries of quality, for heading the time sheets in qualifying was Ken Wharton's supercharged BRM V16 Formula 1 car, which by lap five of the race had lapped all but eight runners.

A shower of rain saw the ultra-powerful BRM briefly off the track, the win eventually going to Stan Jones' Maybach Special with Wharton finishing second. Ray was running midfield when a stone punctured the Jaguar's radiator after 91 laps, and he was classified 15th after a pit stop. Archibald's Jaguar, which earlier that day had finished second in the sports car race, is the only XK120 known to have taken part in an international Grand Prix race.



AD Bell in '660864', Lady Wigram Trophy Race, 25 January 1958
Credit: 'The Jaguar XK120 in the South Hemisphere' Elmgreen & McGrath (www.jtpublications.com.au)



Ray raced the XK120 extensively, qualifying on the second row for the Lady Wigram Trophy at the eponymous airfield track a few weeks later. In the race the XK collected a puncture and after a visit to the pits finished sixth. The race was won by Peter Whitehead's Ferrari. Ray also raced the car at Dunedin and Mairehau, winning the 30-lap, 75-mile Hamilton Trophy handicap race at the latter circuit in 1955. A few weeks later at Dunedin, he qualified fastest and won the handicap race having started from 'scratch'. Other highlights included a second place in the sports car race and 11th in the main event at Wigram in 1956. Years later Ray recalled the '56 Wigram race as his finest achievement with XK, which had finished ahead of the Aston Martin DB3Ss of David McKay and Tom Sulman. His last competitive outing with the XK120 came at the Southbridge country roads course in 1956 when he set fastest lap and finished third on handicap. A detailed list of all races entered and results achieved is available.

Ray Archibald's performances had got him noticed by the factory back at Coventry, which supplied him with a C-Type cylinder head for the XK120. He went on to race a factory prepared Jaguar Mk2 3.8-litre saloon and C-Type sports racer in New Zealand with considerable success, having turned down the offer of a works drive in Europe.

In July 1957, '660864' was sold to W D Read Motors and raced subsequently by Alf D Bell of Palmerston. The Jaguar would go on to have numerous owners in New Zealand, all of whom are listed under its entry in *'The Jaguar XK120 in the Southern Hemisphere'* by John Elmgreen and Terry McGrath (page 244) together with details of various modifications made over the years. This exhaustively researched work states that in March 1998 the car was sold to Brian Wyness of Pukekohe and registered in his wife's name. Mr Wyness undertook extensive refurbishment including a bare metal re-spray and rebuilding the engine to 3.8 litres capacity complete with a Jaguar MkX straight-port cylinder head and 2" SU carburettors. By 2004 the car also had a Jaguar all-synchromesh gearbox, aero screens and a smaller steering wheel. At time of cataloguing, '660864' was at Don Law Racing for pre-sale tidying and preparation.

Back in 1982 the ex-Archibald Jaguar had been driven by Tony Gaze (one of the competitors in the 1954 Grand Prix) at the Ardmore Reunion Celebration. Following Ray Archibald's death in August 2010, Eoin Young writing in the New Zealand magazine *Classic Driver* published a full history of both the XK120 and its driver under the title 'Gentleman Jaguar Racer' (October/November 2010 edition, copy article available). Unique by virtue of its international Grand Prix history, this historic Jaguar XK120 would be an ideal car for Goodwood, the Mille Miglia and many other prestigious motoring events and venues.

£140,000 - 180,000

€160,000 - 210,000



210

1969 Rolls-Royce Phantom VI Limousine

Registration no. KXB 900

Chassis no. PRH4573



With development of its dependable six-cylinder engine nearing an end and facing competition from faster rivals in the United States market, Rolls-Royce turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, the new 6,230cc all-alloy engine graced the Rolls-Royce Silver Cloud II and Bentley S2 as well as the Rolls-Royce Phantom V. Alterations to the steering mechanism, now power-assisted as standard, were among the many modifications required to accommodate the wider engine in the existing chassis.

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 'PRH4573' was acquired by Genavco in 1990, who became its fourth keeper, and in 1994 passed into the ownership of the current vendor. Since acquisition the Phantom has undergone an extensive mechanical and body restoration to the highest standards, being refinished to the owner's own specification. A comprehensive record of this renovation is available for inspection together with the car's previous service history. Although standard externally, this car's interior is the work of Rolls-Royce coachbuilding specialists, S C Gordon Ltd.

'KXB 900' 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. The occasional seats have been deleted.

Expertly maintained in house regardless of cost, this unique and imposing limousine has covered only 17,000 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

€59,000 - 70,000



211

1966 Ford Lotus Cortina Mk1 Saloon

Registration no. JUX 450D

Chassis no. BA74FS59292



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 1st in class on the model's racing debut at Oulton Park on 20th September, with Trevor Taylor second. The following year the late Jim Clark, a supremely gifted driver who seemingly could do anything with any car, took the British Touring Car Championship driving a works-entered example. Clark's spirited driving of the Lotus Cortina, often cornering with only three wheels on the ground, will never be forgotten by those privileged enough to have witnessed it.

Lotus Cortinas dominated saloon car racing's 2-litre class, often challenging for outright honours. Works cars were driven by Clark, Graham Hill, Peter Arundell and Jackie Ickx, while Sir John Whitmore, driving an Alan Mann-entered Lotus Cortina, was European Touring Car Champion in 1965. After the axle change, the hitherto fragile Lotus Cortina proved a highly capable rally car, works driver Bengt Soderstrom winning the Acropolis and RAC rallies in 1966.

Built at the Lotus factory in Delamare Road, Cheshunt, Hertfordshire, in March 1966 and previously resident in the sunshine state of California, where it had only three owners in the Los Angeles area and was last licensed for the road in 1976, this left-hand drive example has been fully restored over the course of the last three years and is presented in commensurately excellent condition.

The original body/chassis was refurbished and repainted in 2010/2011, and the engine fully rebuilt, with original US specification SE camshafts retained, by leading twin cam specialists Throbnuzzle Racing of Shoreham-by-Sea, West Sussex in June 2012. In 2013, the transmission was fully overhauled and the interior renewed with totally authentic trim and fittings, while the electrics have been checked and components replaced with new as necessary.

We are advised that the car is essentially to original specification, right down to US-correct rectangular rather than oval Ford badge fitted to the wing, apart from having a pair of the preferred front quarter-bumpers, a rear blade bumper minus US market over-riders, radial tyres, UK-legal front/rear lights and a stainless steel exhaust system. Accompanying documentation consists of a photograph album and CD-ROM of images documenting all aspects of what has been a most comprehensive rebuild with diligent attention to detail; the original VIN tags; a written history of the car and its restoration; and the old State of California Certificate of Title.

Following a 1 July 2013 MoT test pass and the issue of a first certificate, this well presented 47 year old was UK registered for the first time with Swansea V5C and issued with an historic vehicle road tax disc. An inspection in the metal at Goodwood will confirm that this is an exceptional example of a left-hand drive Lotus Cortina road car, which, unusually, has never been raced or rallied.

£35,000 - 38,000
€41,000 - 44,000



212

The ex-Allan Ross, Eric Broadley M.B.E.

1959 Lola Mark 1-Climax Sports-Racing Two-Seater

Chassis no. BY-2



Millard Ripley and BY-2 at Bridgehampton, 1960
Credit: David Pratley collection



The triumphant Allan Ross & Eric Broadley with their winner's trophies, Stout Field Indiana, 1959
Credit: JEH collection



Eric Broadley, now 84, is the doyen of British specialist racing car constructors. Over many years his Lola Cars company reigned as the world's largest competition car manufacturer. This Coventry-Climax FWE engined Lola Mark I – considered by many to be the most definingly pretty and best-proportioned of all front-engined small-capacity sports-racing cars of the 1950s – was actually used in period by Mr Broadley himself, and it is a car which he bought back for nostalgic reasons many years ago, and it is now offered here direct from his long-term ownership.

While popular history suggests that Eric Broadley took the name for his initial 1172 Formula sports-racing special from the title of the song popular at that time "*Whatever Lola Wants, Lola Gets*", it was in fact coined by Eric's cousin Graham because, as he said, whatever Lola wanted, Eric got. Eric himself disliked the proposal and considered changing it, but other requirements took priority. With Eric himself driving, the Lola proved highly successful. His original intention had been just to design, build and race the prototype – he had no intention to build any for sale. For him this was a hobby, not a business opportunity. However, he soon bowed to pressure from would-be customers to build further cars for sale, small-quantity production supplying a growing club racing and International sporting market.

During 1959 Peter Ashdown became the leading driver in the 1100cc sports-racing car class, winning the BRSCC Sports Car Championship and shining in the ADAC 1,000Kms World Championship race at the Nurburgring in Germany, until Eric took over and ended their race in a ditch. Peter Ashdown also beat nothing less than Jean Behra's Porsche to win the Trophee'Auvergne at Clermont-Ferrand. His Lola Mark I-Climax proved the nemesis of the immense Lotus 11 brigade deploying the Colin Chapman-designed car which had dominated that category since its introduction in 1956.

Eric Broadley built the early Lola cars in sheet metal specialist Mo Gomm's workshop in Byfleet-this location being reflected by the contemporary Lola chassis number form, as in this fine example – serial 'BY-2' – later cars built in Bromley featuring the chassis prefix 'BR'. The Lola family of cars grew rapidly, with Eric Broadley introducing his first single-seater – the front-engined Formula Junior Lola Mark 2 for 1960, (which Peter Ashdown drove into second place in the Prix Monaco Junior) itself superseded by a rear-engined Lola Mark 3 for 1961. Backed by the Bowmaker finance house, Lola then built a Coventry Climax V8-powered Formula 1 car for multiple motor-cycle World Champion John Surtees – and veteran team-mate Roy Salvadori - to campaign in 1962, the Mark 5A Junior single-seater adopted similarly graceful, beautifully proportioned lines, and in 1963 Broadley launched the Ford V8 rear-engined Lola Mark 6 GT – from which the immortal Ford GT40 family would be derived with his early help.



Eric Broadley and BY-2 at home in Cambridgeshire, 2013
Credit: Michael Bailie/Octane

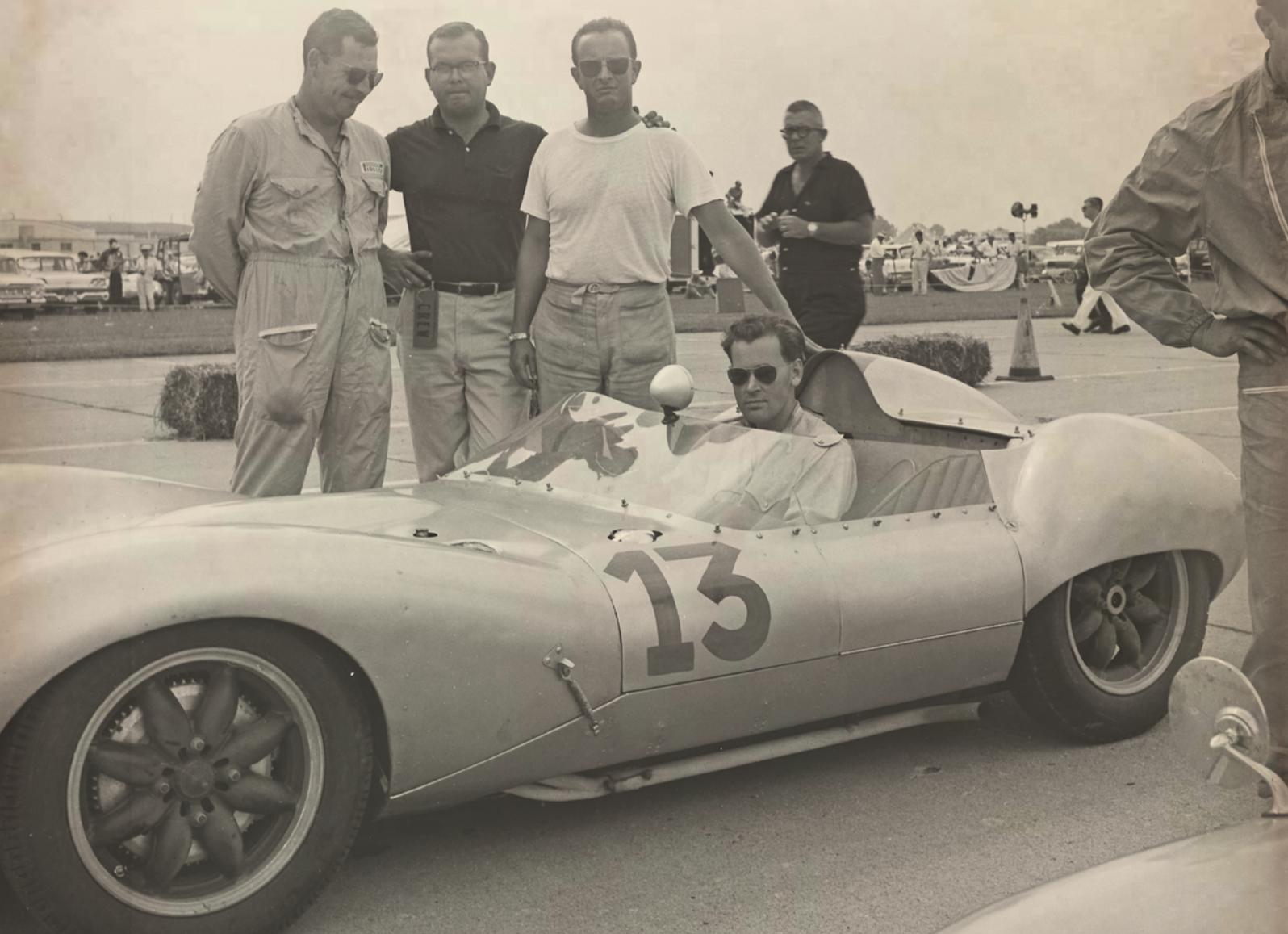
By 1966 Lola Cars Ltd was not only the world's largest manufacturer of specialist racing cars, but its products also won the Indianapolis 500-Miles (with the American Red Ball Special Lola-Ford T90 driven by Graham Hill) and the inaugural CanAm sports-prototype Championship. It has been said that Colin Chapman of Lotus always kept a very close – sometimes envious – eye upon what “Eric’s up to at Lola”, and that the Lotus 17 sports-racing car which he introduced to combat the Lola Mark I’s increasing grasp upon the 1100cc class suffered from a glaring design error. Upon a similar basis, Colin Chapman then made his next major mistake – the fragile backbone-chassised Lotus 30 Series 1 – in knee-jerk reaction to Lola Cars’ contract from Ford to participate in what became the Ford GT programme. In 1965 the definingly lovely Lola T70 emerged to contest unlimited-capacity Group 7 sports car competition. John Surtees won the inaugural CanAm Championship with the quasi-works T70 in 1966, and such success led to the T70 GT series and the enduring success enjoyed by so many owner/drivers ever since.

Within this context Lola competition cars as designed by Eric Broadley and his growing technical team repeatedly set widely acknowledged new aesthetic standards. The cars not only went well but absolutely looked the part. Pride of ownership amongst the Lola contingent has always been high...and it was the Mark I such as ‘BY-2’ now offered here which laid the legend’s firm foundation.

As ‘Autosport’ magazine reported on the 1959 Easter Monday Goodwood Chichester Cup race for 1100cc sports cars here: “This race was a Lola benefit: the marque’s first appearance as a works team could not have been more decisive, more impressive, or more complete as a victory. The three cars...” (Coventry-Climax-powered Lola Mark 1s) “...circulated as one, with never more than a length separating any of them, and all racing at great speed and well clear of the rest of the field...”.

That initial Lola works team comprised drivers Peter Ashdown and Peter Gammon, with private owner Michael Taylor in close touch until he spun – still recovering to finish third. The best-placed Lotus 11 in that momentous race could do no better than finish fourth, driven by Dick Prior, whom ‘Autosport’ complimented by emphasizing that he: “...had driven a very neat and orderly race, but was rather overshadowed by the fantastic Broadley designs”.

Driving his own Lola Mark 1 Eric Broadley became the first man to lap Brands Hatch short circuit in under one minute. Chassis ‘BY-2’ now offered here was built new as the fourth of its kind, emerging in 1959 when it became the first of the new breed to feature a fairing behind the driver’s head. The car was sold to Allan Ross - who soon after became Lola’s American agent - and passed through a number of amateur owner/driver’s hands achieving significant wins in SCCA National and Regional events.



Eric Broadley sitting in BY-2, Allan Ross (white T-shirt) and Burdette Martin (left), Stout Field Indiana, 1959
Credit: JEH collection

It was campaigned thereafter by three further US owners before – in 1985 – it was found by star driver Brian Redman in the States and Eric Broadley bought it back, purely for sentimental reasons. It is understood this is the very car in which Eric won a Stateside race at Stout Field aerodrome Indiana, on July 26, 1959.

As presented here the car is fitted not with the standard 1097cc Coventry Climax FWA 4-cylinder single-overhead camshaft engine but with the larger 1,216cc FWE Coventry Climax power unit, which is believed to have been refurbished in recent years. The Eric Broadley-designed multi-tubular spaceframe chassis is resplendent in his preferred shade of Valspar primrose paint – unlike the grey or black preferred by so many of Lola's rivals – in order to show up any potential cracking more effectively...perhaps rather than hide it...

Requiring recommissioning this is a superb and very original example of the Lola Mark 1, offered here with impeccable provenance, direct from many years' long-term ownership by its original designer and constructor, Eric Broadley - one of the most widely admired and best respected figures of not only the British motor racing scene but also the global motor sporting stage. Very few Historic racing cars can ever have boasted higher patronage – an accolade that is certain to benefit all of this delightful little Lola's future owners.

£80,000 - 120,000
€94,000 - 140,000

213
No lot



214

1959 Aston Martin DB MkIII Sports Saloon

Registration no. WLC 430

Chassis no. AM300/3/1789

Engine no. DBD/1311



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

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

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

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

Its accompanying copy order form reveals that chassis number '1789' was delivered new via Aston Martin agents Brooklands Motors and first owned by the Arnhem Timber Co Ltd of Moorgate, London EC2. The colour scheme is recorded as Snow Shadow, which now has a black leather interior, and the car came equipped with disc front brakes, Alfin rear drums and an overdrive unit. It is also fitted with the optional twin outlet exhaust system.

Previously owned by an AMOC member in the UK, 'WLC 430' was purchased from a Mr Chris Drake in London in 1995 and since then has resided in Belgium with the current owner. We are advised that the car was restored in the UK by marque specialists JMB Services (date not specified), the work including renovation of the bodywork, mechanicals and engine. Since acquisition the owner has continued to maintain the Aston in very good condition and is only selling it to concentrate on his collection of pre-war cars. Accompanying documentation consists of sundry restoration invoices, old-style logbook and Swansea V5.

£110,000 - 140,000
€130,000 - 160,000



215

Single family ownership since 1963; 32,000 miles from new **1961 Jaguar E-Type 3.8-Litre Series 1 'Flat Floor' Roadster**

Registration no. KJH 20

Chassis no. 850038

Engine no. R1187-9

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. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

Dating from the first few weeks of production, this vehicle is one of the earliest surviving right-hand drive Jaguar E-Type roadsters (the chassis number sequence commenced at '850001'). Many of these very early cars were sent by the factory to Jaguar dealers for use as demonstrators, and chassis number '850038' (the 38th right-hand-drive roadster) was despatched to Appleyard's in Leeds. The accompanying JDHT certificate states that the E-Type was manufactured in June 1961 and records the first owner as 'Jaguar Distributors Demo car'.



In the present ownership for some 50 years, it was purchased from a client of the family's Newcastle-upon-Tyne garage business, a Mr Straughan, who in the summer of 1961 had asked them to find him one of the new E-Type sports cars. They purchased Appleyard's demonstrator for him and Mr Straughan kept the car for 18 months before deciding that he would prefer a Jaguar Mk2 saloon. His E-Type was taken in part exchange. The keys to 'KJH 20' dropped through the vendor's letterbox on the morning of 25th December 1963, making that year's one of the most memorable of Christmases. Shortly after, during the Big Freeze of 1936/64; the vendor recalls the car's engine block was sadly damaged and was replaced. It should be noted that the Swansea V5 registration document records only the vendor and his father as owners, Mr Straughan's details having been omitted.

During the winter of 1963/64, the engine coolant froze and cracked the block, which was then replaced with correct 3.8-litre unit. For the next 10-15 years the E-Type was kept securely garaged and only driven occasionally on dry weekends by the vendor's father, plus annual trips to Scotland for salmon fishing. After the vendor's father's death in the 1980s, the E-Type remained in storage, unused, until 2004.

The car had been stored with the detachable hardtop in place, and when the vendor decided to refit the original soft top, the latter was found to have deteriorated. Stan Swan of The Trim Centre, Nuneaton, a Jaguar interior specialist, was entrusted with the production of a new hood and, later, a full interior re-trim. Stan had worked in Jaguar's Experimental Department at Browns Lane for 20 years until he started his own business, and recognised 'KJH 20' as one of the batch of 60-or-so early cars earmarked for despatch to Jaguar dealers. He revealed that these early models' interior panels were all hand made and had the maker's name and numbers on the backs of them.

Recognising that his E-Type was of greater historical significance than previously supposed, the vendor decided to embark on a total rebuild. The entire car was dismantled and, although in good condition, the body was sent to Jaguar specialist Alan Proctor of Worksop for a bare metal strip-down, minor repairs and a repaint in original opalescent blue. One of the final tasks undertaken was a strip-down and check over of the engine, which having only some 32,000 miles on its bores required relatively little work. The latter was undertaken by Beamish Morgan Ltd of County Durham whose bill plus those relating to other aspects of the restoration is on file. The mechanical work was carried out in the workshops of the vendor's motor dealership. A photographic record is available and the car also comes with its original hard top, handbook, competition tuning manual, maintenance chart, maintenance vouchers, service manual, spare parts catalogue, jack and hammer (in bag), hood bag and cover, tool kit and car cover. The vendor's detailed account of its history is there too (perusal recommended).

Its restoration only recently completed, this exceptional early 'flat floor' roadster is offered with tax, MoT and Swansea V5, and wants for nothing but a new owner.

£120,000 - 140,000

€140,000 - 160,000



216

Property of a deceased's estate

1972 Ferrari Dino 246GT Berlinetta Coachwork by by Pininfarina

Registration no. NWP 980K

Chassis no. 03672

Engine no. 03672

It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredino Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving through an in-unit five-speed transaxle.

The motor's 180bhp was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972.



While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino – the 246GT – in 1972, the authoritative American motoring magazine *Road & Track* enthused, ‘it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino’s reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout’s low polar moment of inertia the car responds instantly to it. The Dino’s cornering limits are very high...’ Truly a driver’s car par excellence.

As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupés and 1,274 GTS spyders by the time the model was deleted in 1974.

One of only 235 supplied to the UK in right-hand drive configuration, this matching numbers example is understood to have been a demonstrator originally and has had only two previous keepers. Its late owner acquired the Dino on 17th May 1979 and reserved its use for special occasions such as trips to Shelsley Walsh, Prescott, Oulton Park and Silverstone during the summer months.

In 2002 the Ferrari was taken of the road and SORN’d pending an extensive restoration which commenced in 2009, since when in excess of £70,000 has been spent. The chassis, bodywork, paintwork, interior and electrics have all been restored, the latter receiving a reconditioned alternator and starter motor, while the engine has benefited from a considerable sum spent on it during the 1980s. A new exhaust system, clutch and oil cooler has been fitted and the carburettors rebuilt. Relatively few miles have been covered since then and the current odometer reading is only 36,909. Refinished in its original Azzurro (blue) with black vinyl interior, this well cared for, low mileage Dino comes with current MoT certificate, Swansea V5 document and an extensive history file containing numerous bills

£130,000 - 160,000
€150,000 - 190,000



217

1932 Lagonda 2-Litre Supercharged Low Chassis T3 Tourer

Registration no. PJ 6091

Chassis no. OH10056

Engine no. 1805/2B 1158

Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. The latter abandoned the firm's traditional in-unit gearbox in favour of a midships-mounted transmission, but of greater technical interest was the engine. Designed by Arthur Davidson, the 2-litre 'four' featured twin camshafts, mounted high in the block, operating inclined valves in hemispherical combustion chambers. Power output of this advanced design was a highly respectable 60bhp. For the 1929 season, a 'low chassis' Speed Model was introduced, featuring revisions to the frame's front end and a higher-compression engine fitted with twin carburettors.

The Speed Model had resulted from the factory's Le Mans effort of 1928, when the 2-Litre driven by Andre D'Erlanger and Douglas Hawkes had finished 11th overall in the 24-Hour endurance classic. A classic example of racing improving the breed, the 'low chassis' 2-Litre possessed markedly superior handling characteristics courtesy of its lower centre of gravity.

For all its virtues, Davidson's engine was limited by its tortuous induction tracts and in 1930 a supercharged version was introduced to overcome this deficiency. The 'blower' was mounted vertically in front of the engine, which was fitted with a stronger crankshaft, while a 3-Litre rear axle beefed up the transmission. A Powerplus supercharged was specified at first, but most 'blown' 2-Litres came with a Cozette. Thus equipped, a 'low chassis' 2-Litre was capable of up to 90mph.



For the 1931 season a deeper radiator was fitted for better cooling at sustained high speeds but the most obvious change was the up-to-the-minute styling of the T3 coachwork. The spare wheel was moved to the off-side front wing while the rear of the car was remodelled to incorporate a luggage boot with drop-down lid, thus furthering enhancing the 2-Litre's qualities as a superior sporting tourer.

'PJ 6091' represents the Lagonda 2-Litre in its ultimate and most desirable specification, being low chassis, T3-bodied model complete with 'blower', in this case a Zoller unit fed by an SU carburettor. In post-war years this car was raced at Silverstone by Kent solicitor, Tony Newell, before being sold in 1970 to noted collector, David McAlpine. Restoration in the 1980s was carried out by Hofmann & Mountford and marque specialist Ivan Forshaw, the work being completed in 1986. After completion the car was campaigned both in the UK and overseas, being maintained at all times by appropriate engineering specialists.

In July 2003 the Lagonda was purchased by the immediately preceding owner at Bonhams' sale at Lord's Cricket Ground (Lot 206). The car comes with a comprehensive history file; invoices therein testifying to considerable refurbishment while in the previous ownership. Work carried out since 2003 has included an engine and supercharger rebuild and overhaul of the Bosch magneto, while a stainless steel exhaust system and Flexolite electric fuel pump are among the new parts fitted. In addition there are invoices on file for regular servicing by Brewster

Mudie Ltd and Tim Walker, the most recent dated June 2010. The current vendor purchased the Lagonda at Bonhams' Goodwood Festival of Speed sale in July 2010 (Lot 380).

Finished in black with green leather interior, 'PJ 6091' comes fully equipped with Lucas 'bulls eye' headlamps, chromed trumpet horn, mirror-backed driver's swivelling spotlight and full weather equipment: hood, side screens and tonneau. The car is offered with original and reproduction instruction books; operating instructions; spare parts catalogue and supplementary information sheets; copies of period road tests; copies of previous registration documents; VSCC buff form; and Swansea V5 document. Also included in the sale is a full tool kit, starting handle, various special tools, Lucas spotlight, spare magneto, set of alternative carburettor springs/needles, and a copy of 'Lagonda Heritage' featuring this actual car on pages 48/49 (full list available).

A rare survivor of this most desirable Lagonda model, 'PJ 6091' represents an opportunity to acquire a well preserved example one of the finest British sporting cars of its day.

£100,000 - 120,000
€120,000 - 140,000



218*

In the current family ownership for 40 years

**1961 Ferrari 250GT Series II Cabriolet
Coachwork by Pininfarina**

Chassis no. 2943 GT

Engine no. 2943 GT



By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, can be seen as critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than 20. Before the advent of the Europa, Ferrari had built road-going coupés and convertibles in small numbers, usually to special customer order using a sports-racing chassis as the basis. Ghia and Vignale of Turin and Touring of Milan were responsible for bodying many of these but there was no attempt at standardisation for series production and no two cars were alike.

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular *carrozzeria* among Maranello's customers, from now on Pinin Farina (later 'Pininfarina') would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallised in a new Ferrari 250GT road car that was first displayed publicly at the Geneva Salon in March 1956. However, the Torinese *carrozzeria* was not yet in a position to cope with the increased workload, resulting in production being entrusted to *Carrozzeria Boano* after Pinin Farina had completed a handful of prototypes.

True series production began with the arrival of Pininfarina's 'notchback' Coupé on the 250GT chassis, 350 of which were built between 1958 and 1960 within the sequence '0841' to '2081'. However, the relatively small scale of production meant that cars could still be ordered with subtle variations according to customer choice, as well as enabling a handful of show cars and 'specials' to be constructed on the 250GT chassis.

A number of important developments occurred during 250GT production: the original 128C 3.0-litre engine being superseded by the twin-distributor 128D, which in turn was supplanted in 1960 by the outside-plug 128F engine which did away with its predecessor's Siamesed inlets in favour of six separate ports. On the chassis side, four-wheel disc brakes arrived late in 1959 and a four-speeds-plus-overdrive gearbox the following year.

A number of coachbuilders offered a variety of body styles on the 250GT chassis, Mario Boano's cabriolet on chassis number '0461GT', exhibited at Geneva in March 1956, being considered the probable inspiration for the Pinin Farina-designed series that followed. Exhibited for the first time at the 1957 Geneva Salon, the latter's first 250GT Cabriolet was snapped up by Ferrari works driver Peter Collins, who later had the car converted to disc brakes. This car, '0655GT', was the first of four Cabriolet prototypes - alternatively referred to as Spyders - though the remaining 36 Series I cars all differed in detail to such an extent that each may be considered a unique creation. Indeed, it was common at this time for wealthy clients to specify features seen on show models or other Ferraris as a means of personalising their cars.



After a handful of alternative versions had been built, series production of the 250GT Cabriolet began in July 1957 and around 40 Series I Pininfarina-styled examples had been completed before the introduction of the Series II in 1959. Effectively an open-top version of the Pininfarina-built 250GT Coupé, whose chassis and mechanics it shared, the Series II Cabriolet was built alongside its closed cousin until 1962. Overall design followed that of the Coupé, with short nose and long rear overhang, while a more-vertical windscreen provided greater headroom in the generously sized cockpit. As well as the aforementioned improvements to brakes and transmission, the Series II cars benefited from the latest, 240bhp Tipo 128F V12 engine with outside sparkplugs, coil valve springs and twelve-port cylinder heads. The 250GT was the most successful Ferrari of its time, production of all types exceeding 900 units of which 200 were Series II Cabriolets. More refined and practical than any previous road-going Ferrari yet retaining the sporting heritage of its predecessors, the 250GT is of historical significance, the Cabriolet version being the rarest and most desirable.

The 148th of the 200 built, chassis number '2943' was completed in October 1961 and later that same year was delivered to its first owner, Euromac Srl, a company located at Bergamo, Italy. The car was originally finished in red with black leather interior. In April 1962 the Ferrari was sold to a new owner in Milan and registered there. In June 1963, '2943' was serviced at Ferrari's Assistenza Clienti department in Modena, having covered 14,913 kilometres by that time.

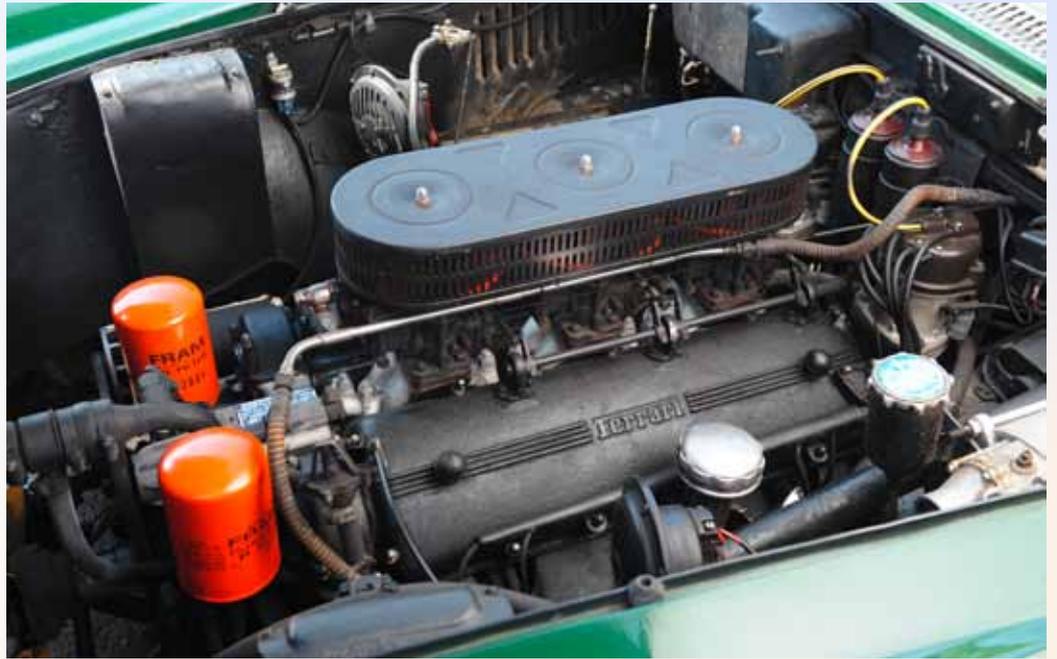
The car was later exported to Germany and sold to Prince Joackim Zu Furstenberg. The address of the ownership was Schloss (Castle), Donaueschingen. In 1972 it was for sale in the showroom of Auto Becker where it was bought by the vendor who brought the car home to Norway. Before being handed over by Auto Becker, it went through a complete inspection and service.

During its time in Norway, the car was only driven on special occasions. '2943' displays a total of only 61,971 kilometres (approximately 38,500 miles) on the odometer, which equates to fewer than 1,200 kilometres (745 miles) annually from new! We are advised that the engine last ran some 4-5 years ago but is now suffering from a problem with the fuel pump, while the car overall is described as in generally fair/good condition, with good interior. Offered in need of re-commissioning, it represents a wonderful opportunity to acquire a highly original example of a landmark model that helped cement Ferrari's continuing relationship with *Carrozzeria* Pininfarina.

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

£400,000 - 500,000
€470,000 - 590,000







219
1951 Jaguar XK120 Roadster

Registration no. RRA 188
 Chassis no. 660901
 Engine no. W3416-7



Chassis number '660901' was first registered in December 1951 and originally finished in silver with red upholstery. When purchased by the present owner in 1968, it had been hand painted red over white over silver and looked a mess, but the numbers matched and the XK was all original except for the front bumper. The car was stripped to the bare chassis, which was steam cleaned to remove underseal and then painted and re-undersealed. All the chassis bearings, rubbers, shackles, wheel bearings, shock absorbers, etc were renewed and the steering box rebuilt.

The engine was stripped and re-bored, the crankshaft reground and the cylinder head restored with new valve seats, etc. A stainless steel exhaust was fitted. The gearbox was stripped and rebuilt with new bearings, thrust washers, etc. The electrics were rewired and the starter motor and dynamo overhauled by Hurst & Co of Swindon. Bodywork renovation involved new genuine Jaguar front and rear wings, sills and shut-face pillars, tonneau panel, rear wings and boot lid; the entire ensemble being re-sprayed in cellulose to the original specification and colour. The body was then completed with new carpets, interior red leather trim, cockpit surround, convertible hood, side screens and front bumpers. The restoration was carried out by specialist restorers of historic sports cars, TT Workshops of Westbury, Wiltshire (see bills on file).

After several years work, 'RRA 188' was back on the road and MoT'd in April 1980 at 008 miles, the odometer having been zeroed during restoration. Tested yearly ever since, the car comes with all MoTs verifying the recorded total (as of April 2103) of 17,401 miles since restoration (525 miles annually). Noteworthy upgrades include Coopercraft front disc brakes, electronic ignition, and a Kenlowe electric cooling fan. The car was re-sprayed again (in two-pot acrylic silver) in 1996.

A member of the Jaguar Drivers' Club (50 years Gold Badge holder) and also of the XK Club, the titled owner finds that, aged 77, he can no longer bend sufficiently to drive the car without getting cramp! He describes the XK as in 'used but not quite concours' condition, first class order mechanically and ready to go. The car is offered with old-style logbook, current MoT/tax, Swansea V5 document and a most comprehensive file of history and bills, close inspection of which is highly recommended. A very reliable, straight and sound car with no known faults.

£60,000 - 70,000
€70,000 - 82,000



220

1954 Austin-Healey 100 BN1 Roadster

Registration no. PDT 549
 Chassis no. 159523
 Engine no. 1B/214687

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

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



In 1953 the works team entered two Austin-Healey 100s in the Mille Miglia, both of which retired from this notoriously punishing race. However, fortunes were restored at Le Mans in June when the car of Johnnie Lockett and Maurice Gatsonides finished 12th overall and 2nd in class, averaging 89.66mph for 2,153 miles. It would be the first of many international competition successes for the 'Big Healey'. A muscular sports car to delight the purist, the 100 was not bettered by its six-cylinder successors in terms of outright performance until the introduction of the Austin-Healey 3000 in 1959.

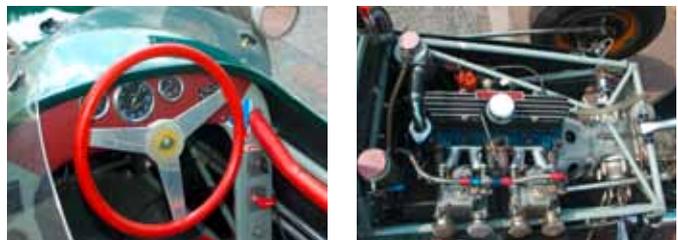
Manufactured in July 1954 and delivered new to Central Garage Ltd, Bradford, this early Austin-Healey 100 retains its original engine, gearbox and rear axle, while the original wheels, rear bumper, tool box, tonneau cover and soft top are also included in the sale. 'PDT 549' has been repainted in its original Old English White livery and has covered only 470 miles since its last service, which was carried out at Joe Macari. Mille Miglia eligible, the car is offered with BMIHT certificate, FIVA Identity Card and Swansea V5 registration document.

£30,000 - 40,000
€35,000 - 47,000



221 1960 Lotus Type 18 Formula Junior Monoposto

Chassis no. 18-J-816
Engine no. 105E 63268



'I always regard the Lotus 18 as my first Grand Prix design... forget the earlier front-engined cars, the Lotus 16s, they were really Formula 2 designs stretched for Formula 1. As far as I am concerned when they kept breaking we eventually threw the whole bunch of ingredients up in the air and started again – and the result was the 18, and it started winning...' – Colin Chapman.

Introduced for the 1960 season, the Type 18 was Lotus's first mid-engined Grand Prix car design. 1960 was the last year of the 2½-Litre Formula 1 and the Lotus 18 won that year's Monaco Grand Prix, driven by Stirling Moss. The same car/driver combination triumphed again at Monte Carlo the following year, the first of the 1½-Litre Formula 1, and the highly versatile Type 18 would prove adaptable to both Formula 2 and Formula Junior applications. 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. The spaceframe Type 18 was Lotus's first foray into this hotly contested series. Almost invariably fitted with a Cosworth-modified Ford 105E engine, it proved to be the class of the field, Team Lotus works drivers Jim Clark and Trevor Taylor dominating the 1960 season.

One of 125 Lotus 18s produced, chassis number '18-J-816' was exported to North America in October 1960 destined for Lotus agent Jay Chamberlain. Reputedly, but not proven, it was one of six sold to Pedro Rodriguez for his racing school. Nothing is known about its life in the USA prior to its restoration by New England Classics in 2000/2001, following which it was placed on museum display. The current vendor, Editor of the Historic Lotus Register magazine, imported the car from a US car museum (all taxes paid) and brought it back to the UK in October 2004.

Cosmetically it was excellent but the vendor soon replaced the brake wheel cylinders and flexible brake pipes, while the 997cc Cosworth Ford engine was dismantled and rebuilt with a reground crankshaft and new bearing shells, and new oil, water and fuel pumps (see photographs on file). The Renault close-ratio gearbox was next, undergoing a full overhaul and the fitting of a FJ replacement stronger main shaft, together with a new AP clutch cover and plate. On the suspension side, the springs and shock absorbers were replaced and new radius rods made. Other changes (roll-over bar, fire bottle, safety belts, rain light) have been made to satisfy current FIA regulations. The new Dunlop tyres have done one practice session at Mallory Park.

One of 72 Lotus 18s registered with Historic Formula Junior Association, '18-J-816' has British HTP papers and is known and accepted by the Association's Duncan Rabagliati. It would run in the Class C1 FIA Category FJ/1C for rear-engined Formula Junior cars built and raced (or officially entered to race) before 31st December 1960 and fitted with engines of 1,000cc or less. In short: this is a highly original, wet sump, drum-braked, Renault gearbox car, and as such is running to correct period specification. We are advised that it is circuit race-ready apart from the fire bottle and fuel cell, which would have to be replaced. Nevertheless, the car as it stands is ready for UK hill climbs, complete with small alloy fuel tank, while the fire bottle is acceptable. The original fuel tank is present but out of use. Little used since the rebuild, this potentially competitive Lotus 18 Formula Junior is offered with restoration invoices and the aforementioned FIA papers.

£30,000 - 40,000
€35,000 - 47,000



222

1967 Jaguar E-Type 'Series 1 1/2' 4.2-Litre Roadster

Registration no. XBL 398E

Chassis no. 1E15321

Engine no. 7E13011-9

The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase that was intended to extend the E-Type's appeal beyond the traditional sports car-buying market.

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



From late 1967 the E-Type began to embody some of the aforementioned modifications, these interim cars coming to be known as the 'Series 1 1/2' although there was never a fixed specification for this unofficial 'model'. Consequently it is difficult to establish a production figure, though a total of around 2,800 has been suggested, making the 'Series 1 1/2' one of the rarest of E-Type variants.

Manufactured in April 1967 during this transitional period, this left-hand drive 'Series 1 1/2' Roadster was built for export to the USA and originally finished in Midnight Blue with matching leather upholstery, black hood, blue carpets and a manual gearbox. It has only recently been imported to the UK and is presented in generally excellent condition. There are import and title documents with the car confirming that it was imported from the sunny State of Florida, together with some original documentation (and even the original radio for the car when it was in the USA).

Clearly the beneficiary of a fairly recent restoration (although there is no paperwork to confirm exactly when) the car sits well on its chromed wire wheels and is said to drive extremely well. Offered with current MoT/ tax and Swansea V5C document, this rare E-Type affords the prospect of pleasurable driving as well as being a potential long-term investment.

£60,000 - 80,000

€70,000 - 94,000

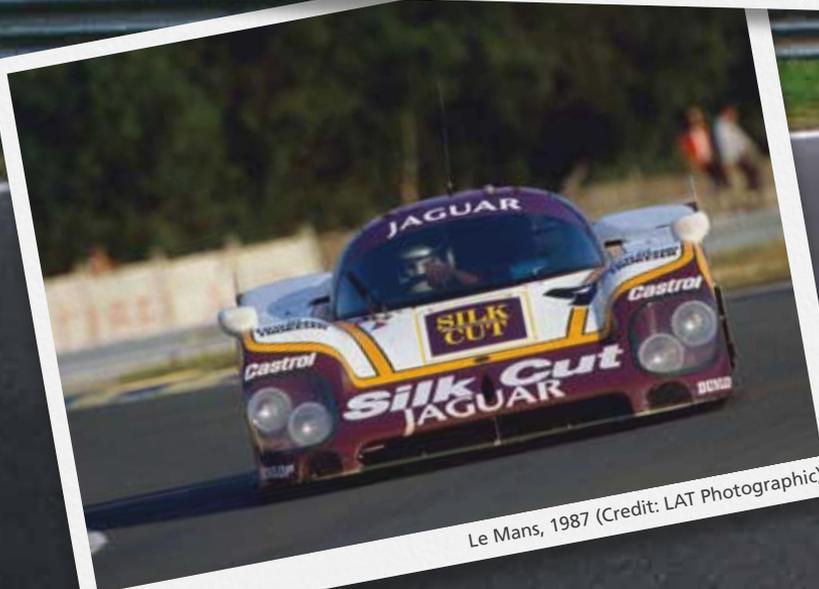
223 *

**The ex-Walkinshaw Racing, Spa 1,000kms winning
1987 Silk Cut Jaguar XJR-8 Endurance Racing
Group C Coupé**

Chassis no. XJR8/3.87



Spa-Francorchamps 1,000kms, 1987 (Credit: LAT Photographic)



Le Mans, 1987 (Credit: LAT Photographic)

One of the most charismatic of all modern classic 'sports-prototype' racing Coupés, the Tom Walkinshaw Racing series of rear-engined 'Big Cat' Jaguar XJR Coupés achieved tremendous success in Group C World Endurance Championship racing through the late-1980s/early-1990s. Not only did these sophisticated carbon-composite chassised projectiles add two further great victories in the prestigious Le Mans 24-Hours race to Jaguar's noble record at that venue, but they also brought to Britain three World Championship titles in 1987, 1988 and 1991.

This particular car, XJR-8 chassis '3.87', is offered for sale here direct from one long-term ownership in which it has been impeccably well preserved and recently revived to full running order, the work being undertaken by the experienced Swiss Group C technicians Marcus and Benjamin Hotz of HoragHotz Racing AG, Sulgen.

The present vendor explains that he competed against the Tom Walkinshaw Racing Jaguar XJRs at Le Mans in 1986, driving his Porsche 936C, and that "...at this time I took a fancy to the Jaguar. Later I was able to purchase one of the four cars...for me one of the most beautiful Group C designs". Subsequent to his purchase, two test drives were conducted with TWR works team drivers, both Andy Wallace and Tom Walkinshaw himself handling the car at Dijon and at Silverstone. Thereafter the car has been preserved for many years in controlled-atmosphere garaging, and as recently as July 2012 it was described by Benjamin Hotz as being "in good condition and is functioning without any problems whatsoever".



The Brundle/Dumfries/Boesel XJR-8, offered here on its way to winning the Spa-Francorchamps 1,000kms, 1987
Credit: LAT Photographic

The TWR Jaguar XJR-8 design centred upon an extremely strong yet ultra-lightweight carbon-composite moulded chassis tub designed by the great Tony Southgate, one of the most capable and versatile racing car designers of the entire postwar period. He served as TWR's Chief Designer from 1985-89 inclusive, while the production-derived Jaguar V12 engines installed in these chassis were developed progressively by a team under Alan Scott. The power units were built from part-machined V12 blocks combined with in-house/sub-contract fabricated components supplied mainly by Cosworth Engineering.

The initial TWR Jaguar XJR-6 Coupé emerged for Group C racing in 1985-86, initially powered by a 6.2-litre V12 engine, later enlarged to 6.5 litres. For 1986 major commercial team sponsorship was provided by the Silk Cut cigarette brand and on May 5, 1986, the team achieved its first World Endurance Championship round win with victory in the Silverstone 1,000Kms with an XJR-6 co-driven by Derek Warwick and Eddie Cheever.

The further developed TWR Jaguar XJR-8 model – as offered here – was then produced for 1987 Group C competition. It used essentially the same basic monocoque structure as the preceding XJR-6 and in fact some of the old tubs were renumbered as the basis of new cars. However, the XJR-8 specification featured numerous detail changes and the V12 engine had been further enlarged to a full 7-litres capacity. Using a longer-stroke crankshaft with engine dimensions increased to 94mm stroke x 84mm stroke in place of the preceding 78mm stroke, the new season's V12 engines displaced 6995cc. This provided important additional torque which in turn permitted fewer gear-changes and therefore a useful improvement in fuel consumption. While the new engine provided only some 15/20bhp extra at the top end of its rev range, it provided as much as 45bhp improvement in mid-range. No fewer than 64 major and minor changes to the complete chassis/engine/aerodynamic package and a new Kevlar-carcase Dunlop Racing tyre were key to the TWR Jaguar's tremendous success. Regular team drivers for the year were Raoul Boesel, Eddie Cheever, John Nielsen, Martin Brundle, Jan Lammers and John Watson, joined on occasion by freelancers Win Percy and Johnny Dumfries.





Le Mans, 1987 (Credit: LAT Photographic)





The Cheever/Boesel/Lammers XJR-8 chassis 3.87 on its way to finishing 5th in the 24-Hour classic, Le Mans, 1987 (Credit: LAT Photographic)



Le Mans, 1987 (Credit: LAT Photographic)



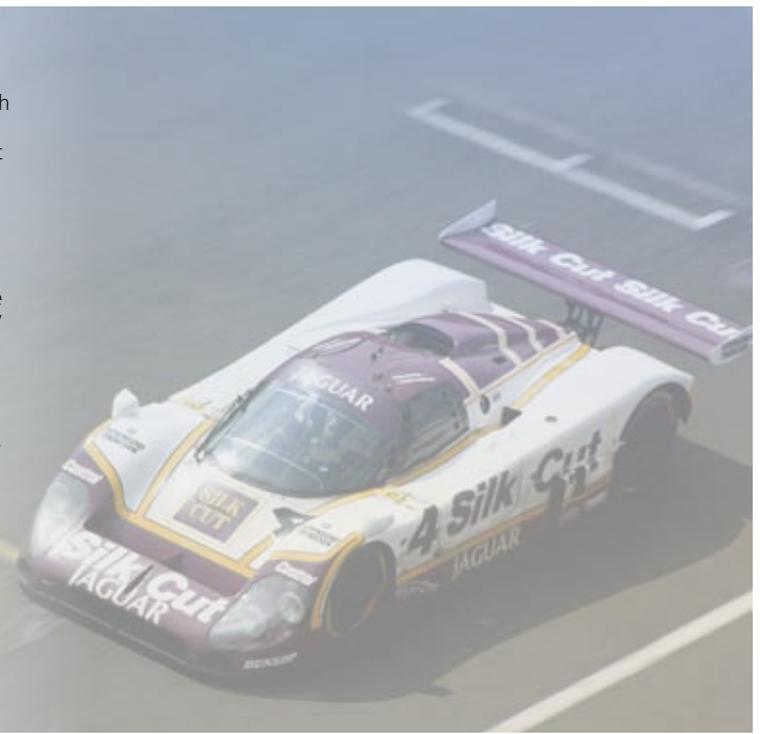
The new Silk Cut TWR Jaguar XJR-8s achieved first-time victory upon their debut in the Jarama 360Kms race in Spain on March 22, 1987, co-driven by John Watson/Jan Lammers. The season was completed with Tom Walkinshaw Racing's Silk Cut Jaguars winning no fewer than eight of their ten World Championship-qualifying races. Five victories brought Brazilian team member Raoul Boesel the World Drivers' Championship title while TWR Jaguar won the World Teams Championship.

Jaguar XJR-8 chassis '3.87' is recorded as having been the long-tailed Le Mans variant driven by Cheever/Boesel/Lammers to finish fifth in the 1987 24-Hour classic, and is also listed subsequently as having been the winning car in the Spa-Francorchamps 1,000Kms, co-driven by Brundle/Dumfries/Boesel. The car as offered here is understood to have been totally reconstructed by TWR at Kidlington prior to its purchase by the present vendor – who is of course its first owner ex-works – and this mouth-watering example of Jaguar's Group C finest from the mid-1980s is certain to attract tremendous interest from both contemplative collectors and Historic Group C racing interests. In effect it has not turned a wheel in anger since 1991 and it is a lovely and unspoiled example of the World Championship modern-era breed of 'Big Cat'.

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

£900,000 - 1,200,000

€1,100,000 - 1,400,000



224

1949 Bentley Mark VI/S1 4.9 litre Mallalieu 'Oxford' Sports Two-seater Coachwork by Derry Mallalieu & Co. Engineering

Registration no. KLH 482

Chassis no. B368DA

Engine no. BC342

There was no greater exponent of the art of special building using Bentley's Crewe-built chassis than the late Derry Mallalieu – a Bugatti owner/driver of some repute - who created his first Mark VI based special while resident in America. So striking was the first car that Mallalieu, at that stage a skilled but nevertheless amateur constructor, built two further cars to special order before returning to the UK to set up business on a commercial basis in the outskirts of Abingdon in the 1970s. Early cars carried traditional ash framed coachwork with aluminium panelling however later cars adopted steel frames which proved more robust. The standard Mallalieu formula involved lowering the chassis with an underslung rear end and setting the generally unmodified engine back in the chassis.

His 'tour de force' was undoubtedly the coachwork design – having first consigned the original formal MarkVI or R-type coachwork to the scrapyard. The lowered radiator of Mallalieu's cars was compensated for by an enlarged header tank, thus not compromising the cooling on these fast road cars. Although Mallalieu cars were bespoke and detailed to the buyers' requirements, the main models offered were the four-seater 'Barchetta' and the infinitely prettier, two-seater 'Oxford' with styling one feels perhaps influenced by pre-war SS and Squire sports cars. The Mallalieu offered all that was best from post war Rolls-Royce/Bentley engineering – (and there can be no doubt that Bentley's Mark VI and R-type cars were world beaters) – combined with coachwork built and designed in the best vintage traditions.



Although Derry Mallalieu died in 1975 the business was briefly carried on by his family and others before the harsh economic reality of small scale, high quality production took its toll – the last cars were priced at £45,000 for which at the time one could buy an almost new latest model Bentley. The bespoke Mallalieu was simply priced out of the market.

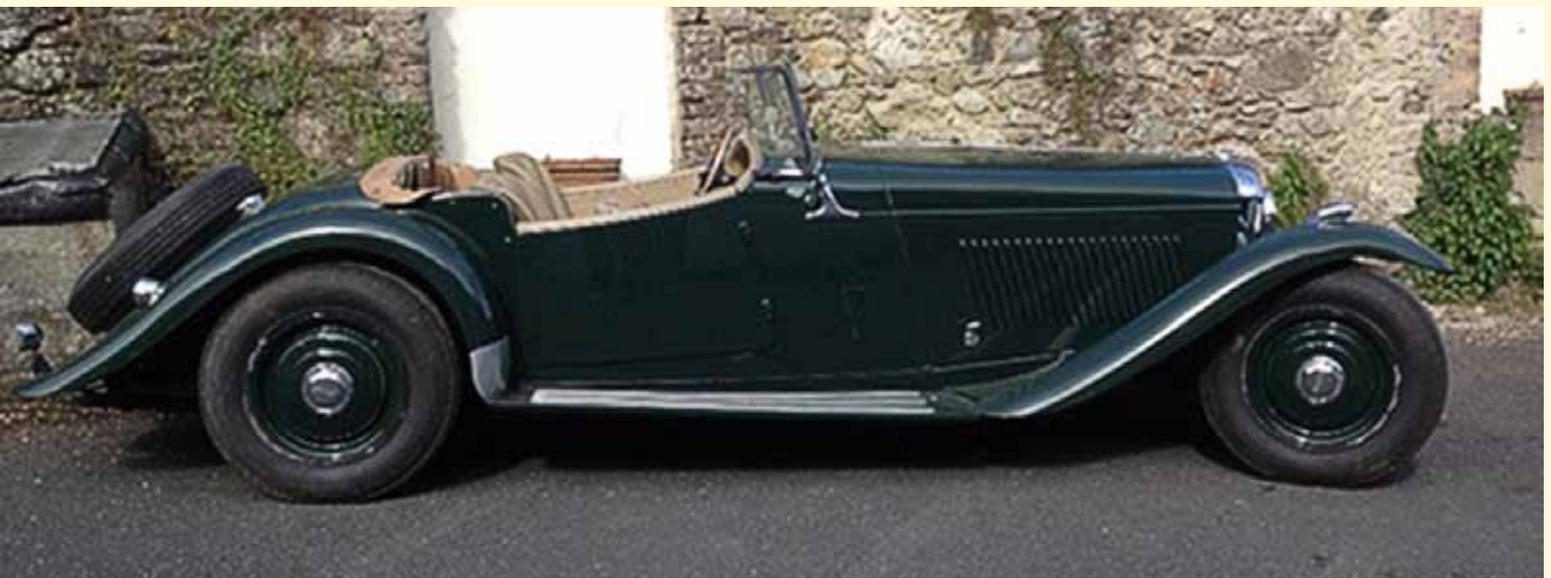
Mallalieu Engineering is recorded in February 1977 as the registered keeper of KLH 482 in the old style green log book offered with this car. The date of first registration (in London) is recorded as 1st March 1949 and the car was originally a saloon. It appears that the car in its present form was completed by November 1978 at which time it is recorded in the ownership of Vincent Duggan of Smethwick, for whom it was presumably constructed. Listed and illustrated in Ray Roberts' standard work *Bentley Specials and Special Bentleys*, subsequent owners of KLH 482 are recorded as Bentley aficionados Ian Pitkethly and Ray Cutler. In 1988 it was sold at auction at Bocket Hall to H.G. Wilson of Harpenden. At some stage it passed through the workshops of respected up-market restorer D.A.C. Royle of Staindrop, although work completed there is not recorded on file.

During the present ownership, in the hands of a dyed-in-the-wool Bentley enthusiast and engineer/ driver, the car has been significantly enhanced over a four year period. The Mark VI engine has been replaced with a Bentley S1 4.9 litre unit which, prior to fitting, was fully stripped, found to be in exceptionally original condition and reassembled with new rings, gaskets etc, and the valves reground. The pistons and bearings were found to be standard and virtually unworn. A new clutch was fitted, the brakes were rebuilt as necessary and new tyres, tubes, rear lights and battery fitted. The coachwork has been re-painted in its original British Racing Green livery, contrasting with the beige leather upholstery, and the car is equipped with good hood, tonneau cover and side screens.

This smartly presented thoroughbred sports car is offered with a good history file and old style Swansea registration documents. Eligible and eminently suitable of course for both Bentley and Rolls-Royce club touring events, one cannot help thinking too that, with its 4.9 litre engine now fitted, KLH 482 would be a useful car in historic competition.

£60,000 - 80,000

€70,000 - 94,000



225

1935 Riley 9hp Imp Sports

Registration no. BXO 32

Chassis no. 6027484

Engine no. 56014

First introduced in 1926, Percy Riley's 9hp, 1,087cc, twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys until 1957. Looking to all intents and purposes like a twin-overhead-camshaft design, the Nine's cross-flow cylinder head featured hemispherical combustion chambers and valves inclined at an included angle of 90 degrees. The twin gear-driven camshafts were mounted high in the block, operating the valves via short pushrods.

Right from the start it was obvious that the 9hp Riley engine possessed enormous potential as a competition unit and at Brooklands J G Parry-Thomas and Reid Railton were the first to demonstrate just how good it was. The success of their racer led to a production version, the Speed Model, which soon became known as the Brooklands Nine. Numerous World Speed Records and famous class victories at Brooklands, Shelsley Walsh, RAC Tourist Trophy and Le Mans followed, while outright wins were secured at the Ulster TT and the JCC 1,000 Miles Race at Brooklands in 1932.



Six-cylinder Brooklands and MPH models followed, and from these Riley developed the next of its 9hp four-cylinder sports cars – the Imp. Like the MPH, the Imp featured a short-wheelbase chassis, of 7' 6" in the latter's case, that swept upwards over the front axle and was under-slung at the rear, this layout having been first used on the Brooklands Six. The engine was mildly revised, twin SU carburettors being fitted and a Scintilla magneto offered as an option. With its long bonnet, flowing wings and short tail, the Imp is without question one of the most attractive small sports cars of its era. Made in limited numbers, it is a rarity today and commensurately much sought after.

One of circa 120 examples built during 1934/35, 'BXO 32' is listed in John Gathercole's book *'The Riley Imp'*, Volume 4 of the Riley Register Series. Gathercole states that the Imp's earliest known owner was one K F Rouse, in 1948, followed by regular Shelsley competitor Graham Galliers in, probably, 1971. At that time finished in white and cream, the car was restored by Galliers, who noted that it had originally been maroon. 'BXO 32' was subsequently sold to Tony Smith, during whose ownership the ENV pre-selector gearbox was rebuilt by Bill Morris. The Riley then changed hands again before passing to the current owner in July 2006, fulfilling his lifelong ambition to own one of these cars.

Upon acquisition the Riley was sent to Ian Gladstone at Blue Diamond Services to be serviced and generally tidied up before being transported down to the vendor's home in south-west France. 'BXO 32' has been progressively restored over the past 30 years. The engine - its original - has been rebuilt with Omega pistons, all the white metal bearings renewed, and the crankshaft and assemblies balanced. The camshafts are standard Imp with no re-profiling and are not fitted with lag tappets. Lag tappets were originally fitted to the Nine engine to quieten the timing gears, minimising the backlash, but they cause drag which consumes power. The copper piping was renewed and silver soldered, the carburettors rebuilt and the battery cables replaced. The engine is in first class condition and often the envy of other Riley owners - the gearbox too, after its rebuild by Bill Morris.

Now back in its original maroon colour scheme, the body was completely repainted four years ago at Ian Gladstone's workshop in Bridgewater while the car was back for another service. Other works carried out include re-coring the radiator; replacing numerous wheel spokes; re-chroming various parts; and fitting an engine cut-out switch and fire extinguisher. The new hood and tonneau cover are in good order. Described as 'not concours but very smart', this rare and desirable post-Vintage sports car is offered with sundry restoration invoices, old-style logbook and Swansea V5 registration document.

£70,000 - 90,000
€82,000 - 110,000





226
1951 Healey Tickford Sports Saloon

Registration no. LXY 875
 Chassis no. C1902
 Engine no. B6019

The ownership of this Tickford is known from new. The car was sold on 5th April 1951 by Brooklands Motors of Bond Street to first owner Harold Parry of Witherley Hall in Warwickshire. In December 1953 it was back in Brooklands Motors showroom to be sold again to John Bonham Christie of Somerset (the grandson of Mary Bonham Christie who owned Brownsea Island in Hampshire). The next two owners in the logbook are listed under London company headings: William Kimber & Co Ltd and the Paper Supply Co Ltd. Thereafter the Healey was sold to a private owner who prepared the car for sprint competitions. The engine was fitted with high-compression pistons and a four-branch exhaust system.

In October 1957 the car passed into the ownership of the late Ray Sugg. Ray was a marine engineer and a founding member of the Association of Healey Owners. He kept the car for 50 years until his death in 2007. In 1962 Ray commenced a three-year total restoration and throughout his ownership continued a programme of modifications and development to both strengthen the coachbuilt bodywork and improve mechanical reliability. The most significant works included removing all the aluminium panels and replacing any rotten elements with timber more suitable for the particular application, while the inherently weak timber components of the 'B' post and scuttle were replaced with fabrications in steel and aluminium.

The engine was fitted with Riley Pathfinder con-rods with shell bearings, and extra baffles were added in the sump to retain oil around the oil pump pick-up area. Other mechanical modifications included strengthening the chassis and half shafts, and improving lubrication within the rear axle and torque tube. A remote control gear linkage was constructed, together with a quick release frame that allows bonnet removal without disturbing the bonnet hinges.



Ray edited the 'Technical Notes' of the Association of Healey Owners. His restoration work and many of the modifications and developments applied to his car are detailed in the 192 pages of this publication, together with numerous photographs and drawings. Prospective purchasers are encouraged to study this book, which is included in the information pack. A box of spares to include the original starter motor, dynamo and steering drop-arm is included in the sale also. 'LXY 875' also featured in a number of motoring journals and, in 1991, was the subject of a road test carried out by Geoffrey Healey for *Classic & Sports Car* magazine. The article states that he was 'seriously impressed by Ray's car' and commented on 'the improved rigidity, excellent brakes and – above all – the superb steering beautifully set up by Ray.'

The current vendor purchased the Healey in October 2010 and commissioned a thorough restoration, which was carried out during 2011/2012. As Ray Sugg had carried out a lifetime's programme of development, which the original manufacturer could not have imagined, the strip down of body panels prior to painting revealed that the underlying structure was very sound with only minor areas requiring attention. Ray had never allowed the mechanicals to deteriorate in any way and so that aspect of the restoration was quite straightforward. Full details of this most recent restoration, which included an engine rebuild, new wiring loom, partial interior re-trim and a re-spray, are in the history file together with associated invoices. Only 1,000 miles have been covered since its completion and the car is described as in generally excellent condition. This Healey Tickford sports saloon is offered with the aforementioned documentation, old-style logbook, current MoT/tax and Swansea V5C.

£35,000 - 40,000
€41,000 - 47,000



227

**1949/50 Lea-Francis 14hp Shooting Brake
Coachwork by A P Morris**

Registration no. HGE 155
Chassis no. 7670
Engine no. 4757

Purveyors of quality motor cars to those who preferred individuality to the banality of mass production, the long established Coventry firm of Lea-Francis introduced its first shooting brake, on the 14hp chassis, immediately after WW2. One of fewer than 20 14hp shooting brakes known to the Lea-Francis Owners Club, this example was manufactured at the Much Park Street works late in 1949 and despatched in January the following year to APM (A P Morris) in Stoke Row for the construction of a timber body featuring unique above-door weather louvres.

On completion in March it was delivered to a Glasgow dealer for use as a demonstrator and first registered there on 12th April 1950. In 1951 the car was sold to Jacob Jankewitz, a local veterinary surgeon, who used it for special occasions. On his death the car remained in the family's possession and was dry stored for several years before being sold to Mr R L Redwood, of Lichfield, Staffordshire in May 1983. Its new owner then commenced a painstaking four-year restoration to original specification, achieving a quite exceptional result.



Between completion in the late 1980s and its sale to the immediately preceding owner in 1996, the vehicle averaged around 1,000 miles annually and to mark its 40th anniversary in 1990 was driven from the Museum of British Road Transport in Coventry to the City Chambers, Glasgow. In 1991 the Lea-Francis was requisitioned by the BBC, featuring in its Scottish Highland-set drama, 'Strath Blair'.

While in the previous owner's care, the car was used exclusively on his country estate, transporting brides from the house to the orangery within the surrounding park and taking guests to the lake, also within the park, for picnics. The current vendor acquired the Lea Francis at Bonhams' Beaulieu sale in September 2004 (Lot 639) since when it has been maintained and used sparingly on his Scottish estate. Finished in maroon/brown, it is presented in generally good condition, though with some timbers in need of replacement, and is offered with copy factory consignment note, instruction manual, sundry invoices and Swansea V5C.

£15,000 - 20,000
€18,000 - 23,000

228

1967 Ferrari 330GTC *Berlinetta*
Coachwork by Pininfarina

Registration no. GTC 330E
Chassis no. 10555

Ferrari

330



'At the top - at the absolute top - in the automotive enthusiasts' hierarchy of the cars of the world, there is only one. Ferrari. Is there really any question?' Thirty-plus years after *Car & Driver* magazine voiced that rhetorical enquiry the answer, of course, remains the same. And the car that prompted that eulogy? The Ferrari 330GTC.

Intended to fill a gap in Ferrari's line-up between the four-seat 330GT 2+2 and the racer-on-the-road 275GTB, the two-seat 330GTC debuted at the Geneva Motor Show in March 1966 and was essentially a closed version of the 275GTS. Pininfarina's understated coachwork combined elements of the latter at the rear with touches of the 500 Superfast at the front. Few would disagree with *Car & Driver's* opinion that the result was most agreeable. 'The GTC is a tasteful blend of the mean-and-low look of Ferrari competition GT cars, with the elegance of super-luxury street Ferraris of the past. Detail work, finish, panel fit, every aspect is superlative.'

Beneath the 330GTC's bonnet resided the 4-litre, 300bhp version of Ferrari's familiar, two-cam, 60-degree V12, as used in the 330GT 2+2. The short (94.5" wheelbase) chassis followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel spaceframe, while the suspension was independent all round by wishbones and coil springs. First introduced on a road-going Ferrari (the 275GTB) in 1964, the rear suspension incorporated the five-speed gearbox in a transaxle, an arrangement that created a better-balanced car and one that gave its driver, "the wonderful sense of knowing just exactly what's going on between one's posterior and the pavé."

Much development work had concentrated on the reduction of noise levels in the cabin, which was luxuriously equipped in the best Gran Turismo manner: leather seats, electric windows and heated rear screen were standard; radio, air conditioning and Borrani wire wheels the options. With a top speed in excess of 150mph, excellent ride comfort and sure-footed handling, Ferrari could justifiably claim the 330GTC to be the finest of high-speed conveyances for two people and their luggage.



This right-hand drive Ferrari 330GTC comes with its '330 Register' extract showing that it was delivered via Maranello Concessionaires to a Mr Ward, a television director who used it to travel between studios and locations. The Register lists a number of subsequent owners in the USA from 1978 onwards. By the mid-1990s the Ferrari was in the ownership of one James Wilmott-Smith of London, who had purchased it in June 1994 from Pete Waterman, the well-known record producer and 'Pop Idol' judge.

Mr Waterman had owned the Ferrari since 1987 and had brought it back to the UK where it was restored by marque specialists Graypaul between 1989 and 1991 (bills on file). More recently the car has benefited from an engine rebuild (photos and details available), an interior re-trim and the addition of air conditioning (DK Engineering). The only other notified deviation from factory specification is the provision of stainless-spoked Borrani wheels.

Carrying the most appropriate registration 'GTC 330E', this rare right-hand drive GTC is beautifully finished in Rosso Corsa with tan leather interior, and is described as in generally very good/excellent condition. It is currently taxed/MoT'd and comes with Swansea V5C document and copies of its original factory specification sheets and sales invoices.

Delivering a supreme level of comfort together with Ferrari and Pininfarina's unsurpassed style, this highly desirable limited production Gran Turismo wants for nothing except a new owner.

£280,000 - 340,000

€330,000 - 400,000

229

No Lot





230

1987 Porsche 911 S-T Coupé Re-creation

Registration no. PST 246J

Chassis no. WPOZZZ91ZHS102014

Engine no. 63H02774



Inspired by an article in the marque publication 'Excellence' in 2008 entitled 'The one, the only, the famous 911 S-T', a Porsche enthusiast commissioned specialists Autofarm to recreate a duplicate of an exceptionally rare original. Built essentially for racing, the lightweight 911 S-T pre-dated the Carrera RS and was produced in limited numbers during 1970/71 only. These cars enjoyed considerable success in endurance classics such as the Daytona 6 Hours, Sebring 12 Hours, Nürburgring 1000 km and the Targa Florio.

Rather than source a bodyshell from the 'pre-galvanised' era, which may have required much structural renovation after more than 40 years, a much more corrosion resistant 1987 Carrera 3.2 911 donor car with the necessary sunshine roof was employed for the project.

The bodywork was totally rebuilt to the Group IV racing shape of 911s campaigned by the factory during the early 1970s, with all steel panels, new original equipment front wings and bonnet, period-correct closing panels and catches, plus ST-style glassfibre front and rear bumper assemblies. Having been taken back to bare metal, the shell was then repainted in '2626 Conda Green', a period Porsche colour. All exterior trim items were refinished or replaced in the bright anodised finish of earlier 911s, and period-style door mirrors used. The wheels fitted were also as per the original S-T, being 8J x 15 Fuchs alloys at the front and 9J x 15 Minilites at the rear. The Heigo half roll-cage protected interior was fully refurbished in M471 Lightweight style black trim, though with high quality carpet and new headlining also in black.

Mechanically, the whole car and ancillaries were comprehensively overhauled and serviced with oil lines, flywheel and clutch, brake discs, alternator, horns and heater controls all renewed. New Bilstein shock absorbers and stainless steel Sport silencers were specified as were a full quartet of period Pallas sport lamps and new up-rated headlights. Security was enhanced by a Category 1 Toad alarm/immobiliser with remote locking.

More recently, the car has been upgraded with replica seats, steering wheel and gearlever knob; Porsche 'Classic' radio and satellite navigation with Bluetooth connectivity; modern radial tyres; and an RS front spoiler for improved stability. Other works include fitting a new fuel tank; re-chroming the Pallas lamps' rims; and improved corrosion protection for the rear wheelarches plus a repaint.

While evoking the look of an early 1970s 911 factory Group IV race car, this most convincing looking S-T recreation benefits from the more modern technology of the late 1980s 3.2 Carreras with their greater practicability and dependability for daily driving. Offered with restoration invoices, current MoT/tax and Swansea V5C, this is an exciting opportunity to acquire a seriously good looking but very useable 911 with the option of upgrading the existing power unit in the future.

£45,000 - 55,000
€53,000 - 64,000



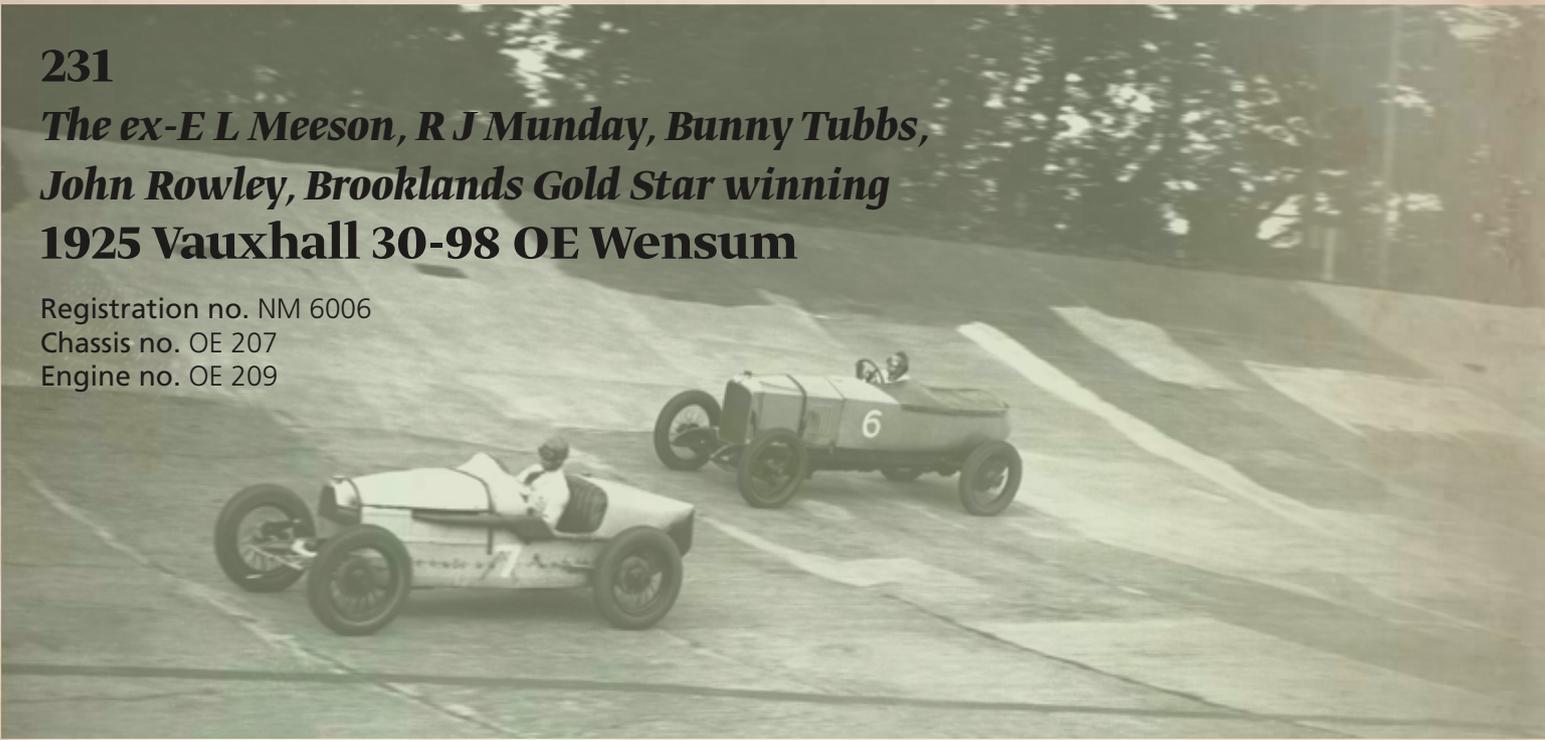
231

*The ex-E L Meeson, R J Munday, Bunny Tubbs,
John Rowley, Brooklands Gold Star winning
1925 Vauxhall 30-98 OE Wensum*

Registration no. NM 6006

Chassis no. OE 207

Engine no. OE 209



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 lightweight 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 handbrake operating on the two rear drums, the front wheels being un-braked.

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. A total of 313 OEs had been completed when production ceased in 1928. The Vauxhall 30-98 was one of the first true sports cars to be offered for sale by a British manufacturer and formed the initial cornerstone of the Vintage Sports Car Club (the VSCC).



This Wensum bodied 30-98 was owned originally by E L Meeson who raced it extensively at Brooklands in the mid 1920s, while its next owner, R J Munday, won a 'Gold Star' at the Surrey track when the car achieved an average speed of 114mph for two laps. This 30-98 went on to compete in many races at Brooklands and has a distinguished and continuous history.

The 'Wensum' bodied 30-98s, were so called after the River Wensum in Norfolk where the famous Vauxhall racing driver, Major A Hancock, kept boats. He had this style of body, resembling a boat, built for his 30-98 and it was then offered as an option by the Vauxhall factory. It is believed only 14 such examples were originally manufactured.

'OE 207' was advertised for sale in 1937 as the 'ex-R J Munday Wensum'. The asking price was £69. During WW2 the Vauxhall, at that time owned by Bunny Tubbs, became trapped in Southern France and was allegedly used as a fast courier by the Resistance. After the war, it was refurbished by Daniel Richmond and then passed via one R H Cardew to long-time owner John Rowley, the well-known Vauxhall 30-98 enthusiast. John Rowley restored the car and at the same time replaced the chassis frame with another original Vauxhall 30-98 frame before passing it on to his daughter, Brenda, who sold it to the present owner some 15 years ago. The car was half way through a long-term restoration with specialist 30-98 restorer Julian Ghosh at the time and Julian's letter detailing the work carried out is on file (perusal recommended).

The present owner then completed the car's refurbishment in conjunction with marque specialist Arthur Archer to as near original specification as possible, though the paint colour, 'French Racing Blue', was chosen to commemorate its alleged activities in France during the war. The original racing engine had been removed in 1937 to be fitted to the 'Munday Special' and was replaced with the present unit, which has just been thoroughly rebuilt in the owner's aero engine workshops and is now in perfect running order.

The engine incorporates a counter-balanced steel crankshaft together with a modern Borg & Beck clutch conversion to ease driving in modern road conditions. In common with most 30-98s, the brakes are barely adequate in modern road conditions so the pressed steel drums have been replaced by finned cast-iron 'XK120' drums. The original drums and clutch, the latter marked with the car's serial number '207', accompany the car.

The body has been rebuilt as the old one was in poor condition. The wings, scuttle, bonnet and cooling vent (marked 'OE 207') are original to the car. Its original colour is believed to have been Primrose then Racing Green (with Munday). As with all competition 30-98s 207 is fitted with a pressurised fuel tank and an engine driven air pump, the standard 30-98 being fitted with an Autovac.

The radiator was replaced in 2001, as the old one was too cracked and fragile to use (original included in sale). The original badge was refitted to the radiator. The wheels are 820x120 beaded edge at the front and well-base at the rear, an arrangement that improves both the handling and steering. Two further well-base wheels accompany the car. A well made hood and full length tonneau cover provide ample protection from inclement weather. Accompanying documentation includes assorted correspondence, sundry restoration invoices and Swansea V5. The car is currently taxed.

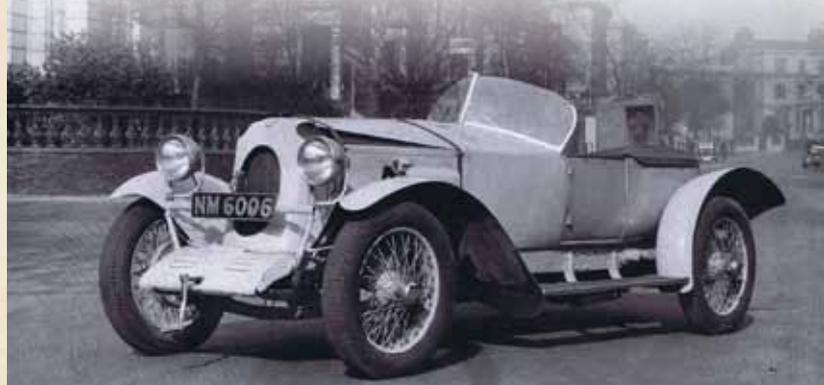
Finished in French Racing Blue with contrasting maroon leather upholstery, 'NM 6006' represents a wonderful opportunity to acquire a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period.

£250,000 - 300,000
£290,000 - 350,000

R.J. Munday, Skegness Speed Trials, 1930
Credit: Nic Portway Collection



OE207 with Brooklands streamlined radiator, West End, London, 1930
Credit: Nic Portway Collection





E.L. Meeson, BARC Autumn Meeting, Brooklands, 1926
Credit: LAT Photographic



R.J. Munday, Gold Star 114mph record, Brooklands, 1932
Credit: LAT Photographic





232
1963 FIAT-Abarth 595 Sports Saloon

Chassis no. 575584/00465



‘The performance of FIAT engines, as modified by Carlo Abarth, has for long been held to verge on the supernatural.’ – John Bolster, *Autosport* magazine.

After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set up as an independent in Turin, the home of the Italian auto industry. From producing induction and exhaust systems, Abarth branched out into selling performance kits for - mainly FIAT - production cars, later building a highly successful series of aerodynamically-stylish sports prototypes and limited-series production cars. An innovative concern with a sporting pedigree second-to-none, Abarth was taken over by FIAT in 1972.

With their FIAT 500-based 595, Abarth adopted the most cost-effective method of coaxing greater power from a small engine, a new big-bore cylinder block boosting the previously 499cc air-cooled twin to 593cc. Higher-compression pistons, re-worked inlet ports, a special camshaft and exhaust system, and a larger carburettor helped raise power from 22 to 30bhp, though the biggest gain was in mid-range torque.

Abarth’s conversion halved the standard car’s acceleration times, and endowed the 595 with a top speed of more than 75mph. Lowered suspension and wider wheels and tyres helped the baby FIAT utilise the increased performance. Those still not satisfied could opt for the 595SS (Sprint Speciale) with 34bhp on tap and an 80mph top speed.

There have been countless replicas created since but this example come with its original Italian libretto confirming that it is an original FIAT-Abarth 595. Finished in white with red vinyl interior, this exciting ‘pocket rocket’ was restored in 2013 (bills available) and is described as in generally excellent condition. Noteworthy rare and original features include a 130km/h speedometer and engine cover support bracket.

£30,000 - 40,000
€35,000 - 47,000



233

***Single family ownership since 1963;
32,000 miles from new
1959 Austin-Healey 3000 Roadster***

Registration no. 1234 BB
Chassis no. H-BT7/4448
Engine no. 29D-RU-H/5613

This outstandingly original Austin-Healey 3000 'MkI' has been in single family ownership for the past 50 years and as result has a documented history and superb provenance. It is unusual to find an example of this desirable British sports car with such long continuous ownership. Fewer than 400 miles have been covered in the past 23 years (confirmed by MoTs dating back to 1990) and the current odometer reading is circa 32,000 miles.

The car has been showroom stored for practically all of its life and painstakingly maintained professionally including the renewal of the carpets and fitting new tyres all round. This cherished car has not been subject to any major rebuild and its preservation in such original condition is thanks in no small part to the ideal showroom storage it has enjoyed. The only alteration which has been made is the substitution of a MkII grille on the basis of personal preference only. All accessories fitted are original period items, including Lucas auxiliary lamps, bullet wing mirror and Blaupunkt push-button radio.



We have been told by the vendor that the roundel on the boot is believed to have been painted by the original owner, an ex-RAF commercial pilot, enabling him to spot the Healey in the car park when flying into an airport. Unfortunately, he was killed in a plane crash on 17th October 1961 in the Carlisle area and the Healey subsequently passed into the current ownership.

A desirable manual/overdrive example finished in Old English White with red leather interior, the car exhibits beautiful patina throughout and does not require any major work to make it very useable and enjoyable to both own and drive. The Healey comes complete with its original hardtop and soft-top; full tonneau; original owner's handbook and service parts list; tool kit and bag; jack and handle; wheel brace; indoor car cover; and a quantity of spare parts. It also comes with the very attractive cherished registration '1234 BB'. Currently taxed and MoT'd, this quite exceptional Austin-Healey 3000 is offered with Swansea V5 document.

£38,000 - 44,000
€45,000 - 52,000

234

1930 Invicta 4½ litre Series 'A' High Chassis Tourer Coachwork by Corsica Coachworks Ltd.

Registration no. FB 8906

Chassis no. A91

Engine no. 7358

Captain Noel Macklin's Invicta company established, in just twelve effective short years of production, a name revered in motoring circles, mainly influenced by the sensational Low Chassis 4½-litre 'S' Type cars which slightly overshadowed the other excellent sporting motor cars from this Cobham based manufacturer. Backed by Oliver Lyle and the fabulously wealthy Earl Fitzwilliam, Macklin drew on the expertise of engineer/racing driver J.G.Parry Thomas in the early days and the design office expertise of W.G.Watson, so it was not surprising that Invicta would set the bar at a high level.

It was however the meeting with engine manufacturer Henry Meadows that created the turning point in the company's fortunes and Meadows was to build the 1½-litre, 3-litre and 4½-litre engines for all subsequent models. The powerful and robust 4½-litre engine first appeared in an Invicta at Olympia in 1928, in a high quality chassis costing just £50 less than the contemporary Rolls-Royce 20/25hp. This engine was to power the 'A' and 'S' type cars and few contemporary cars could match the Invicta 4½-litre cars for torque and outright performance. The High Chassis cars arguably offered greater touring comfort than their contemporary Low Chassis siblings.



The Series A Invicta first appeared in August 1930 and we understand that this car was first registered on 2nd January 1931, making it therefore of 1930 manufacture. Corsica Coachworks of Grimaldi Street, North London, were the favoured coachbuilder. Corsica never exhibited at Olympia and the operation never had more than twenty employees. Yet the low overhead operation attracted the sporting fraternity who worked closely with the constructors to create some of the most exquisite British coachwork of the 1930s, notably on the 1931 Daimler Double-Six chassis, Donald Healey's Dolomite and on several Bugatti Type 57s. Mercedes-Benz, Alfa Romeo and Squire were among other chassis to be Corsica-clothed.

So here is a powerful thoroughbred British sports car, well able to embarrass the drivers of other 4½-litre motor cars from more fashionable manufacturers, and handsomely clothed by Corsica. The present owner bought the car from Bonhams dispersal sale of The West Collection in Devon in 1998. It had previously been bought for The West Collection from a Peterborough enthusiast and little used in its time in Devon. Its new owner, the vendor, embarked on an extensive seven year restoration programme, stripping the coachwork to bare metal and re-livering the car in black.

All chromework was re-plated, the interior re-trimmed in red hide and new hood, hood envelope and tonneau cover in double duck were fitted along with new carpets. The radiator was re-cored and plated by Oldham Radiators. The engine was re-bored and new pistons fitted, the rods re-metalled and the cylinder head re-built. A new clutch and clutch stop linings were fitted and the gearbox rebuilt with a new third gear by respected Irish engineer, the late Clive Mew. The rear axle was checked and fitted with modern axle shaft seals, all brakes were re-lined, new king pins and bushes fitted, the electrics were re-wired and a new speedometer cable fitted. New tyres and tubes completed the restoration. Since completion of the restoration the car has covered approximately 3,500 miles with distinction, taking part in two of the prestigious Irish Veteran and Vintage Car Club's Gordon Bennett Rallies in Ireland where it currently resides.

The full history of this car was misplaced while in The West Collection, however we can advise that the DVLA have a record of the car and have indicated that the appropriate registration document will be issued to a new owner upon application.

£90,000 - 120,000
€110,000 - 140,000





235*

***The Ex-Scuderia Ferrari, Hans Ruesch, Dick Seaman, Dennis Poore
Donington Grand Prix and RAC Hill-Climb Championship-winning
1935-36 Alfa Romeo 8C-35 Grand Prix
Racing Monoposto***

Chassis no. 50013

Engine no. 50013

Scuderia Ferrari No: 65

We are pleased to have been engaged to offer this outstanding, uniquely important, supercharged straight-8 Alfa Romeo Grand Prix car for sale by auction. It is a car for which the Bonhams core team has a particular affinity, since we handled its first sale after no less than 41 years in one ownership – that of British industrialist Dennis Poore - from 1946-1987. It is a superb example of the first all-independently-suspended, big-engined Grand Prix racing design from Alfa Romeo which the Portello factory tailor-made in 1936 to combat the might of the rival State-backed German 'Silver Arrow' Mercedes-Benz W25E and Auto Union C-Type cars. It was in this Alfa Romeo and its sisters that the legendary Italian superstar driver Tazio Nuvolari and his team-mates fought a bitter rearguard action against the overwhelming might of the German teams and their own star drivers such as Bernd Rosemeyer, Rudi Caracciola, Manfred von Brauchitsch and Hans Stuck. Here is an artifact which in essence these great names would have seen, touched, experienced, campaigned and confronted around the world's most demanding road racing circuits of the mid-1930s.

It was in September, 1936, that this imposing Alfa Romeo Tipo 8C-35 Monoposto was sold via the Scuderia Ferrari to the young Swiss private owner/driver Hans Ruesch who had until that time been campaigning an elderly Alfa Romeo Tipo B Monoposto (chassis '5002') in Grand Prix category events, and who also ran a pair of 8C-2300s (chassis '2211084' and '136). The ex-SF 8C-35 that Ruesch acquired was described contemporarily in both British periodicals 'The Autocar' and 'Speed' as having been the machine co-driven by Carlo Pintacuda and Tazio Nuvolari to win that year's Coppa Ciano race at Livorno (Leghorn) on the Italian coast.

The Alfa Romeo marque has been superbly well served by British specialist Simon Moore as its leading historian. In his forthcoming new book on the Grand Prix Alfas, Mr Moore records Hans Ruesch's debut in his new 8C-35 as having been the Shelsley Walsh hill-climb in England on September 15, 1936. He clocked second fastest time of the day there, and in France on September 27 he then scored his first win with the car in the the similarly short-distance Course de Côte de Lapize, near Montlhéry.



(Top left) Dick Seaman - the finest British racing driver of the 1930s - prepares to do battle in '50013' before the 1936 Donington Grand Prix in which, sharing the drive with owner Hans Ruesch, he would win outright.

(Bottom right) Dick Seaman hurls the Ruesch Alfa under Donington Park's footbridge en route to the Craner Curves and victory in the 1936 Donington Grand Prix.
Credit: Spitzley Monkhouse



Seaman at full speed on Donington Park's Starkey Straight, 1936.
Credit: Spitzley Monkhouse



Swiss private owner/driver Hans Ruesch in his barrel-chested Alfa at Brooklands, 1936

The car was then shipped back into England where on October 3, 1936, it was co-driven by Ruesch and the fast-rising young British star R.J.B. 'Dick' Seaman in the long-distance – 302-mile - Donington Grand Prix at Donington Park. Although not then a European Championship-qualifying round, this race was the British Grand Prix equivalent of the 1930s.

Ruesch and Seaman's shared drive occupied nearly 4½ hours and they won at an average speed of 69.2mph for the winding course, leading home Charles Martin's 2.9-litre Alfa Romeo Tipo B Monoposto and the B-Type ERA shared by Peter Whitehead and Peter Walker. Soon after this great success, Dick Seaman accepted the invitation to test-drive for the Mercedes-Benz factory team, and he was quickly invited to join them full-time – going on to win the 1938 German Grand Prix in one of their cars.

Meanwhile, Hans Ruesch took his Donington GP-winning 8C-35 south to Brooklands where on October 17 he contested the Mountain Championship race on the high Members' Banking. He took a while to become accustomed to the peculiar course used there, blasting anti-clockwise around the banking behind the Members' Hill and then down around a hairpin and back along the Finishing Straight to rejoin the banking once more. He finished second, beaten by established star Raymond Mays's works-entered 2-litre ERA.

Later that month the peripatetic Ruesch took this Alfa Romeo to Hungary where he dominated two minor events at Gyon – on the record-stretch of level roadway there – and then the hillclimb at Harmashatar.





Jazzman/driver 'Buddy' Featherstonhaugh unleashing Ruesch's big Alfa around London's Crystal Palace parkland circuit.



Dick Seaman's private team cared for his friend Ruesch's Alfa in Ennismore Gardens Mews, London. Into 1937 Dick would be driving works team 'Silver Arrow' cars for Mercedes-Benz!





He had also secured entries in that winter's South African series of three handicap races, and '50013' was duly shipped south of the equator. Ruesch promptly finished fourth in the South African Grand Prix run at East London – overlooking the Indian Ocean – on New Year's Day 1937. On January 16 in the Grosvenor GP held outside Cape Town he finished fifth in an event dominated by the factory Auto Union V16-engined cars handled by Bernd Rosemeyer and Ernst von Delius. With the State-backed German team having reportedly consumed all their special fuel and Continental racing tyres in these first two races of the series, they non-started in the final event – the Rand Grand Prix outside Johannesburg on January 30 – which left Ruesch's big Alfa Romeo to start on scratch. Despite proving to be the fastest finished in that event the young Swiss was classified fourth on handicap behind two ERAs and an MG.

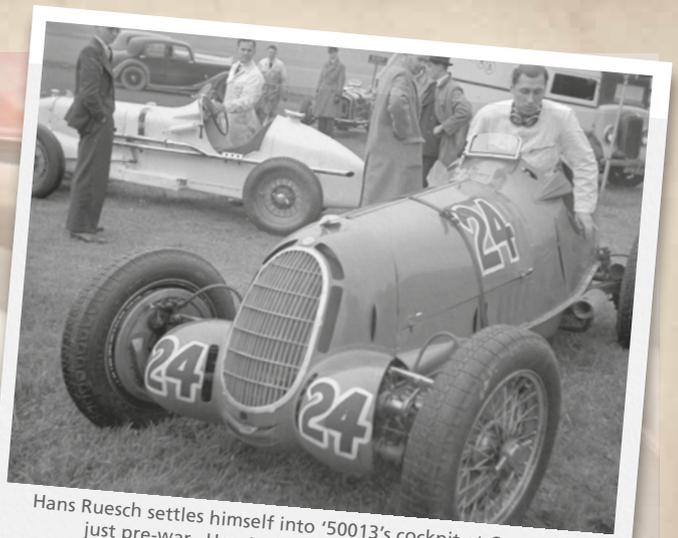
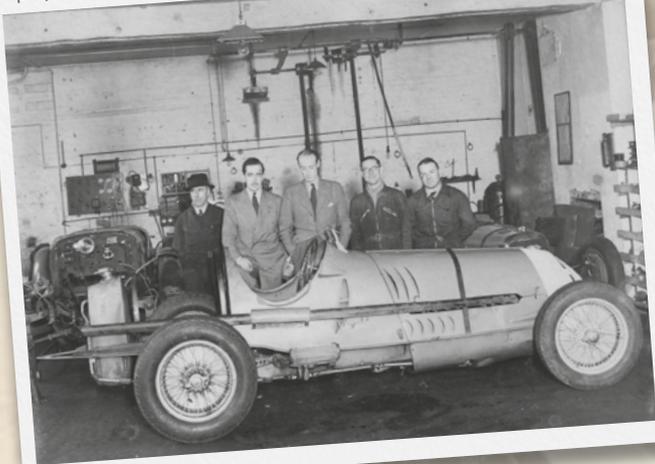
The car was then shipped back to Europe for a jam-packed motor racing season which saw Ruesch run it in no fewer than 15 events ranging from the British Empire Trophy race at Donington on April 10 to the Mountain Championship back at Brooklands on October 16. He won no fewer than seven times, including the Finnish GP in Helsinki, the GP des Frontières at Chimay, Rumanian GP in Bucharest, the Prix de Bremgarten on his home soil at Berne, Switzerland, and finally that Mountain Championship at Brooklands. He also won at Montlhéry outside Paris, France. He crashed the car in the Coppa Acerbo meeting at Pescara, Italy, and it failed to finish at Brno, Czechoslovakia, on September 26, when driven by Ruesch's Italian fellow-privateer, Renato Balestrero.

Simon Moore has analysed practice times for the 1937 Monaco Grand Prix – in which Ruesch conducted '50013' home into a respectable eighth place – and finds that he was quicker than two of the official Scuderia Ferrari quasi-works entries, and slower than the other two – a great achievement by any private owner/driver in that era.

When the International Grand Prix Formula was changed for 1938-40, limiting admissible supercharged engines to no more than 3-litres capacity, this 3.8-litre straight-eight Alfa Romeo was no longer eligible. Consequently, Hans Ruesch based it in England where it was still accorded star status in many of the varied events run there throughout the summer season. Its programme began with the Coronation Trophy meeting at London's Crystal Palace parkland circuit on April 2, 1938, when – due to personal illness - Ruesch entrusted it to talented jazzman-cum-racing driver R.E.L. 'Buddy' Featherstonhaugh. Unfortunately the enthusiastic 'Fانشaw' spun the car at Stadium Dip and finally left the tortuous little circuit at Fisherman's Bend, stalling the engine which he was unable to restart unassisted. Worse awaited Featherstonhaugh and the car as at Donington Park during practice for the following weekend's British Empire Trophy race the musician got off onto the grass verge at very high speed, the car dug in and somersaulted twice, throwing its driver clear without serious injury.



Bespectacled Jock Finlayson was the ex-Dick Seaman team mechanic who prepared and cared for the Hans Ruesch Alfa during the period 1936-39.

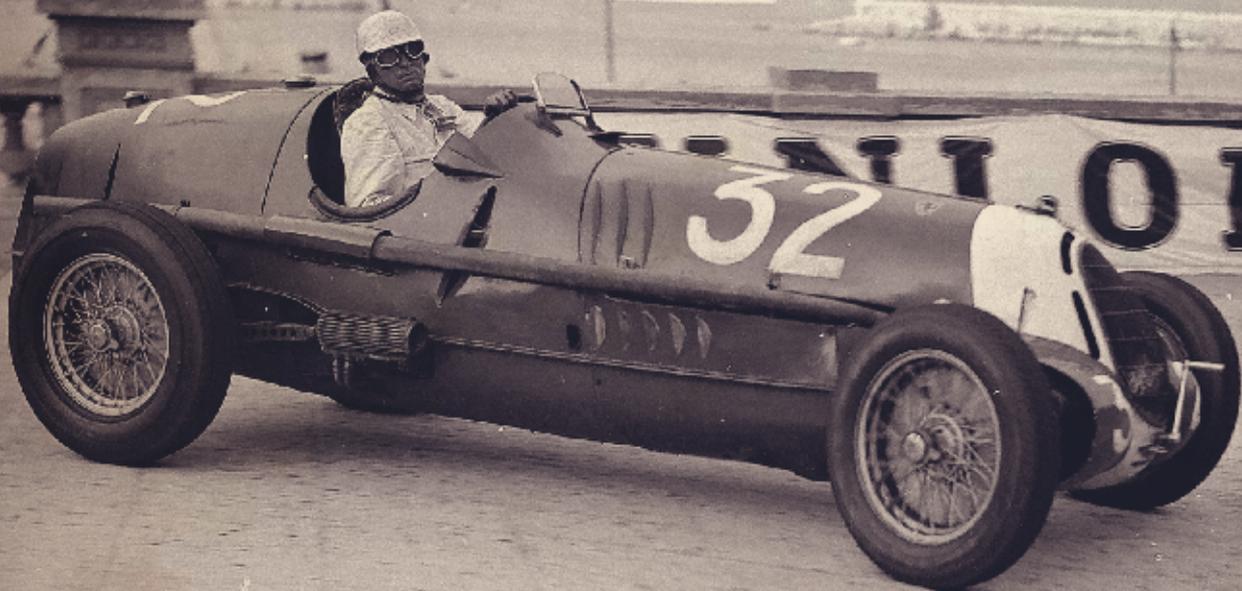


Hans Ruesch settles himself into '50013's cockpit at Crystal Palace, just pre-war. Here's the new buyer's chance to follow suit...

The big Alfa Romeo would not reappear for over a year as Ruesch almost certainly returned it to Italy for repair – the work probably being carried out very much “on the back burner” when immediate calendar commitments might allow. Simon Moore's intensive researches indicate that during this repair procedure the car was fitted with some spare body panels which would likely have been drawn from Alfa Romeo/Scuderia Ferrari stock, left available since a number of '50013's surviving sister 8C-35 chassis had been converted to match the new 1938 season's Grand Prix Formula regulations. The Milan factory's 'new' Tipo 308 model featured 3-litre straight-eight supercharged engines and all-new bodywork mounted in, and on, the old frames.

Back in London, the 1938 Sydenham Trophy race at Crystal Palace on May 20, 1939 was then graced by the entry of Hans Ruesch's revived '50013', sporting a fresh bonnet panel clearly different from that worn in 1936-37. Ruesch placed second in Heat and third in the Final. At Shelsley Walsh hill-climb on June 3 he finished second in class, after which event the car was sold by Ruesch to enthusiastic British driver/dealer Robert Arbutnot, who ran High Speed Motors Ltd in London's expensive Lancaster Gate Mews.

Arbutnot engaged ex-Alfa Romeo, ex-Scuderia Ferrari, ex-Dick Seaman and ex-Ruesch mechanic/engineer Giulio Ramponi to prepare '50013' for him and drove it in the Cambridge University AC sprint at Syston Park and upon his Brooklands debut in it on August 7. Unfortunately, he spun it there while leading, after setting what would prove to be the perpetual Brooklands Campbell Circuit lap record for the 3-5-litre category. The venue would in fact be closed by the outbreak of World War 2 on September 2-3, never to reopen to racing.



Hans Ruesch locks over '50013' into the Gazometre Hairpin on the seafront at Monte Carlo during his impressive driver in the 1937 Monaco Grand Prix.



From 1948-1955 Dennis Poore raced his big Alfa regularly right here at the Goodwood Motor Circuit.



British industrialist Dennis Poore often starred at Goodwood in '50013' - as here at Woodcote Corner in 1951.

During that 1939-45 war, Arbuthnot sold the car at one stage to racing haulier Reg Parnell who almost literally 'hoovered-up' all the interesting pre-war competition cars he could find. Near the end of hostilities, Arbuthnot re-acquired the car only to be killed in a road accident in August 1946. He had used the great car as security for a loan he had arranged with the financier – and occasional MG racing driver – Dennis Poore. This British industrialist – and subsequent Aston Martin and Connaught works team racing driver - would maintain and preserve '50013' for the following 40 years-plus. In his most capable hands it became one of the truly iconic cars of Britain's peacetime road racing re-emergence.

In 1947 Dennis Poore drove '50013' to win The Gransden Trophy feature race in Great Britain's first postwar circuit event, at Gransden Lodge aerodrome, and in 1948 the duo also starred in the inaugural race meeting right here at Goodwood.

Almost every weekend through the later 1940s and up until 1955 'the Poore Alfa' seemed to feature in the pages of the British specialist motoring press. Dennis Poore campaigned it extensively, embarked upon a hectic programme initially of hillclimbs, sprints in which the powerful Alfa Romeo, offering tremendous low-down torque and great traction (often being fitted with twin rear wheels and tyres to exploit this characteristic), absolutely excelled.

Poore and his long-faithful mechanic Bill Lawes explored the car's potential in a modification programme which extended over several years, following '50013's debut in his hands at the 1946 Brighton Speed Trials in which the combination finished third, bettered by Raymond Mays's ERA 'R4D' and B. Bira's Maserati 4CL.

The car's original Alfa Romeo Roots-type superchargers were replaced by aeronautical-type Wade RO15 cabin blowers and also adopted a Wilson pre-sector gearbox which – most unusually – was coupled to the engine amidships with the original rear-mounted Alfa Romeo transaxle left in place locked in whichever suitable gear provided an advantageous final-drive ratio.





How the Bonhams team found '50013' after its many years of retirement - 1987.
Credit: Bob Masters



The ex-/Scuderia Ferrari/Ruesch/Seaman Alfa at the end of its Dennis Poore tenure, with its transporter in storage at Taplow, 1987.
Credit: Bob Masters

Poore's programme with the car was interrupted by his overturning it in the Scottish Bo'ness hill-climb, after which the mildly-damaged still red-painted bodywork was beaten true and resprayed British Racing Green with the industrialist's favourite Pegasus flying-horse emblem blazoned in white upon the bonnet.

His greatest triumph with the car was winning the 1950 RAC Hill-Climb Championship title, and after 1952 as his works team racing commitments took more of his time with Aston Martin and Connaught so he reserved '50013' mainly for Vintage Sports Car Club events. He won the Club's prestigious Seaman Trophy – in memory of the late Dick Seaman, killed while leading the 1939 Belgian GP for Mercedes-Benz at Spa – no fewer than three times before retiring it into home storage at the end of 1955. Mr Poore subsequently let the car out of captivity just once – permitting it to star in public at the 75th Anniversary Castrol Extravaganza Show at London's Olympia Exhibition Hall in 1974.

He retained the great car until his death in 1987 – and soon afterwards it was consigned by his executors for sale by the Bonhams core team in Christie's 1988 Monaco auction. Present Bonhams racing car historian Doug Nye recalled in the American 'Road & Track' magazine (February 1990 issue): "I helped Robert Brooks unearth this unspoiled time-machine from its Taplow storage about five weeks before the Monaco Sale.

"In the gloom. Cramped between stacks of furniture and a jumble of assorted disused cars and motorcycles, I felt almost as if we were penetrating The Mummy's tomb. As we reverently drew back '50013's dust sheet that dark-green paintwork gleamed in the soft light. In places it was cracked, scarred – the story of its long life etched into every subtle dent and scrape. Bare steel suspension parts glinted gold under dried preservative grease, only the lightest dusting of surface rust admitting long disuse. In the cockpit that dark and stained leather seat bore the unmistakable texture of age-old saddlery.

"After a day or more's hard work had cleared the way, we pushed the Alfa out into the light for the first time in years. To our astonishment it rolled easily, slickly, seeming almost anxious to escape the place and feel the sun on its shapely back once more...

"I know I am perhaps too sentimental about these things, but it was almost as if that old car was talking to us as we wheeled it into the sunlight. Agonizingly, it could not quite give us the answer to the major question we had to ask ourselves..."





This still remains true today. The question concerns the August 2, 1936, Coppa Ciano race at Livorno which featured what was one of the legendary Tazio Nuvolari's greatest-ever driving feats. The Scuderia Ferrari fielded the latest 4.4-litre V12-engined 12C-36 models there as its main armament, but the transmission on Nuvolari's example failed at the start. After a long delay in the pits he insisted upon taking over team-mate Carlo Pintacuda's 3.8-litre straight-8 engined 8C-35 to rejoin the race.

He took over the car in sixth place, and ripped into the rival Auto Union V16 team's lead. Hans Stuck had already retired his rear-engined Auto Union but under Nuvolari's intensifying pressure both other AUs – driven by Bernd Rosemeyer and Achille Varzi – broke down. Thus Nuvolari was able to win outright, in fact leading an Alfa Romeo 1-2-3 triumph with Antonio Brivio's sister car second and Rene Dreyfus' third. Immediately after the finish the Scuderia Ferrari Alfa pit crew saw Bernd Rosemeyer striding towards them. Expecting a possible verbal assault because Nuvolari had barged the young German's Auto Union tail during his pursuit, the personnel braced themselves for the onslaught. But instead the charismatic Rosemeyer had simply come to praise the Maestro Nuvolari – calling him "Il Mago" – 'The Magician'.

When Hans Ruesch brought '50013' to England later that year both contemporary issues of *'The Autocar'* and *'Speed'* magazines described his acquisition as "the car in which Tazio Nuvolari won the Coppa Ciano". Despite all best efforts we have since been unable either to prove or definitively disprove this attribution, but if it was indeed Nuvolari's winning mount at Livorno that by-gone August day 77 long years ago then the Monaco Sale price achieved, of some US \$2,850,000, contemporarily represented remarkably good value.

New owner, British enthusiast Anthony Mayman, sadly died before any restoration work could be begun upon the car and it was eventually acquired and restored for modern-era Historic and Vintage racing by English San Francisco Bay-area resident Peter Giddings. He entrusted it to leading Alfa Romeo specialist Paul Grist in the UK for a complete restoration. The car was returned in general to its 1937 specification with the pre-selector gearbox removed and its Alfa Romeo superchargers replacing the postwar Wade installation. The car was repainted in Mr Grist's favoured representation of Alfa Romeo racing red and Peter Giddings subsequently conducted a long and highly successful racing programme in the car, all around the racing world. In 2000 the car even won the 'Best of Show' award at the Louis Vuitton New York concours.





In the mid-2000s '50013' passed to the current owner, who has continued to campaign the car with the regularity, verve and success to match all his predecessors. While in his custody the car has been raced at Mugello in the Ferrari Challenge, returned to Donington for the landmark 'See Red' Race meeting and climbed the hill here at the Goodwood Festival of Speed in 2006. It has also been successfully exercised at a host of North American events including those at Lime Rock, Road America, Mont Tremblant, Laguna Seca and Sonoma. As recently as this year it ran at the Sonoma Historic Motorsports Festival and will also have been seen in action at the Labor Day Historic Meeting at Lime Rock from 30th August to 2nd September.

Throughout this extensive programme the great car has been painstakingly race-prepared and successfully deployed by its present vendor, frequently winning its class. Prior to this present season it was comprehensively rebuilt mechanically by Auto Restorations of Christchurch, New Zealand.

Over the course of its last two ownerships a huge file of material charting its racing career has been amassed, this fascinating archive now being included with the car. Of further interest, aside from its eminent eligibility and potential on any race circuit around the world, during its 1990s restoration a slightly broader centre bodywork section was crafted to accommodate a second person, and road ancillaries of wings, a spare-wheel and battery box made to facilitate road use. Although never actually run in this form, these components remain with the car to increase its general useability.

So here we offer not just what many authorities consider to be the finest and only original surviving Alfa Romeo 8C-35 car of the mid-1930s, but also a Grand Prix car intriguingly associated with one of the legendary Tazio Nuvolari's most startling and celebrated race-winning drives. If one adds the car's Hans Ruesch history from the later 1930s, and perhaps above all '50013's iconic – and self-evidently unchallengeable – Dick Seaman connection since he played the lion's share in winning the 1936 Donington Grand Prix in her – and this magnificent motor car's true stature falls into sharp focus. Its postwar Championship-winning Dennis Poore history then provides the icing on this immensely attractive cake. And today it could – it really could – become yours.

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

£5,500,000 - 6,500,000

€6,400,000 - 7,600,000



236

1962 Jaguar E-Type Series 1 3.8-Litre Competition Coupé

Registration no. 703 YUH

Chassis no. 861126

Engine no. R2949-9

This car was originally built in 2001 for the E-Type Racing Experience Series, a nine-round championship to celebrate the 40th anniversary of the E-Type Jaguar. This was an 'arrive and drive' concept: each car in the series would be prepared, transported and looked after at the meetings by the organisers. A season in one of the E-Types would set you back £75,000. The July 2001 edition of *'Cars & Car Conversions'* magazine featured an article on The E-Type Racing Experience, a copy of which is in the accompanying history file. A race to launch the new series was held at Donington in 2001, and this particular car was driven by Barrie Williams.



In 2007 the E-Type was prepared to Historical Technical Passport specification (Period F 1962 to 1965 in FIA Class GTS12) and HTP papers were issued on 2nd May 2007. At the same time the engine was returned to marque specialist Rob Beere for a full rebuild, which included fitting a brand new cylinder head. Dynamometer printouts show the engine produced a healthy 321bhp. (Rob Beere's engine specification sheet is included in the file). A competitive car that has seen very little use in the past four years, it nevertheless has been professionally prepared, serviced, maintained and run by Spirit Automotive throughout this time.

The car has also been driven by professional drivers including Mike Wilds, Karl Jones and Oliver Bryant, and it was also driven by Ed McDonough, European Editor of *'Vintage Race Car'* magazine, each providing valuable feedback. Set-up advice was also sort from Peter D Wilson, former Jaguar Competitions Department engineer between 1961 and 1966 at Browns Lane, during what was ostensibly the 'Lightweight' E-Type era. Peter is the author of the book *'Cat Out of The Bag'*, which covers this period in detail. Following this advice, in 2009 the car was sent to renowned Jaguar specialists RS Panels, who fitted steering, suspension and brake parts to correct 'Lightweight' E-Type specification.

Other specification highlights include an alloy bonnet; full roll cage; FIA 140-litre fuel tank with pump dry system; alloy radiator; plumbed-in fire extinguishing system; lightweight rear and side windows; new bell housing with fast-crank starter motor; Gary Pearson-prepared Jaguar close-ratio synchromesh gearbox; and a GKN-rebuilt differential, plumbed for an oil cooler. The car has not been raced since these parts were fitted in 2011.

The comprehensive accompanying file contains information on works carried out and invoices totalling some £150,000. During discussions with Gary Pearson in January this year, he estimated the current cost of building a car to this specification would be circa £180,000. '703 YUH' is eligible for many prestigious international events including the E-Type 50th Anniversary Series, Spa 6 Hours, Masters and GT & Sports Car Cup. (While in the current ownership the car carried the registration number '3 OKV', which is being retained by the vendor).

Described as in generally good condition, this well prepared and potentially competitive competition E-Type is offered with the aforementioned documentation, current road fund licence, MoT to April 2014 and Swansea V5 registration document.

£60,000 - 80,000
€70,000 - 94,000



237

1988 GTD40 Mk2 Coupé Coachwork by GT Developments

Registration no. 6392 RO

Chassis no. GTD40 08288

Engine no. M6007-C347



A decade on from its final Le Mans win, the GT40 had become firmly established as one of the all-time great classic sports cars, leading to an increased demand for unmolested originals and the start of a replica-building industry. With a mere 107 GT40s being constructed at Ford Advanced Vehicles' Slough factory between 1966 and 1972, it is hardly surprising that a cottage industry of independent manufacturers arose to satisfy the continuing demand for replicas of Ford's charismatic Le Mans winner. Founded in 1984 by Ray Christopher, GT Developments soon established itself as one of the foremost manufacturers of accurate GT40 replicas, over 600 of which have been produced over the years.

Autosport and *Autocar* magazines tested an original, GTD-built example in 1989. The former had this to say: 'An original GT40 is priceless, but an equally charismatic alternative is the GTD40. The pair are indistinguishable from five paces, let alone 50, so faithful is GTD's replica even to the discerning eye. The GTD is no "kit car", but a thoroughbred in every sense.'

This Ford GTD 40 Mk1 'wide body' is the ultimate recreation of the iconic Gulf Oil-sponsored car number '6' piloted to victory by Jacky Ickx and Jackie Oliver at the 1969 Le Mans 24-Hour race. Attention to detail on this car is in a class of its own, with much time spent sourcing original parts and reworking it to drive and handle as a fast road or competitive race car. The engine is a genuine 327ci (5.4-litre) racing unit supplied by Ford Motor Sport in the USA, rated at 450hp and breathing via a quartet of Weber IDF carburettors.

Fabricated by Tony Law, the exhaust system is a fully balanced crossover type complete with megaphone secondaries, Cermachrome coated for reduced engine compartment heat. The car also comes with standard silencers. Its transaxle is a Renault UN13, built by Chris Cole of Mach 1 Transmissions, incorporating a Quaife limited-slip differential, solid main shaft, custom internals and an extra-long fifth gear.

The adjustable front suspension is fully Rose jointed and braking is via 300mm vented discs and 6-piston Wilwood callipers. The pedal box is Tilton and the road wheels are replica BRM pin-drive, shod with Avon C2R road/race tyres. In pursuit of originality, the car has a modified front nostril to create the correct cooling and down force at high speed, and is fitted with original SEV Marchal driving lights and correct rear lighting. Twin-condenser air conditioning has been installed to reduce heat in the cockpit, which is a real must for these cars.

'6392 RO' has covered a mere 500 miles on the new engine and comes complete with invoices totalling £52,000 spent on its development since acquisition, which does not include the original purchase price. Developed and set up by Frank Catt of Wealden Engineering over several years, this most exciting road or track-day GTD40 is offered with current MoT/tax and Swansea V5C registration document.

£55,000 - 70,000
€64,000 - 82,000





238
1955 Austin-Healey 100 BN1 Roadster

Registration no. HBR 44
Chassis no. BN1-224571
Engine no. 1B224574

Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost high-performance sports car and aimed at the US market, which took almost 100% of production initially, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. Low-revving and torquey, the latter's 2,660cc four-cylinder engine produced an unremarkable 90bhp, but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds. A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, conventional four-speed BN2 for 1956.

In 1953 the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finished in 12th and 14th places, a highly praiseworthy achievement for what were recognisably production sports cars. Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburetors plus a special inlet manifold and cold air box, high-lift camshaft, stronger valve springs and distributor with alternative ignition advance curve.



With the kit installed power increased from the standard 90 to 100bhp. This conversion was available factory-fitted on the successor BN2 model in the form of the '100M'.

We are advised that the BN1 offered here was fitted with one of the 'M' kits in the early 1960s. The car has also been fitted with an alternator and a larger-than-standard radiator. 'HBR 44' was acquired in the early 1960s by Ivor Jones from Durrington, who was told by a previous owner that it was not exported to Australia, contrary to what the accompanying BMIHT certificate states. An engineer by profession, Ivor Jones spent some three years rebuilding the engine and kept the Healey until 2006 when his friend, renowned marque specialist Gerald Stevenson, carried out a 'ground upwards' rebuild using original panels. The car subsequently passed to Colin Brangwin and thence to the current vendor.

Eligible for the Le Mans Classic and many other prestigious historic motoring events, this fully restored Austin-Healey 100 is presented in generally excellent condition and comes with old-style logbook, sundry restoration invoices and Swansea V5C registration document.

£50,000 - 60,000
€59,000 - 70,000



239
1959 MGA Twin Cam Competition Roadster

Registration no. CSV 794
 Chassis no. YD1/1786
 Engine no. M0274



Conceived as replacement for the traditional 'T'-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine that had first appeared in the ZA Magnette. Running gear was based on that of the TF, with independent coil-sprung wishbone front suspension and a live rear axle. Clad in a curvaceous aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

Immensely popular though it was, the MGA faced stiff competition from the larger-engined Triumph TR3 and Austin-Healey 100/6. Coaxing more power from the standard engine was becoming increasingly difficult, so development concentrated on a twin-overhead-camshaft cylinder head for the B-Series block. Conceived at Cowley by BMC engineer Gerald Palmer and introduced in 1958, the new 1,588cc engine did not disappoint, producing an impressive 108bhp at 6,700rpm. Considerably faster than the stock MGA, the Twin Cam could comfortably exceed 110mph, and to cope with the increased performance Dunlop disc brakes were fitted all round and Dunlop centre-lock wheels adopted.

A high price discouraged sales however, and the model was dropped after just two years. Production totalled 2,111 cars, a mere 360 of which were sold on the home market, and today the Twin Cam is one of the most sought-after of post-war MG sports cars.

This original, right-hand drive, UK-market Twin Cam Roadster was rebuilt from the ground upwards in 2010 and race prepared by CMC Motorsport of Nuneaton, Warwickshire. The engine incorporates an MGB cylinder block, which has been bored out to 1,950cc and fitted with the Twin Cam head. Provided by Mass Racing, builders of the engine, a dynamometer printout shows that it produces a maximum output of 187.9bhp at 7,126rpm with peak torque of 157.6lb/ft at 5,091 revs, highly impressive figures. Other noteworthy features include a Ford Sierra Type 9 five-speed gearbox, de-bumpered bodysHELL, roll cage, bucket seat and safety harness. Unused since the rebuild, this unique Twin Cam is described as in generally excellent, race ready condition. The car is offered with sundry invoices, recently expired MoT (12th September 2013) and Swansea V5 registration document.

£25,000 - 30,000
€29,000 - 35,000

240

**1932 Bentley 4-Litre Saloon
Coachwork by Thrupp & Maberly**

Registration no. FG 7632

Chassis no. VA 4085

Engine no. VA 4093



The Bentley 4-Litre was the old Cricklewood company's swansong model before its absorption by Rolls-Royce. With the Depression biting, sales of the old 4½-Litre declining and its newest, 8-Litre, model costing all of £1,850 in chassis-only form, Bentley Motors desperately needed a new smaller model to compete with Rolls-Royce's successful 20/25hp. The result was the 4-Litre. At the Management Committee's behest, and to W O's disdain, the six-cylinder engine was designed by Ricardo, with overhead inlet/side exhaust valves and a claimed output of 120bhp at 4,000rpm. A double-drop chassis was adopted, closely based on that of the contemporary Bentley 8-Litre, and offered in two wheelbase lengths: 11' 2" and 11' 8", both of which were shorter than the shortest of the two 8-Litre chassis available.

Although 'W O' did not like the Ricardo design (considering it difficult to tune) the fundamental soundness of the inlet-over-exhaust arrangement would be demonstrated after the war, engines of this configuration powering Bentley and Rolls-Royce motor cars up to 1959. The 4-Litre has been much maligned and is little understood, as very few were built. Because it was considered by some to be too heavy for its power, yet had the best chassis, gearbox and rear axle of all the Bentleys, many were converted very early on into 6½- and 8-litre specials.

Not every one agreed. None other than Bentley boss Captain Woolf Barnato himself used an early 4-Litre as his personal transport, covering around 6,000 miles during 1931/32. Only 50 4-Litres were completed before the original Bentley company's liquidation, of which only 12 are known to exist today, the ex-Barnato car, 'GO 8477', being one of them.

Supplied new via by Jack Barclay and Jack Olding, this rare Bentley 4-Litre was first owned by Major W C Gordon Black of Fife. 'FG 7632' was delivered to Major Gordon Black on 26th May 1932 with a one-year guarantee, and during his ownership covered approximately 30,000 miles, as verified by Bentley works records. Its history after 1937 is not known but the car reappears in Stourport in 1954 when it was owned by Harold E Harper of The Corner Garage. It then had five short-term owners, mostly in the West Midlands, and was eventually sold in 1962 to the previous owner, Mr Philip Parry of Epsom, who ran it until 1969.

During this period Mr Parry, a well-known Bentley enthusiast, prepared and drove his 4-Litre single-handed from Land's End to John O'Groats in under 24 hours! The detailed record of this epic journey in May 1964 was published in the *BDC Review* in April 1965.



By 1969 the Bentley was deemed to be in need of a major restoration and was then totally dismantled by Mr Pardy in preparation for a total rebuild. However, the project effectively remained stalled for the next 30 years! The present owner purchased the car in 2000, on the clear understanding that this 4-Litre (unlike so many) would be restored to its original Cricklewood specification.

Since 2001 the Bentley has been subject to a meticulous restoration taking over 12 years. This has included a major engine rebuild with new APR big-end pinch bolts, while the main bearings and big ends were recast utilising modern high-grade white metal. New rings were fitted to the original pistons and the cylinder block re-bored and sleeved. The rebuilt cylinder head was fitted with hardened inserts to accommodate modern fuels. A modified oil filtration supply was incorporated to suite modern oils. The engine is yet to be fully run in. The original 4-Litre radiator has been serviced and tested by a well-known Manchester specialist, and the radiator louvres operate automatically by means of Bentley's patented thermostatic actuator. Ancillaries have been professionally restored including the AutoVac, ignition coils, dynamo, voltage regulator and water pump.

All aluminium, the original Thrupp & Maberly coachbuilt body (number '5411') was refurbished throughout, being bare-metal stripped, etch-primed and re-sprayed in black over the Bentley blue of the original 4-Litre radiator badge. The 20" wire wheels have been sprayed to match and all the original bearing grease caps and quick release nuts have been re-chromed.

The original speedometer was professionally restored, re-calibrated and zeroed. The car has been rewired throughout and discreet amber flasher bulbs have been fitted at front and rear, as has a double stop light to the original 'diver's helmet' rear lamps. A superb windscreen-mounted spotlight by Stephen Grebel has been fitted, and the Bosch headlights are double dipping with the correct lenses.

Illuminated by the original recessed ground-glass lenses, the original black leather upholstered was re-Connollised and a new grey West of England roof lining professionally fitted, as was a customised set of new leather-bound matching Wilton woollen carpets. The two mahogany vanity units in the rear have been illuminated and refurbished and now boast matching crystal champagne flutes carrying the Bentley logo. A concealed tool rack in the boot lid has been equipped with period tools including a Vintage hand lamp and oilcan.



Offered with current road fund licence and Swansea V5, the car is now in near concours condition, and being one of only about a dozen 4-Litres still retaining their original chassis, body and engine, would be an asset to any connoisseur of fine motor cars. There is also spare reconditioned Mk1 engine, currently exhibited at the Lakeland Motor Museum, Newby Bridge, Cumbria, which could be made available by private arrangement.

Featured in Ray Roberts' *Bentley Specials and Special Bentleys Vol 2* (page 524) this superb example of the last of the Cricklewood-built models comes with a large history file containing bills; period photos; original factory blueprints; and copies of several articles written about it.

£180,000 - 220,000

€210,000 - 260,000



241

The ex-Works, Chris Meek

1965 Ginetta-Ford G10 V8 Two-Seat Competition Coupé

Chassis no. 01



This remarkable, ex-works Ginetta-Ford G10 competition coupé with American Ford V8 engine was built new in the Autumn of 1965 and – driven by works driver Chris Meek – it won its debut race that November in a race meeting at the Brands Hatch circuit in Kent, England. Chris Meek started that race from pole position and, after a race-long duel, won from Robbie Gordon who was driving no less a car than the ex-Dick Protheroe Jaguar E-Type Low-Drag Coupé.

The Ginetta Cars company based in Witham, Essex was a partnership between the four enthusiastic (and immensely capable) Walklett brothers – Doug, Trevor, Ivor and Bob. Their intention with this Anglo-American hybrid model, powered by the Ford Mustang 289ci (4.7-litre) V8 engine, had been to achieve the homologation which would permit it to compete in the appropriate United States road racing series. However, denied homologation, the G10 would have been forced to compete against McLaren and Lola sports-prototype cars of much greater performance potential. Consequently, the majority of American orders for the cars were cancelled and ultimately only three G10s were produced.

It was, however, a good looking design and it was then adapted by conversion into the Ginetta G11 model, fitted with MGB 1800 4-cylinder engines and modified MGB rear suspension. Problems persisted, however, not least with delivery of the MG components and the Walklett brothers eventually shelved G10/G11 manufacture, leaving surviving examples as rare birds indeed.

This particular ex-works racing version was most prominently featured in the August 2011 issue of *Motor Sport* magazine, being track tested by former driver Chris Meek at the Mallory Park circuit which the Leeds-based property magnate ran for several years before selling it to the BARC. As restored and prepared for the present vendor by respected specialists Gelscoe Motorsport, this Ginetta G10 sparked vivid memories for Mr Meek as he recalled: 'The Walklett brothers created the G10 to prove to the press that Ginetta could build a real car as opposed to a kit car, while at the same time hoping to have success with it in America. Their problem was money; building this car used every penny they could muster...'

Designer Ivor Walklett himself recounted how: 'The race car was not drastically different from the road car, but we fitted a variant of our 7-inch magnesium F3 wheels, shod with F1 tyres. The engine was the 4.7-litre 271 horsepower Ford Mustang imported from the USA. We adapted it to 350hp with the Ford kit from Ford Advanced Vehicles in Slough, where the GT40s were built, with four twin-choke downdraft carburettors, a decent manifold, hotter camshafts and stronger con-rod bolts. Weighing around 900kg (the G10) should have been very quick... we easily topped 150mph on the Witham bypass. After testing at Brands Hatch we lowered the axle ratio, which helped acceleration and braking, so come race day we were fairly confident of a good result.'



Chris Meek had never even sat in the G10 before he drove it at Brands Hatch. But as he recalled: 'When I raced it, it was simply unbeatable... it was remarkable. Fine-tuned, this car would have beaten anything in its class. However, after its outright win Ginetta felt they had proved a point and reverted back to the G4 and G12. I only raced the G10 that once.'

Asked after his recent Mallory Park laps in the G10 if this car felt like it had back in 1965, Mr Meek declared: 'Absolutely. But better. It's sharper, it's a beautiful car to drive. You can take most of this circuit flat in top, just lift for the bump... it has incredible torque. Fantastic grip and handling. This is now a really refined car, and beautifully balanced.... Even though it's a relatively short wheelbase, it was not the least bit twitchy... Of course for British circuits a short-wheelbase car is ideal.'

As writer Ivan Ostroff concluded in the *Motor Sport* G10 story: 'Had the Walkletts' plans for its throaty new contender worked out, Ginetta might have become a by-word for muscular big-banger racers. But the company's real expertise lay with small, light and lithe machines, and as the G12 continued the G4's run of unlikely success, the prospects of new transatlantic markets seemed not only further off but less and less important. The hunky G10 and its more practical G11 spin-off faded from view, leaving the memory of one scarlet and black rocketship talking one dramatic victory that would never be followed up.'

The car arrived at Gelscoe Motorsport Ltd directly from the USA. It was inspected prior and found to be in need of a full restoration. The original chassis and body were still with the car but both were in need of work. The body was removed from the chassis and stripped of its paint, revealing the original paintwork beneath the many subsequent layers, while the chassis was blasted, repaired and returned to its correct original specification. The body likewise was restored to original condition and repainted in its original colour. A new Ford V8 289ci GT40-specification engine was sourced and fitted to a top-loader gearbox, via which power is transmitted to an E-Type differential unit. Koni-type dampers were fitted all round.

The Ginetta was tested at Silverstone by Andy Newall in the late summer of 2011 and then raced by him at Australia's Phillip Island in March 2012. Andy finished second in all his races, up against slick-shod Porsches. The following weekend the Ginetta participated in the demonstration laps at the Australian Grand Prix. At the Goodwood Revival in 2012, Andy and the Ginetta led on all laps but on last lap a hub broke, forcing their retirement.

We are delighted to offer this remarkable – and now most notable - Anglo-American V8 racing Ginetta - all dressed-up and ready to shine in a new owner's capable hands within the appropriate class of Historic competition.
£150,000 - 180,000
€180,000 - 210,000



Goodwood Revival, 2012



Chris Meek fending off Robbie Gordon's E-type for a debut win at Brands Hatch, 1965. Credit: LAT Photographic



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Sold in aid of children's charity The Delight Makers Foundation **1964 Jaguar Mk2 3.8-Litre Saloon**

Registration no. 5764 D

Chassis no. 231683DN

Engine no. LC7949-8

'One of the most impressive sights today is the rapid and purposeful progress of a Mark 2 Jaguar on a motorway, eating up the miles in the fast lane. Like the nose of a bullet, the rounded frontal shape looks right for high speed, and the sheer velocity attained is usually exhilarating.' - *Autocar*.

One of the most readily recognised cars of the 1960s thanks in part to countless appearances in films and on television, Jaguar's seminal Mk2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts.

With the advent of the Mk2 in October 1959, the 3.8-litre version of Jaguar's XK twin-cam six became available for the first time in the company's medium-sized saloon, which in top-of-the-range, 3.8-litre, manual/overdrive configuration was a genuine 125mph car capable of reaching 60mph in 8.5 seconds, outstanding figures for a saloon of its size even by today's standards.

Representing the Jaguar Mk2 in its ultimate 3.8-litre, manual/overdrive configuration, this example was purchased by The Delight Makers Foundation on the 1st August 2012 with the sole intention of restoring it to original factory specification.

A UK-registered charity, The Delight Makers was established to create projects that all people can participate in and benefit from; projects that unite nations, races, genders, generations and cultures. In the charity's own words, its projects are 'beautiful, inspiring, joyful and celebratory, allowing each individual to contribute the gift of their unique essence and wisdom to the beauty of the whole. Our measurement for success is to see wealth redefined to one determined by the level of happiness and laughter in the world's children.'



Chassis number '231683DN' was sold new to a Mr Divito in January 1964 and still carries his personal registration '5764 D'. After four further owners, the car was dry stored from February 1976 to August 2006 when it was re-commissioned in order to obtain a new-style V5 registration document, and authenticated by the Jaguar Drivers' Club. '5764 D' then remained idle until purchased by the vendor in 2012. The current odometer reading is only 54,382.

Upon initial inspection the 'all-matching-numbers' car appeared to be 100% original. Indeed, apart from the bonnet and two-pack paint (exterior only) everything else was to factory specification. Every last washer, spring and shim has been painstakingly removed and restored to its former glory, using the traditional materials, tools and methods employed by Jaguar at the time.

Fastidious attention to detail is what sets '5764 D' apart from most of its peers. The use of reproduction materials and components was eschewed for the rebuild, the aim being to achieve what is believed to be the finest and most historically correct Jaguar Mk2 in the world today. All original panels were used and a full mechanical and electrical rebuild undertaken using only new-old-stock parts where required. Even the interior has utilised animal glues, shellac, and horsehair soundproofing and wadding, as per original, in order to recreate that 'new car' smell of 1964, right down to the correct grade of kid leather that was used prior to 1965.

The car has been stripped to the bare bodyshell and etch-primed utilising modern under-seal technology developed by Bentley, effectively shrink wrapping the underside in textured latex. This allows one to observe all the original hand beaten panel work from 1964 prior to delivery, when they were brush-painted with bitumen. Because of the inherent problems associated with the opalescent metallic cellulose paints of the 1960s (i.e. dullness) '5764 D' has been painted using two-pack technology, although an over-tint has been applied in order to give the correct refraction expected of cellulose. Nothing has been overlooked in the restoration of '5764 D'. Fully restored, it remains up to 98% the original car that left the Coventry factory in late 1963 and was loved and admired by the first owner in January 1964.

The Coombs-type louvered bonnet is believed to be an original factory fitment. For those wishing to complete the 'Coombs' look, a set of Coombs spats, black-painted wire wheels (x4) and an E-Type Series 1 steering wheel are included in the sale together with a Radiomobile 600T radio.

Accompanying paperwork includes 300-plus photographs of the rebuild and a full explanatory book; complete Jaguar purchase pack from new including manufacturer's warranty, etc; the original old-style logbook; number plate transfer document (1965); a quantity of pre-1974 MoTs and tax discs; and all bills pertaining to the restoration (over £110,000 in labour costs alone).

The successful purchaser will not only have the satisfaction of owning what must be one of the finest Jaguar Mk2s currently available but also that of knowing that they have aided a most worthy cause.

£50,000 - 60,000

€58,000 - 70,000



243

1964 Aston Martin DB5 Sports Saloon

Registration no. to be advised

Chassis no. DB5/1616/R

Engine no. 400/6112



'Like all classic GT cars, it combines enormous speed with comfort and the more you put into your driving, the more the car returns for your entertainment. And the DB5 really is entertaining to anyone who can exploit its outstanding performance, handling and brakes. It will also carry four people (just) and a fair amount of luggage so the merits of family transport (if need be) have not been entirely sacrificed to speed and elegant looks.' – *Motor*.

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

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. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.

Five series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburetors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later.



The DB5's distinctive cowled headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, Series V DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.

From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 95 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 23 convertibles and 12 shooting brakes.

The DB5 was the first and remains the most famous of all the 'James Bond' Aston Martins, having appeared in no fewer than five movies of the series, beginning with *Goldfinger* in 1964. Equipped with rocket launchers and sundry other gadgets, 007's DB5 was finished in Silver Birch with red interior, in which specification it was later issued by Corgi Toys.

Chassis number '1616/R' was owned in the mid-1970s by Mr C J Hudson of Doncaster, who sold the car to Mr Matthew Philip Coleman of Hounslow in 1985. The Aston was then repurchased in 1995 by Mr Hudson, who owned it until 2007 when it was bought by the current vendor. During the late 1970s/early 1980s the DB5, at that time registered '978 FBX', was raced at club level by C J Hudson and another driver, listed in the AMOC Register as 'Cliffe'. The car competed successfully at Mallory Park, Curborough, Loton Park, Brands Hatch, Wiscombe Park and Silverstone, the last recorded entry being Curborough in 1982 (Cliffe, 1st).



Soon after acquisition the current vendor commissioned an extensive renovation, which seems to have been undertaken in two stages: the first involving extensive bodywork repairs carried out by Post Vintage Engineers Ltd of Otley, West Yorkshire (see photographs on file). The Aston then went to Classic Restorations of Alyth, Perthshire where the work was completed and the car re-sprayed. There are numerous invoices on file from Classic Restorations, including one for fitting a power-assisted steering kit, together with a payment history listing bills totalling £31,680. Conversion to Vantage specification is believed to have been carried out as part of the restoration.

The rebuild was completed in the summer of 2009, that year's MoT certificate recording the mileage total as 70,762. The current odometer reading is 72,496, indicating only some 1,700 miles covered since the rebuild's completion, while an almost complete run of MoTs dating back to 1998 shows only 6,800-or-so miles covered over the course of the last 15 years. Between 2002 and 2006 there was no increase in mileage. Described as in generally good condition, this extensively restored DB5 is offered with MoT to June 2014, Swansea V5 registration document and a large file of history.

£320,000 - 360,000
€380,000 - 420,000



244

1960 Lola Mk1 Sports Racer

Chassis no. BR27B

Engine no. 6305

From humble beginnings – the prototype Mk1 sports racer emerged in 1958 from a garage behind the Broadley family's tailoring shop in Bromley, Kent – Lola Cars quickly established a winning reputation and grew to become a major force in world motorsport. Eric Broadley, his cousin Graham and Rob Rushbrook, at whose garage premises the first customer production versions were made, were the architects of the early successes, which continued with a front-engined single-seater, the Formula Junior Mk2.

By 1962, Lola was in Formula 1 running the mid-engined Mk4 chassis powered by Coventry-Climax engines: the four-cylinder FPF at first and then the FWMV V8. Multiple World Champion-winning motorcyclist John Surtees led the Bowmaker Yeoman Credit-backed *équipe*, and a domestic win in the 2000 Guineas race at Mallory Park - beating Messrs Clark, Hill and Brabham - was followed by two 2nd places in the British and German GPs. It was enough to secure a works drive with Ferrari for 1963 and the Surtees duly went on to become Formula 1 World Champion in 1964.



Nairn G. Ferrier at the wheel, Gold Cup meeting, Oulton Park, September 1962
Credit: David Pratley collection

Chassis number 'BR27' was first supplied to David Hitches. It was crashed by him, early on in its life and the chassis replaced with a new frame, though it is believed that the original was later recovered. The replacement chassis, at this stage without the 'B' designation, was acquired by Nairn Ferrier of Dundee, who fitted a Coventry Climax FPF engine and converted the car to disc brakes. In 1963 the Lola passed to well-known club racer Johnny Blades and thence to Tommy Sleigh. It was next owned by Denis Kingham of Northern Ireland, who crashed it into the wall of a public house at Dunboyne (see photograph on file). Following this accident it was sold to and rebuilt by Lola aficionado Mike Fraser during the winter of 1965/66. Using the Lola factory jigs, specialist chassis manufacturers Arch Motors of Edmonton, North London created a new frame from the dashboard forward. A number of changes and new ideas were incorporated during the rebuild. The front suspension was altered to create anti-dive and adjustable camber, while the rear was rebuilt with adjustable radius rods and wishbones to allow for further development of geometry settings. A modified Morris Minor steering rack replaced the original.

Fraser owned a number of Coventry Climax engines and fitted 'BR27' with an ex-Warwick Banks FWA Stage III, bored to 1,149cc. This engine was a one-off incorporating an FWB block built up with FWA internals. The weight penalty was more than made up for by the 'bomb proof' nature of the motor. An external oil filter was mounted in the air stream behind the radiator and a 7¼" Borg & Beck clutch with competition linings and springs was used. An MGA gearbox transmitted power to a 4.875:1 ratio differential inside the Lola magnesium casing. The car sat on Lola magnesium alloy wheels shod with Dunlop 5.00Lx15 R6 Green Spot tyres at the rear, 4.50Lx15 at the front.

Fraser used glassfibre upper body panes, the lowers being aluminium, and departed from Lola tradition by painting the chassis pale blue, simply because he had some blue paint left over from another job. The chassis number's 'B' suffix was the idea of Dick Samuelson, Lola's Works Manager, who insisted the rebirth of the crashed car should be celebrated with a unique number. Samuelson made and presented Fraser with a new chassis plate heralding the new identity: 'BR27B'.

On completion of the rebuild Fraser entered a handful of events around the UK and then sold the car to Vaughn Midgley, who raced the Lola from approximately 1965 to 1969 before selling it to Ian Holliday. The car remained in Holliday's possession until 2006 when it passed to the preceding owner, John Monson. A thorough overhaul was carried out at historic racing car specialists Hall & Hall during 2007/2008 prior to Monson using the car frequently throughout the succeeding five seasons. This history is supported by assorted previous owner correspondence on file and corresponds with 'B27B's entry in 'Lola's First: The Definitive History of the Mark 1' by David Pratley (copy extract on file). The car is currently fitted with a Coventry Climax FWA engine of 1,097cc.

Presented in race ready condition, this well documented Lola Mk1 is offered with FIA/HTP papers and two files of history.

£100,000 - 130,000
€120,000 - 150,000



245

1963 Riva Florida Sports Boat “Swift”

Hull no. 609

Length:

18ft.5in.(5.59m), Beam: 6ft.4in.(1.91m) Draft: 1ft.6in.(0.45m)

Hull of Honduras mahogany, bright varnished to the waterline and painted white below, with a white boot top and red antifouling below chine. Chrome gunwale to wide covering board and decks with contrasting maple fillets. Split curved windscreen and chromed fittings. The forward cockpit with wheel steering to port, dash mounted instruments and gear shift. Aft cockpit with engine cover and slatted sun lounger. Both cockpits upholstered in white vinyl. Curved transom fitted with mounts for swimming ladder, chrome navigation lights, burgee mast and fairleads.

Engine:

A Riva/Chris Craft model 283H V8 petrol, 4637cc returning 160hp.



In the 1950s Carlo Riva, grandson of the company's founder, approached his father, a well known builder of racing speedboats, with his idea to transform the production of wooden sports boats on the American, mass production model.

Despite initial hostile reaction from both family and financiers, Carlos raised the capital and in 1951 started production of his first model, the Sebino designed exclusively for mass production at the family factory in Sarnico. A year later, he started to also build a larger version and this became known as the Florida.

Hand built in Honduras mahogany with American Chris Craft motors, they became an instant success with the Mediterranean smart set and many popular figures such as Brigitte Bardot and Sophia Loren owned and were seen in one.

By 1958 Riva had adopted his famous triple layer mahogany construction, embellished with the 24 coats of varnish which gave the trademark lustrous deep finish.

Model number 609 was one of the first of the 1963 production run, hence the 1962 date for the motor. With the newer, slightly longer hull it also benefited from the increased bow rake introduced that year, which gives the hull a more elegant profile.

The Florida ceased production in 1966 after a total of 426 were built and was replaced by the Junior. Carlos Riva sold the company in 1969 and although the name lives on, still producing luxurious motor launches, the Classic period of manufacturing was ended. In superb condition, this fine craft has been recently imported from the Mediterranean, where it has been dry stored.

£30,000 - 40,000
€35,000 - 47,000



246

1936 Invicta 4½-Litre S-Type 'Low Chassis' Tourer

Registration no. German registered (655 XUX, to be reapplied for)

Chassis no. S312B

Engine no. 7385

Launched at the 1930 Motor Show at Olympia, the S-type Invicta featured an all new 'under-slung' chassis that achieved a much lower centre of gravity by positioning the axles above the frame rails instead of below as was normal practice at the time. Just about the only thing the S-type Invicta had in common with its contemporary stablemates was the 4½-litre Meadows engine, which was also used for the 'NLC' and 'A' models. Like most low-revving engines it delivered ample torque in the lower and middle speed ranges.

Indeed, the Invicta can be throttled down to 6-8mph in top gear - despite its relatively high 3.6:1 final drive ratio - and will then accelerate rapidly and without complaint when the accelerator is depressed. Contemporary motoring press reports typically recorded acceleration figures of 10-70mph in 19 seconds, which speaks volumes for the Invicta's legendary flexibility.



The popular '100mph Invicta' tag notwithstanding, standard cars had a – still impressive – top speed of around 95mph with more to come in racing trim. However, it must be stressed that the S-type Invicta was primarily a very fast but comfortable high-speed touring car, and though it met with moderate success in racing in the hands of private owners in the early 1930s, its greatest appeal lies in an ability to cover a substantial mileage at high average speeds with no strain, either to driver or the machinery.

Over 70 years after the last example left the Cobham factory, approximately 68 of the 75-or-so original S-types are known to survive and most are in excellent order, testifying to the fact that they have always been regarded as high quality motor cars.

The Low-Chassis Invicta offered here is what might best be termed a 'continuation' car, built in the mid-2000s by The Invicta Car Company, whose proprietor, Mike Bristow, had acquired the brand in 1980. Chassis number 'S314B' is the third of these modern-day Invicta continuation cars, the first of which was built in the late 1980s. 'S314B' incorporates a number of original 1930s Invicta components including the engine and gearbox; steering box, drop arm, drag link, steering rod, etc; propeller shaft; front axle, stub axles and hubs; front brake assemblies; rear axle casing, drive shafts and hubs; and the rear brake assemblies (see The Invicta Car Company correspondence on file).

These restored components have been built into a new S-Type chassis constructed of similar materials and to the exact dimensions of an original example. Where required, new components were manufactured as exact replicas of the Invicta originals, including the steering wheel, steering wheel boss, dashboard, etc. The year 1936 was chosen as the stated date of manufacture as the last 4½-Litre Invictas were assembled in 1935 and all original parts used cannot, therefor, be any later than this.

Construction of 'S314B' took almost four years to complete and the car was first registered in the UK in May 2010 as a '1936 Invicta S Type'. The Invicta Car Club accepts these modern continuations, which have been validated by the Club and accepted by the UK's relevant authority, the DVLA (see correspondence on file).

'S314B' is currently registered in Germany and since its acquisition by the current owner has participated in various 'retrospective' motoring events including the 2012 'Winter Marathon' (see press cutting on file). Offered with German registration papers and TÜV, 'S314B' represents a rare opportunity to acquire a modern-day Invicta S-Type continuation car, built by the inheritor of the original company and accepted by the Invicta Car Club.

£150,000 - 200,000

€180,000 - 230,000



247

2009 Invicta S1-320 Coupé

Registration no. WX09 OZJ

Chassis no. SA99CFJXCBC010006

The Invicta Company's origins go back to the year 1924 when Noel Macklin and Oliver Lyle, both of whom already had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and roadholding. Like the contemporary Bentley, the Invicta was designed by men with a personal background of competition motoring and both were produced to an exemplary standard. Price was only a secondary consideration, a factor that contributed largely to both firms' failure to weather the Depression years of the early 1930s.

Like Bentley, Invicta struggled against rising costs and falling sales, the final car leaving the factory, appropriately enough, on Friday the 13th of October 1933, though a handful of cars was assembled at the company's service depot in Flood Street, Chelsea between 1934 and 1936. In all, it is estimated that by then approximately 1,000-or-so Invictas of all types had been produced. There was a half-hearted attempt to revive the marque post-war, which foundered in 1950 after a handful of ultra-expensive Black Prince models had been made.



The latest chapter of the Invicta story began in 1980 when Mike Bristow acquired the rights to the brand and began manufacturing 'continuation' versions of the marque's most sought-after model: the 4½-Litre 'Low Chassis' S-Type. He also had plans for a thoroughly modern Invicta, which made its public debut at the British International Motor Show in October 2002. This was the 'S1', a low-slung coupé designed by Chris Marsh, a man with a wealth of experience in specialist car design and endurance racing. Produced in collaboration with Leigh Adams of Automotive Design & Prototyping Ltd, the S1 incorporated only proven components from high-volume production cars in the interests of reduced costs and enhanced reliability.

Accordingly, a Ford Mustang V8 engine and gearbox were chosen and the drive train installed in an immensely strong tubular steel chassis equipped with racing-type wishbone suspension and AP ventilated disc brakes. The carbon-fibre body was bonded to the chassis, contributing to the exemplary car's torsional stiffness, while a concealed integral roll cage kept the occupants safe in the event of an inversion.

As one would expect from a car with a list price (depending on final specification) of around £150,000, the Invicta was exceptionally well equipped, boasting a leather trimmed interior, power steering, heated front/rear screens, air conditioning, electric windows, satellite navigation and central locking at standard. There were plenty of options too. The factory claimed a top speed of 180mph and a 0-60mph time of 5 seconds. Despite possessing more than adequate performance, the Invicta S1 simply could not compete on price, being even more expensive than an Aston Martin DB7 Vantage and more than double the cost of a Jaguar XKR. The company went into receivership in April 2012, joining a lengthy list of failed niche marque revivals.

Manufactured in 2009, this rare modern British supercar currently forms part of the vendor's private collection of important Invicta motor cars in Germany. Offered with Swansea V5C document, it has covered circa 15-16,000 miles from new and is presented in commensurately good condition.

£60,000 - 80,000
€70,000 - 94,000



248

1928 Invicta 3-Litre Tourer

Registration no. AG 2706

Chassis no. LC195

Engine no. 6651

The Invicta Company's origins go back to the year 1924 when Noel Macklin and Oliver Lyle, both of whom already had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and roadholding. Like the contemporary Bentley, the Invicta was designed by men with a personal background of competition motoring and both were produced to an exemplary standard. Price was only a secondary consideration, a factor that contributed largely to both firms' failure to weather the Depression years of the early 1930s.



Like Bentley, Invicta struggled against rising costs and falling sales, the final car leaving the factory, appropriately enough, on Friday the 13th of October 1933, though a handful of cars was assembled at the company's service depot in Flood Street, Chelsea between 1934 and 1936. In all, approximately 1,000-or-so Invictas of all types are thought to have been made.

Apart from a handful of prototypes built at Macklin's home in Cobham, Surrey, all Invictas were powered by the tireless six-cylinder engines made by Henry Meadows. The first of these was a 2,692cc overhead-valve six that was used for the '2½-Litre' model, 147 of which were made before Macklin decided he needed something larger. With Invicta in mind, Meadows came up with a 2,973cc unit for the new Invicta 3-Litre, introduced for 1926. Flexibility was of prime importance to Macklin and the 3-Litre could be accelerated from virtually walking pace to its 70mph-plus maximum in top gear.

Invicta cars quickly established a reputation for outstanding durability, which was underlined by the award of the RAC's coveted Dewar Trophy in 1926 and 1929, largely for the marque's success in long-distance reliability trials, including a round-the-world trip by lady drivers Violette Cordery (Macklin's sister-in-law) and Eleanor Simpson in a heavily laden 3-Litre.

Cordery also drove a 3-Litre on successful record-breaking attempts at Monza, Monthéry and Brooklands, covering 30,000 miles in 30,000 minutes at the Surrey Track in 1929 to gain Invicta's second Dewar Trophy.

This rare Invicta 3-Litre, first registered 27 February 1928, comes with an old-style continuation logbook (issued September 1951) recording the owner at that time as Wilfrid Ronald Davy of Weybridge, Surrey. Only one other owner is listed, Harry Stewart Wood of Faygate, Surrey, who acquired the car in February 1965. Its type or model being recorded as Tourer. Today the car's coachwork, fabricated by Keith Roach in the late 1990s, is to the style of the famous example driven by Violette Cordery at the Monza record-breaking run in 1926.

Since December 2006 the 3-Litre has belonged to the current owner in Germany, forming part of his private collection of important Invicta motor cars and has been extensively rallied throughout Europe. It is offered today in generally fair/good cosmetic condition following an extensive restoration and rebuild, and comes with German registration and FIVA papers.

£60,000 - 90,000
€70,000 - 110,000

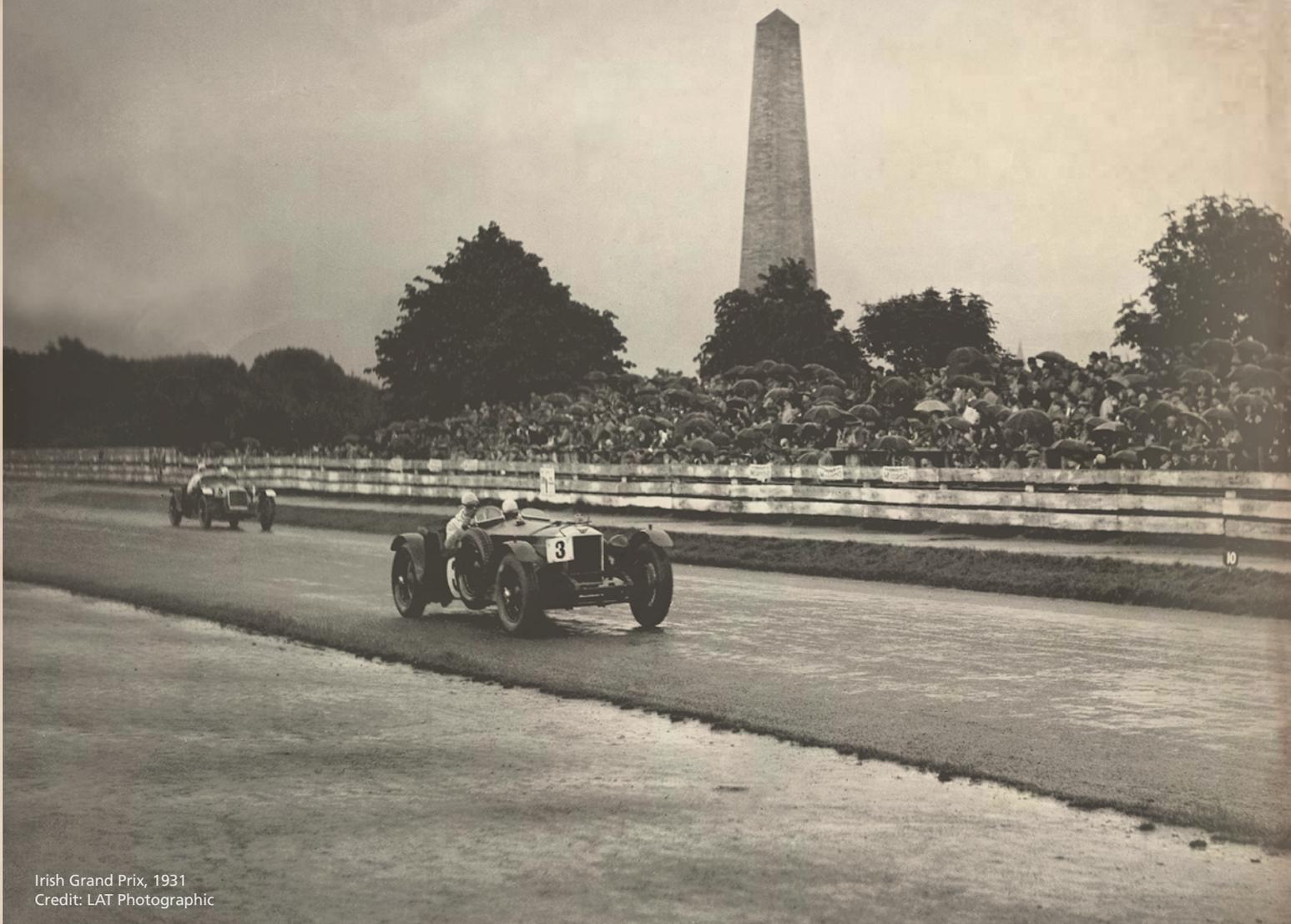


249

*The ex-Works, Irish Tourist Trophy,
Brooklands 'Double-Twelve', George Field, Dudley Froy*
**1931 Invicta 4½-Litre S-Type 'Low Chassis' Sports
Coachwork by Cadogan**

Registration no. GK 8263

Chassis no. S39



'The low chassis Invicta was probably the best-looking sports car in the vintage tradition ever to be produced in England. I can think of no contemporary unsupercharged motor-car of similar capacity, made here, which could outperform it - and very few built elsewhere...' - J R Buckley, 'The 4½-litre S-Type Invicta', *Profile Publications*, 1966.

In an era when most cars stood tall, the 4½-litre S-Type Invicta, with its dramatically under-slung chassis, caused a sensation: few sports cars before or since have so looked the part. The Invicta Company's origins go back to the year 1924 when Noel Macklin and Oliver Lyle, both of whom already had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and roadholding. Like the contemporary Bentley, the Invicta was designed by men with a personal background of competition motoring and both were produced to an exemplary standard. Price was only a secondary consideration, a factor that contributed largely to both firms' failure to weather the Depression years of the early 1930s. Like Bentley, Invicta struggled against rising costs and falling sales, the final car leaving the factory, appropriately enough, on Friday the 13th of October 1933, though a handful of cars was assembled at the company' service depot in Flood Street, Chelsea between 1934 and 1936. In all, it is estimated that approximately 1,000-or-so Invictas of all types were made.

Apart from a handful of prototypes built at Macklin's home in Cobham, Surrey, all Invictas were powered by the tireless six-cylinder engines made by Henry Meadows. Invicta cars quickly established a reputation for outstanding durability, which was underlined by the award of the RAC's coveted Dewar Trophy in 1926 and 1929, largely for the marque's success in long-distance reliability trials, including a factory-backed around-the-world trip by lady drivers Violette Cordery (Macklin's sister-in-law) and Eleanor Simpson in chassis number 'LC134'.

Launched at the 1930 Motor Show at Olympia, the S-type featured an all new 'under-slung' chassis that achieved a much lower centre of gravity by positioning the axles above the frame rails instead of below as was normal practice at the time. Just about the only thing the S-type Invicta had in common with its contemporary stablemates was the 4½-litre Meadows engine, which was also used for the 'NLC' and 'A' models. Like most low-revving engines it delivered ample torque in the lower and middle speed ranges. Indeed, the Invicta can be throttled down to 6-8mph in top gear - despite its relatively high 3.6:1 final drive ratio - and will then accelerate rapidly and without complaint when the accelerator is depressed. Contemporary motoring press reports typically recorded acceleration figures of 10-70mph in 19 seconds, which speaks volumes for the Invicta's legendary flexibility.





George Field, the Whitsun winner of the Junior Long Handicap at Brooklands, 1931



G Fields and Dudley Froy and the 'Works' Invicta, Brooklands Double-Twelve, 1931
Credit: The National Motor Museum

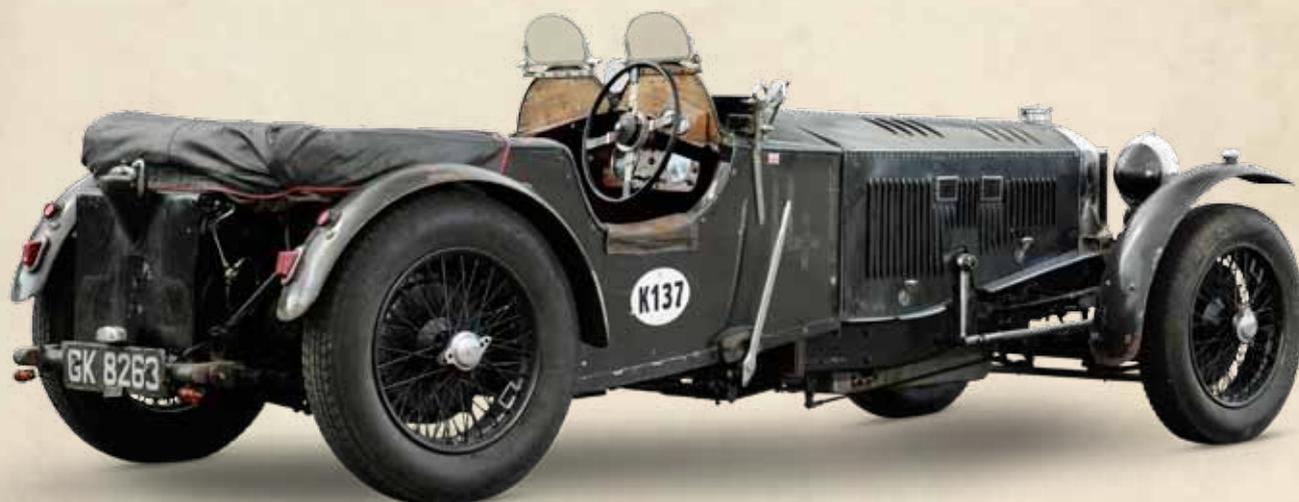
The popular '100mph Invicta' tag notwithstanding, standard cars had a – still impressive – top speed of around 95mph with more to come in racing trim. However, it must be stressed that the S-type Invicta was primarily a very fast but comfortable high-speed touring car, and though it met with moderate success in racing in the hands of private owners in the early 1930s, its greatest appeal lies in an ability to cover a substantial mileage at high average speeds with no strain, either to driver or the machinery. Raymond Mays, writing of the two Invictas he owned in the early 1930s, says that they gave him some of the most exhilarating motoring he ever had, with their ability 'to crest most main-road hills at nearly the century.'

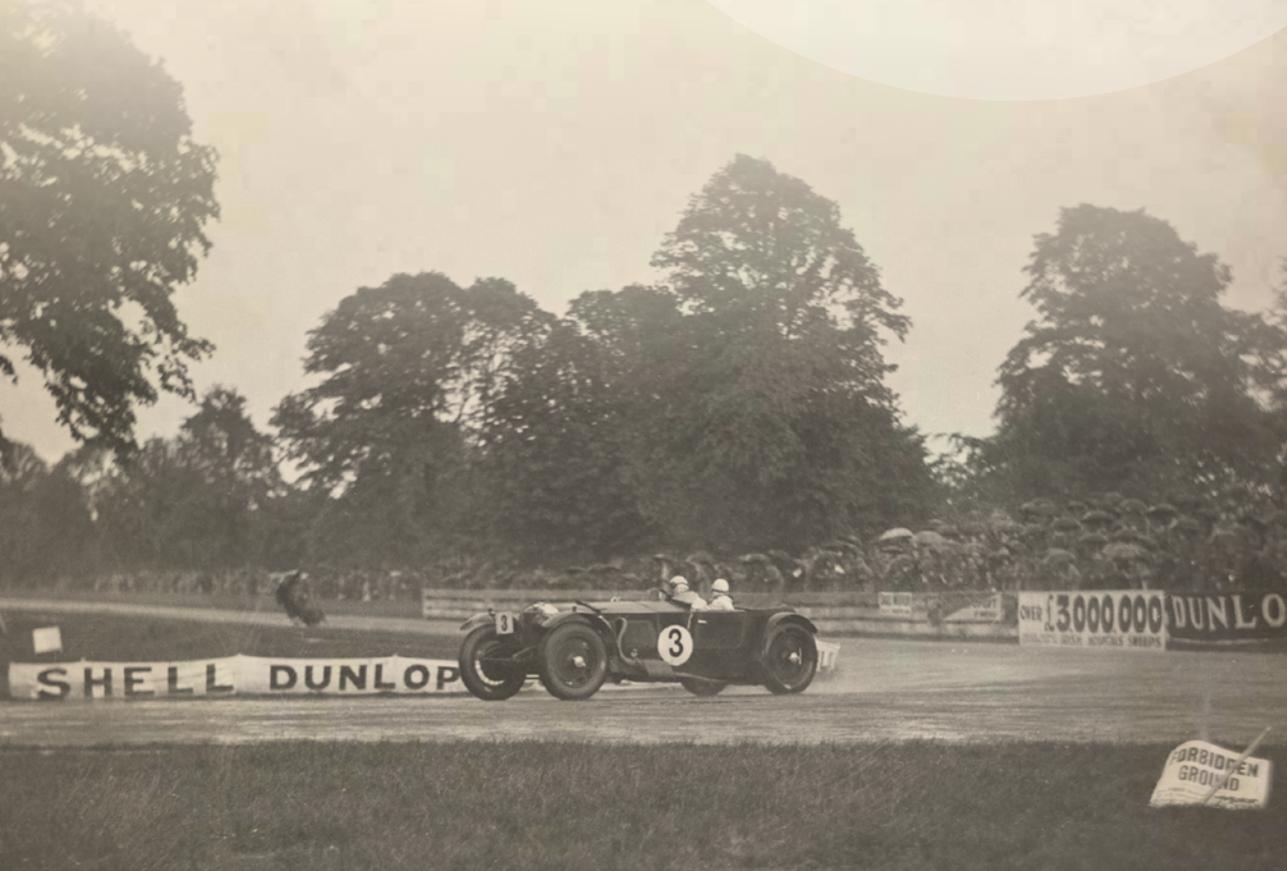
The Cordery/Simpson 3-litre Invicta having driven around the world only two years previously, under RAC observation, with no failure apart from a broken half-shaft, which occurred while crossing Australia, it was not considered necessary to prove the S-type by subjecting it to similar examinations. Although there was a limited racing programme, the company's main effort focussed on proving the cars by entering the most challenging long-distance trials in the motoring calendar, achieving notable successes. The Austrian Alpine Trail was chosen as a suitable test and the S-type duly excelled in this arduous event, Donald Healey twice winning a Coupe des Glaciers for Invicta as well as the 1931 Monte Carlo Rally. Later, the S-type took the International Sports Car Record at Shelsley Walsh hill climb and, by way of variety, the Mountain Circuit lap record at Brooklands in 1931 and again in 1932, courtesy of Raymond Mays.

Invictas are about as indestructible in normal use as a car can be. Over 70 years after the last car left the Cobham factory, approximately 68 of the 75-or-so S-types built are known to survive and most are in excellent order, testifying to the fact that they have always been regarded as high quality motor cars. Indeed, in pre-war days there was a club dedicated exclusively to the model and members famously christened individual cars with names like 'Scythe', 'Scrapper' and 'Sea Lion'.

Believed bodied by Cadogan, chassis number 'S39', registered 'GK 8263', was kept by the Works and raced extensively by various drivers including George Field, Dudley Froy and Major F H Cairnes during 1931, 1932 and 1933. Driven by Messrs Field and Froy in the 1931 Brooklands 'Double-Twelve', the car encountered engine problems and was even fitted with a new set of pistons during the race, but was still expected to maintain an average speed of 99mph. The car did actually finish the race, despite the various issues.

'S39' was then out again soon afterwards for the 1931 Irish 'Tourist Trophy', and the Invicta received praise for even being there, after the extremely hard use it had in the 'Double-Twelve'. Sadly it retired on lap 27 with engine problems. However, considering how very hard these cars were driven, it is not surprising that the engines did not always last the length of the race and had to be changed.





George Field and 'S39' Irish Grand Prix, 1931
Credit: LAT Photographic

Also during 1931, the car won the 'Long Mountain Handicap' at Brooklands, recording 100.26mph, driven by George Field. It competed in numerous other races at Brooklands, before eventually being sold in late 1933 to a Mr Morgan. He immediately started to use it again at Brooklands, and entered no fewer than six races at his first meeting (he must have thought that number of races would be a good way to get to know the car). Morgan carried on competing with the Invicta until he sold it in 1937 to R M Blomfield who also raced at Brooklands and competed with it at the newly established Prescott hill climb.

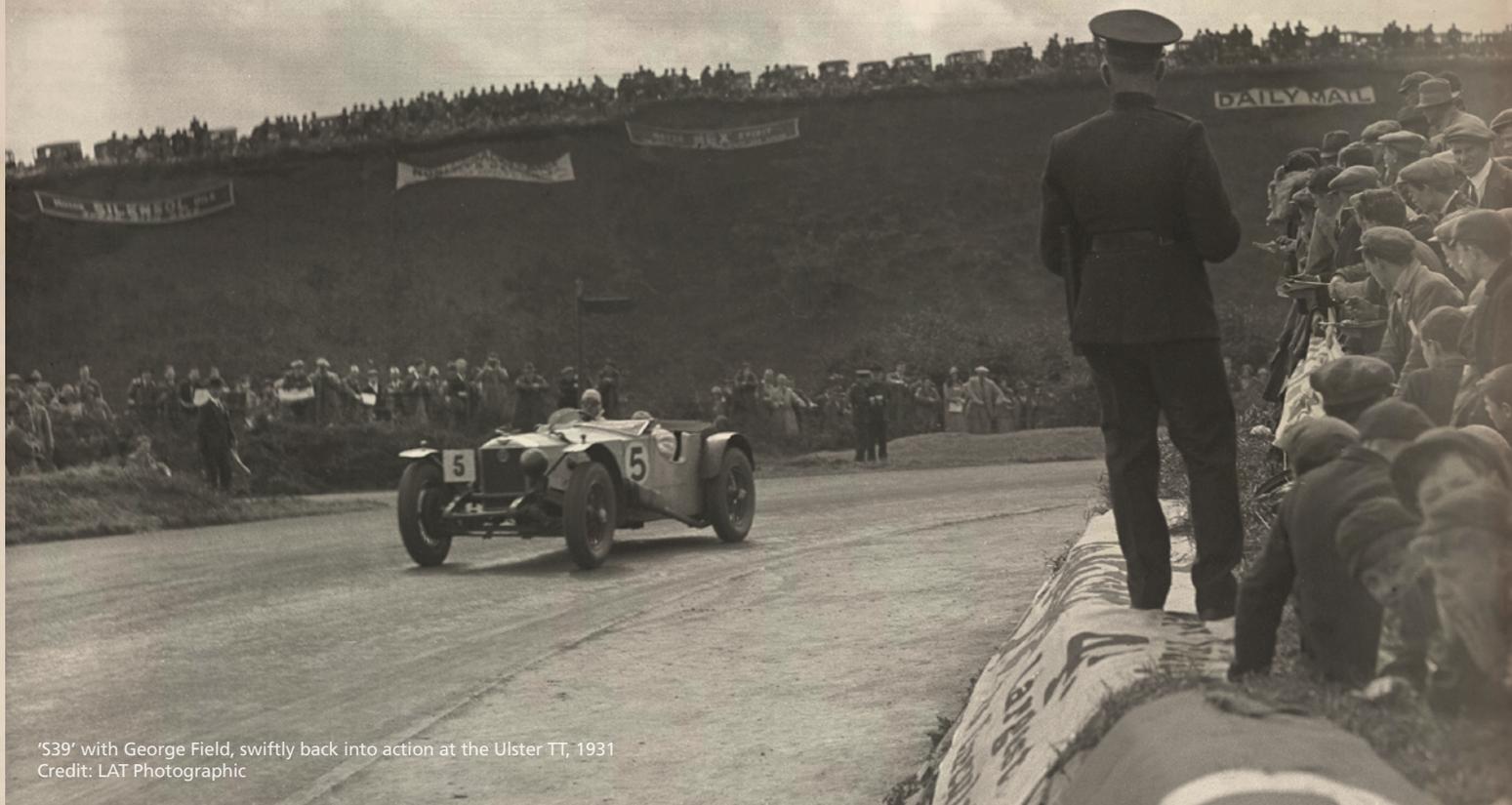
After World War 2, 'S39' changed hands, passing to John 'Jack' Marsh in either late 1949 or early 1950. Jack was a serious competitor and raced the ex-TT Invicta extensively for many years at venues such as Silverstone and Goodwood, etc. He also used it for hill climbs and ran the car several times in the special Invicta Class at Prescott during the late 1950s/early 1960s. Jack Marsh eventually sold the car in the mid-1980s to the immediately preceding owner, a marque specialist, who also competed with it at Silverstone, Prescott, etc and also displayed it at Brooklands for the 'Double Twelve' reunion event. Since its relatively recent acquisition by the current owner the car has formed part of his private collection of important Invicta motor cars in Germany.

'S39' is pictured more than once in the *Profile Publications* volume *'The 4.5-Litre S-Type Invicta'* by J R Buckley, from which much of the foregoing information has been drawn. One of these photographs depicts George Field at Brooklands behind the wheel of a 'Low Chassis' model, believed to be this car, with Violette Cordery in the passenger's seat. Bonhams would also like to thank Jo Moss Kitcher of the Invicta Car Club for her assistance in preparing this description.

The 'Low Chassis' Invicta S-Type is now regarded as one of the most desirable pre-war sports cars, sought after by collectors for its exceptional driving abilities, style and sheer presence. A guaranteed entry at the most prestigious rallies, concours and race meetings around the world, the 'Low Chassis' has an enviable reputation amongst connoisseurs and examples are to be found in some of the most important private collections.

£900,000 - 1,200,000

€1,100,000 - 1,400,000



'S39' with George Field, swiftly back into action at the Ulster TT, 1931
Credit: LAT Photographic

'539' closing-in on the finish, Brooklands Double-Twelve, 1931
Credit: LAT Photographic





250

1960 FMR Tg500 'Tiger' Cabriolet Microcar

Chassis no. 21035

Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt Kabinenroller microcar was soon being marketed under its manufacturer's name. Later models carried the diamond-shaped FMR badge, standing for Fahrzeug und Maschinenbau GmbH Regensburg. The four-wheeled Tg500 cabriolet offered is closely related to the more frequently encountered Messerschmitt KR200 three-wheeler, albeit endowed with considerably greater performance courtesy of its 490cc twin-cylinder two-stroke engine. Only some 60-or-so Tg500s are believed to survive. One of seven Tg-500s originally allocated to the Canadian market, this example was lovingly maintained by a previous owner for nearly 20 years before being acquired for the celebrated Bruce Weiner Microcar Collection in Madison, Georgia, only recently dispersed. Completely restored while at the Weiner Collection, the car displayed a total of circa 21,500 miles on the odometer when purchased at auction in 1997 and was described in an appraisal report as in 'very good overall condition' at that time. The machine has been on museum display since acquisition. There are no documents with this Lot, which is offered for re-commissioning and sold strictly as viewed.

£20,000 - 25,000

€23,000 - 29,000

No Reserve



251

1964 Trojan 200 Cabin Cruiser

Registration no. 917 TRT

Chassis no. 1522797

Engine no. 1523517

This lovely little Heinkel-based Trojan microcar has been fully restored over the last nine months. Completely dismantled in December 2012, it has since been treated to a full bodyshell restoration by Kustom 101 of Tewkesbury and a full mechanical rebuild by Alan's Bubblecars. All trim parts have either been replaced or fully refurbished, including the windscreen, bubble windows and seals, bumpers, headlamp rims, mirrors, etc. It has also been fully re-trimmed in the correct red tartan cloth. First registered in Suffolk, the Trojan enjoyed a succession of owners before finding its way into storage in Scotland for a while. Unused since the restoration was completed in August 2013, this delightful little car has been finished to a high standard and is sure to raise smiles wherever it goes. The current owner had originally intended to keep the car but a change of circumstances means that it is now for sale. It comes with a document file detailing the restoration together with photographs and many bills for parts purchased and work carried out. There is also a workshop manual and other useful literature. An asset to any car collection and bags of fun too, the car is offered with MoT/ tax to August 2014, Swansea V5 document and its original green logbook listing owners back to the 1960s.

£18,000 - 20,000

€21,000 - 23,000



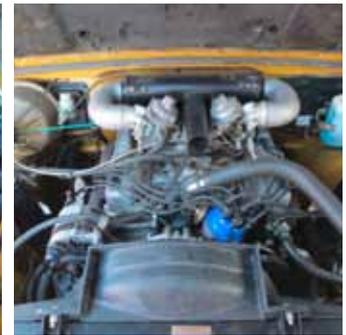
252

1973 Range Rover 4x4 Estate

Registration no. PMO 2M
Chassis no. 35506694B
Engine no. 35512793B

An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. This early classic three-door example was purchased from Graeme Hunt Ltd in March 2010, by which time it had covered only 46,000 miles. GHJ had bought the car in 2007 and used it sparingly for a year while various maintenance tasks and upgrades were carried out. These included fitting a battery cut-out switch; full service and clutch master cylinder; new radio/CD player with four concealed speakers; Wilton over rugs bound in leather; leather door cards with trimmed-in speaker apertures; leather kick-pads to foot well; leather trim panels to the rear, again incorporating speaker apertures; full sheepskin seat covers throughout; and a new headlining. The original Palomino seats are preserved under the sheepskin covers, the rear being unmarked and the passenger seat virtually so, while the driver's seat base has a couple of cracks. The car also benefits from the provision of Sundym glass and power-assisted steering and is said to drive smoothly and quietly. Accompanying history consists of the fully stamped service booklet, sundry restoration bills, the car's very first MoT certificate of 1976 and nearly every other one since then. Finished in Bahamas Gold with Biscuit vinyl interior, this sympathetically upgraded early Range Rover is offered with the aforementioned service history, instruction manual, MoT to August 2014 and Swansea V5C registration document.

£18,000 - 24,000
€21,000 - 28,000



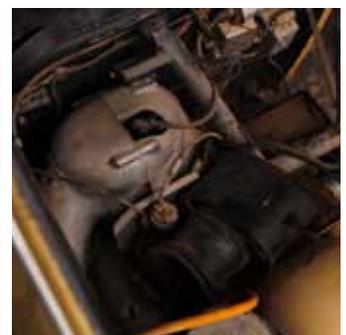
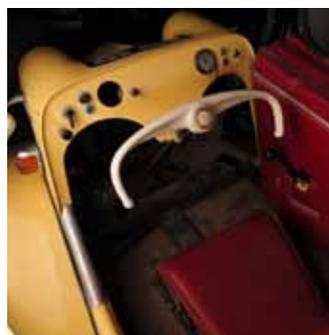
253

c.1960 Messerschmitt KR200 Cabriolet Microcar

Chassis no. to be advised

Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt Kabinenroller microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. KR200 cabriolet and KR201 roadster versions followed. Production ceased in 1964 after some 30,000 KR200s had been made. This Messerschmitt KR200 cabriolet has been in long-term museum storage. There are no documents with this Lot, which is offered in need of re-commissioning and sold strictly as viewed.

£10,000 - 15,000
€12,000 - 18,000
No Reserve



254

1953 Connaught L3 1.8-litre Sports

Registration no. HRX 481

Chassis no. L3 7120

Engine no. S8587



Few of Britain's pioneering post-war racing car constructors did more to establish this country's long-dominant competition car industry than Connaught Engineering. Owned by ex-RAF pilots and engineers Rodney Clarke and Mike Oliver, Continental Cars of Send, Surrey had no new cars to sell in the aftermath of WW2 and so turned to manufacturing their own using chassis obtained from Lea Francis, which were bodied by Leacroft of Egham.

The first type sold was the Connaught L2, which came with Lea Francis' 1,767cc overhead valve engine tuned for a maximum output of 122bhp (there were no takers for the less powerful L1). In 1949 Lea Francis updated its 14hp chassis with torsion bar independent front suspension, and the Connaught's designation changed to L3. Only some 17-or-so of these Connaught sports cars were sold between 1948 and 1951 when the firm began concentrating exclusively on racing.

The company was backed financially by one of its customers, Kenneth McAlpine, who in 1950 commissioned Connaught to build a Formula 2 car: the A-type, which was followed by the Alta-engined B-type. It was while driving one of the latter that Tony Brooks scored his historic victory in the Syracuse Grand Prix of 1955, the first all-British win at Grand Prix level of the post-war era. Despite McAlpine's backing, Connaught always lacked the resources to compete with better-funded rivals and Brooks' Syracuse result remains the marque's only Grand Prix win.

The works team last raced in 1957 but Connaught's successful presence at the highest level of world motor sport had paved the way for the next generation of British constructors.

This Connaught L3 comes with its old-style buff logbook, which shows that the car was sold via the Haleway Garage, Radworth, Berkshire to Flt Lt John R Maitland of the Officers Mess, RAF West Raynham, who later sold it on to Peter Marshal of Queens Gate, London. It was subsequently owned by Mrs Helen Sophie Davidson Simpson of Windsor, while the last recorded owner in the logbook is Christopher John Snowden of Carlisle in 1969.

The car then came to Italy where it was restored in the early 2000s to a high standard (see restoration photographs on file). Finished in British Racing Green with black leather interior, the Connaught is described as in generally excellent condition, now fitted with Weber carburettors (the original SU carburettors are included in the sale).

Boasting distinctively chunky good looks, these pioneering early Connaughts are notable for their ability to tackle all forms of competition, being equally at home on public roads, race tracks, hill climbs or historic rallies. Versatile and of exceptional historical significance, they represent the pinnacle of British specialist sports car design in the late 1940s.

£85,000 - 115,000
€100,000 - 130,000



255

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

Registration no. RFF 734

Chassis no. 850312

Engine no. R3110-9



Introduced in 3.8-litre form in 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. While, inevitably, the car's stupendous straight-line performance and gorgeous looks grabbed the headlines, there was a lot more to the E-Type beneath the skin.

The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor. Just as in the D-Type, a monocoque tub formed the main body/chassis 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 265 horsepower on tap, the E-Type's performance did not disappoint: firstly, because it weighed around 500lb 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.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe that supported the engine.

At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. Of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

We are advised that this 'flat floor' E-Type was purchased in 2005 from a Mr Chalmers, who had bought it from The E-Type Centre in 1996. Accompanying documentation includes a photographic record of a full restoration carried out during 1998/1999; a large folder of bills; all expired MoT certificates dating back to 1995; and Heritage certificate. More recently the car has benefited from an engine rebuild, including 'lead-free' conversion, by Jaguar XK specialists VSE (2002) and a full gearbox overhaul (2007). Coopercraft brakes were installed in 1997. Maintained by an independent specialist since acquisition, the car is described by the private vendor as in generally good/very good condition and offered with road fund licence to April 2014, MoT to August 2014 and Swansea V5C registration document. We are advised that only 18,041 miles have been covered since the rebuild.

£70,000 - 90,000
€82,000 - 110,000



256

1956 Cooper-Climax T39 'Bobtail' Sports-Racer

Chassis no. CS/52/56

Engine no. FWB/400/8/7054

Powered by JAP and Manx Norton motorcycle engines, Cooper's innovative mid-engined racing cars dominated the 500cc Formula 3 scene in the 1950s, providing many future stars, most notably Stirling Moss, with their first taste of 'real' motor racing. What had been a strictly pragmatic solution to the problem of accommodating the motorcycle transmission's chain final drive resulted in a superbly well balanced car, and this demonstrably superior arrangement was continued on the next generation of Cooper sports-racing and single-seater designs.

When the former first appeared in 1955 it featured a centreline driving position and an abruptly truncated tail, immediately gaining the sobriquet 'Bobtail' or 'Manx'.



The T39 'Bobtail' offered here was delivered from the Cooper Car Company's famous factory in Hollyfield Road, Surbiton, Surrey to Florida resident Bill Boye, who actively campaigned the car on the East Coast of America until 1962. It was subsequently acquired by a Mr Greene of Melbourne, Florida and remained in storage for almost 20 years. Another Melbourne resident, Ron Coughlin, then bought the Cooper and in November 1979 it was purchased and brought to the UK by Roger Fountain of Lincolnshire, who carried out a full restoration.

The car was next owned by well-known racer Stephen Bulling, who had it rebuilt to original specification with no expense spared. 'CS/52/56' then changed hands again and in 2003 was offered for sale at Bonhams' Goodwood Revival auction (Lot 129) where it was purchased by the current vendor.

In its present guise, the car is assembled around a replacement chassis while the original chassis frame is included with the Lot. Photographs of the original chassis frame form part of the car's FIA documentation.

This Cooper is powered by a 1.5-litre Coventry Climax FWB four-cylinder engine, which has replaced the original 1,098cc engine cited as being installed in the May 1996 FIA paperwork. The FWB has been overhauled by Cooper specialist Sidney Hoole. Only a few test miles have been covered since the rebuild. Hoole Racing's extensive preparation and mechanical work is detailed in the history file.

Transmission is via a newly manufactured Citroen-ERSA-type gearbox incorporating new gears and fitted with the later-type gearchange linkage, while the transaxle incorporates a limited-slip differential. Body panelling is in aluminium, quickly detachable by means of Dzus fasteners, with paintwork in British Racing Green with Lipstick Red nose. The Cooper-pattern cast spoked wheels are shod with Dunlop racing tyres.

This charismatic 'Bobtail' is offered with the aforementioned restoration records and UK-issued RAC, MSA and FIA papers. Fully restored and 'on the button', it is eligible for some of the most important historic events and series including the BRDC '50s Sports Car Series, HGPCA Drum Brake Series, VSCC, Gentleman Drivers and, of course, the Goodwood Revival Meeting.

£100,000 - 130,000
€120,000 - 150,000





257

Left-hand drive

1971 Porsche 911T 2.2-Litre Coupé

Registration no. JYY 632J

Chassis no. 9111120409

Engine no. 6114504

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1963, replacing the 356. Strange as it may seem, the styling was not universally liked at first but has stood the test of time well, today's 911 being recognisably related to its distant ancestor. Fifty years after the 911's introduction, there are few cars that command such a devoted following.

The first of countless up-grades came in 1966 with the introduction of the more powerful 911S, while a lengthened wheelbase, introduced in 1969, improved the handling. Then in 1970 the engine underwent the first of many enlargements - to 2.2 litres. The 911T (Touring) had been introduced as a new base model in 1967, initially with the 2.0-litre engine in 110bhp form before gaining the 2.2-litre 125bhp unit in 1969.

This left-hand drive 911T was purchased as a non-running restoration project in North Carolina in late 2011 by Mr Jim Faller. Mr Faller spent the next 12-or-so months rebuilding the brakes, steering and suspension, replacing all bushes with new, and also had the engine rebuilt to standard specification by Auto Works in NC. All the body rubbers were replaced but Mr Faller liked the car's patina and so ran it with the original paintwork after the mechanical restoration had been completed.



The body itself was very sound and needed only minor work to make the Porsche a very driveable classic. There is a folder of notes detailing the work carried out at this time together with photographs of the car prior to its restoration by Mr Faller.

Surrey Classic Porsche purchased the car from Mr Faller in late 2012 and decided to give it a total repaint. Little, if any, actual work was required on the body because it was fundamentally extremely good; the paintwork simply needed to be brought up to the standard of the rest of the car. Surrey Classic Porsche have also fitted a 1970s AM radio and a new, factory-standard, dashboard loudspeaker.

'JYY 632J' is a standard 911T with the four-speed transmission (quite rare, as most purchasers chose the optional five-speeder) and is said to drive beautifully. Offered with sundry invoices, current road fund licence, MoT to June 2014 and Swansea V5C document, it is a matching numbers example and will come with a Certificate of Origin from Porsche Cars.

£30,000 - 35,000

€35,000 - 41,000



258

Left-hand drive

1969 Mercedes-Benz 280SL Convertible

Registration no. CBY 439G

Chassis no. 113044-12-010550

Engine no. 97087251

'Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230SL in 1963, is the same as ever, just better,' concluded *Road & Track* after testing a 280SL in 1968. 'For those who value engineering finesse and high quality construction, it's alone in the field,' enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL, 'a Grand Tourer in the traditional sense' and 'a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally).'

These attributes help explain the 280SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like 'sex on wheels' helped enormously too, of course. The 280SL's essential user friendliness broadened its appeal beyond the traditional sports car-enthusiast market, and many celebrities and film stars owned 280SLs.

The last of a popular and extremely successful line begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250SLs.



The 280SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

This left-hand drive, automatic transmission 280SL comes with its stamped service booklet showing that the car was delivered in Germany and then moved to Ljubljana, capital of Slovenia. By May 1970 it was in the USA, there being numerous stamps from Mercedes-Benz agents Koepke Motor Sales of Lakewood, Ohio, who serviced the car regularly for the next six years. There are Koepke bills on file together with others from Bowers Garage of Zelienople, Pennsylvania.

The car was first registered in the UK on 7th March 2008 to a Mr Giovanni Luongo of London NW10. There has been only one other registered keeper since then. Un-restored, 'CBY 439G' currently displays a total of 88,275 kilometres (approximately 54,800 miles) and is described as in generally good condition mechanically, with very good interior and 'fair' bodywork and paint. This desirable 280SL 'Pagoda' is offered with the aforementioned service history, owner's manual and Swansea V5C document.

£45,000 - 50,000

€53,000 - 58,000



259
1939 Pontiac Deluxe 120
'Silver Streak' Convertible
Coachwork by Fisher

Registration no. FYO 541
Chassis no. EB18262
Engine no. 6-502086

The Pontiac companion marque originated within another member of the General Motors family: Oakland. Located in Pontiac, Michigan, Oakland had grown out of the Pontiac Buggy Company and thus the name of the eponymous Indian Chief seemed a natural choice for its new model. The latter had been conceived as a quality six-cylinder car for the price of a four and was a runaway success, setting what was then a record for debut-year sales of almost 77,000 units, which was more than its Oakland parent achieved that year. Contributing to the Pontiac Six's success was the fact that it boasted up-to-the-minute styling yet was mechanically entirely conventional.

By the early 1930s there was an eight-cylinder car in the range alongside Standard and Deluxe six-cylinder models, all of which gained a new styling device for 1935 in the form of multiple chromed hood strips. This styling device soon gained the sobriquet 'Silver Streak', though that name would not actually appear on a Pontiac until the 1948 range was announced.



The Pontiac 'Silver Streak' offered here is an example of the larger, better equipped and more expensive of the two six-cylinder ranges, the Deluxe, which for 1939 was built on a 120" wheelbase chassis and powered by a 222.7ci (3.6-litre) sidevalve engine producing 85bhp. This rare, right-hand drive example was supplied new via H R Owen in London, though its first owner did not take delivery of the car until March 1943. During WW2, the market for large, expensive motor cars had all but vanished and buyers had to be well connected in order to acquire such vehicles, which were in any case in very short supply.

We are advised that 'FYO 541' has been used for shows and rallies, featuring in a motoring magazine in 1994 (copy on file). For the last 13 years it has been with the current (lady) vendor, who has enjoyed driving it on a regular basis. As well as the aforementioned magazine, the accompanying history file contains instruction manuals; lubrication charts; installation manual for the convertible top; Swansea V5; and a substantial quantity of maintenance bills and other documents. A wonderful opportunity to acquire a stylish, soft-top example of classic 1930s Americana, rarely seen in right-hand drive configuration.

£17,000 - 22,000
€20,000 - 26,000



260

**Formerly the property of Gerry Marshall
1959 Jaguar Mk1 3.4-Litre Saloon**

Registration no. 220 LPE
Chassis no. 978525DN

Launched in 1955, the 'Mk1' (as it would be known after the Mk2's arrival) extended Jaguar's domination of the high-performance car market in Britain, slotting neatly into the Coventry firm's range alongside the big MkVIII saloon and the XK140 sports car. The medium size newcomer broke new ground for Jaguar, being its first model to employ unitary construction of the chassis/body. Jaguar's engineers were understandably cautious in their approach, making the bodyshell stronger than it actually needed to be and employing rubber mountings just about everywhere to insulate occupants from vibration and noise.

The Mk1 was released with a new, short stroke, 2.4-litre version of the proven XK 'six' but demands for more power, especially from American customers, prompted the introduction of the 3.4-litre version early in 1957. With 190bhp on tap the 3.4-litre Mk1 was good for a top speed of 120mph and could reach 60mph in nine seconds, though if used to the full this greatly improved performance severely taxed the drum brakes. All-round disc brakes were hurriedly announced as an option, becoming an almost universal fitting thereafter. The Mk1 was progressively updated throughout its life before a wholesale revision of the basic design saw it re-launched as the Mk2 in October 1959.



Dating from the final year of production, this 3.4-litre Mk1 reputedly was ordered by the then reigning Formula 1 World Champion, Mike Hawthorn, who tragically met his death in a road traffic accident on 22nd January 1959 and never took delivery, though there is no documentary evidence of a Hawthorn connection. The car is said to have been ordered as a duplicate of Mike's first Jaguar Mk1, complete with various factory enhancements. It later passed to motor racing legend, the late Gerry Marshall, its third owner. Although Gerry raced a wide variety of cars and excelled in all of them, as far as is known he only ever used the Jaguar on the road, no doubt relishing the superior performance of what looked like a standard showroom model.

The current (fifth) owner acquired the Mk1 from the Jaguar Museum in Maldon, Essex in March 1994. '220 LPE' has covered circa 15,000 miles from new and while in the vendor's care has been fully serviced regularly and annually MoT'd (up to July 2012). The accompanying extensive history file contains the car's original logbook, assorted correspondence and copies of magazine articles about Gerry Marshall and the Jaguar.

£26,000 - 32,000
€30,000 - 37,000

261

1935 BMW 'Veritas' Two-Seater Sports

Registration no. 918 YUP

Chassis no. 64072

Engine no. 64072



'Although the slab-sided Veritas was no beauty, its functional design was worthy of the German 'Silver Arrow' tradition, and the combination of a 125bhp engine and a light, torsionally stiff body enabled the Veritas RS to reach 135mph.' – Eric Dymock, *'BMW: A Celebration'*.

An intriguing fusion of pre-war mechanical components and post-war style, the BMW Veritas dates from the late 1940s, a period when the scarcity of readily available competition cars led to the creation of numerous interesting 'specials'. BMW's 328 had been the outstanding sports car of the late 1930s, and its powerful 2.0-litre six-cylinder engine was the power plant of choice for many an independent constructor.

Veritas was founded in West Germany by Ernst Loof, Georg Meier and Lorenz Dietrich, who had met in Paris during the war. They discussed plans to develop a new competition car as soon as hostilities ceased and built their first in 1947 using components supplied by a customer. Two of them, at least, had considerable competition experience, Meier having won the 1939 Isle of Man TT for BMW while Loof had managed the factory's Mille Miglia effort in 1940.

Loof owned one of the works 1940 Mille Miglia cars – the Dr Wunibald Kamm inspired aerodynamic coupé – and so was well acquainted with the latest in sports car racing technology. However, the occupying Allies forbade German manufactures from building engines larger than 1,000cc, hence Veritas had no option but to use rebuilt pre-war units. However, BMW objected to the use of their name on the cars and after only a handful had been completed the name was changed to simply 'Veritas'.

Right from the start the Veritas Rennsport was competitive, winning the German 2-Litre sports car championship three years on the trot from 1947 to 1949. There was also a single-seater spin-off, which Loos entered in Formula 2 events. When the restriction limiting German drivers to domestic races was lifted for 1950, the Veritas began winning abroad. Good though it was, the BMW 328 engine was getting long in the tooth and Loos knew that to stay competitive he would need something more modern. A new single-overhead-camshaft power unit was commissioned from Heinkel but development of this potentially more powerful engine was hampered by insufficient funding.



Veritas production soon petered out and today this short-lived marque rates as little more than footnote in the history of BMW. It is estimated that no more than 50 Veritas competition cars were built.

This Veritas re-creation has only recently been finished following a four-year build by Simon Isles. Simon has taught traditional coachbuilding techniques for more than 10 years and has been a coachbuilder of Vintage and classic cars for more than 30 years. While in Germany he taught the staff at Replicar of Dusseldorf where he was involved in the restoration of original Veritas cars and took patterns from an original Veritas. While in Germany Simon also built an AFM on BMW 328 as well as a Porsche 550 and another Veritas.

The car's BMW 328 engine was built by Mike Robinson who is recognised worldwide as an authority on BMW engines. (He was originally involved with Werner Oswald who created the Frazer Nash Le Mans Replicas.)

The chassis is that of a 1935 BMW 309, which is essentially the same type of chassis as used in the 319 and 328. All these chassis types were used in building the original Veritas cars. All running gear, wheels, axles, steering, engine and hubs are original BMW from chassis number '64072', manufactured in March 1935.

The cylinder head is a new BMW item that has been modified to eliminate an inherent weakness in the original design. The engine bottom end was balanced during the rebuild and the cylinder head gas flowed by Rick Wood Racing. Many original Veritas parts have been incorporated in the build including wheels, spinners, instruments, switch gear, quick-release steering wheel, etc all helping contribute to the creation this perfect replica of the original.

The Veritas comes complete with old-style logbook, current MoT/tax, Swansea V5 document and the all-important FIA/HTP papers, making it eligible for many of the most prestigious events worldwide. This immaculate car is extremely competitive in its class and ready to race or rally.

£180,000 - 220,000
€210,000 - 260,000





262

*Delivered new to Rod Stewart; one of seven
right-hand drive examples; restored by the factory*
1972 Lamborghini Miura SV Coupé
Coachwork by Carrozzeria Bertone

Registration no. LUC 38K

Chassis no. 4818

Engine no. 30734





'But step back for a minute and work out what makes the Miura so special. In 1966 there was nothing like it. Only racing cars and the obscure little French Bonnet/Matra Djet had mid-mounted engines. Ferrari's road-going mainstay was the traditional front-engined 275GTB. So when tractor magnate Ferruccio Lamborghini stole the attention of the Geneva Salon crowd with the Miura, people were shocked as much by its audacious mechanical layout as they were by its era-defining and stunningly gorgeous styling.' – *Classic Cars*, July 2004.

Ferruccio Lamborghini's bold challenge to Ferrari had begun in 1964 with the 350GT but it was the arrival of the Miura - arguably the founder of the supercar class - that established Lamborghini as a major manufacturer of luxury sporting cars. Prior to the model's official debut at the 1966 Geneva Salon, Lamborghini cars were respected for their impressive mechanical specifications but they somehow lacked a distinctive persona. All this changed with the arrival of the Miura, named after Don Eduardo Miura, a famous breeder of fighting bulls. The Miura project first surfaced as a rolling chassis displayed at the 1965 Turin Motor Show but was not expected to become a production reality. Nevertheless, by the time of the Geneva Salon the following year, the first completed car was ready for unveiling to an awe-struck press and public.

The car's technical specification was breathtaking in its sophistication and complexity. Designed by Gianpaolo Dallara, the Miura carried its transversely mounted engine amidships in a box-section platform chassis, the latter clothed in stunning coupé coachwork styled by Bertone's Marcello Gandini. Like the contemporary 400GT, the Miura used the 4.0-litre version of Lamborghini's Giotto Bizzarrini-designed four-cam V12. With 350bhp available, the Miura was capable of shattering performance, a top speed of 180mph being claimed. Production examples were independently tested at more than 170, confirming that the Miura was the world's fastest production car. Early in 1968, after the 125th car had been completed, the steel used in the chassis was increased from 0.9 to 1mm in thickness, while from April that year customers could specify a leather interior. Initial development had concentrated on chassis strengthening, these improvements being consolidated in the more powerful Miura 'S', for spinto (tuned), introduced in 1968. Production of the original P400 effectively ended when the successor 'S' version was introduced, by which time a little over 470 of these wonderful cars had been produced.

The process of making the Miura faster yet more durable reached its zenith in 1971 with the arrival of the 'SV', for spinto veloce. Apart from the deletion of its distinctive 'eyelash' headlight embellishments and changes to the rear lights, the body remained largely unaltered apart from slightly flared wheelarches shrouding wider tyres.



In addition there were cosmetic changes to the interior and a more powerful (around 390bhp) engine to offset the increased weight and rolling resistance, but the main gain was a significant improvement in build quality. There were also major revisions to the front and rear suspension arrangements to improve the handling and accommodate the new 9" Campagnolo wheels. Part way through 1971 a 'split sump' lubrication system was phased in, which used separate reservoirs for the engine and transmission oil. This was necessitated by the final cars' ZF limited-slip differential, which could not share the engine's oil, and brought with it the additional benefit of increase component life and less frequent rebuilds.

The Miura SV was the world's fastest production car when introduced but its arrival coincided with the Countach successor model's announcement. Although the latter was still years from actual production, demand for the Miura slackened inevitably and only 150 SVs had been made when production ceased at the end of 1972.

This rare, right-hand drive version of the ultimate Miura, the 701st of 765 Miuras produced, was completed on 31st May 1972 and according to the Lamborghini Registry was delivered new to rock music icon, Rod Stewart. He also ordered air conditioning, which was relatively novel on a GT car, and a Phillips radio/cassette with a recording function – perhaps to capture ideas for new songs.

Performing with The Faces at the time his Lamborghini was delivered, Rod had recently launched what would turn out to be an outstanding solo career with the release of the album *Every Picture Tells a Story*, which had reached number one in both the US and UK charts simultaneously in 1971. He followed that up in 1972 with *Never a Dull Moment*, possibly a reference to time spent behind the wheel of his Miura.

A late example, chassis number '4818' has air conditioning and is one of approximately 96 SVs factory fitted with the desirable 'split sump' lubrication system. It remained in Rod Stewart's ownership until 1985, passing that year to the second owner, Mark Walker of Essex, who reregistered it as 'LUC 38K'. The car was acquired subsequently by a prominent private collector in the UK, who sent it back to the Sant'Agata factory for an extensive restoration costing approximately £120,000. '4818' was refinished by the factory in its original Giallo Fly livery, the gold sills and wheels being changed to silver at the same time. Fully documented photographically, the rebuild was completed early in 2004 and the car reregistered as 'SV 6769'. It subsequently changed hands and was purchased by the current vendor at a UK auction in 2010. Offered from a private collection, the Miura was described at that time as exceptionally maintained and in exquisite cosmetic condition.





'4818' was then taken by its new owner to Hong Kong where it has been maintained by the local Lamborghini agent (see sundry bills on file). Earlier this year the Miura took part in Lamborghini's 50th Anniversary celebrations in Italy and then returned to Sant'Agata for a full engine rebuild at the Centro Restauro section of the factory's Customer Service Department under the supervision of Lamborghini's legendary chief test driver, Valentino Balboni.

Although still actively involved with Lamborghini, Balboni officially 'retired' in 2008 after 40 years with the company, during which time he reputedly drove around 80% of the cars produced! Despite having a limited edition, two-wheel drive variant of the Gallardo named after him, Balboni has admitted that the Miura is his all-time favourite.

The work to be carried out is detailed in a sequence of email printouts on file. In these Balboni comments on the internal condition of the engine and recommends the following: machining the cylinder liners and fitting oversize pistons and rings; replacement of the crankshaft and all bearings; replacement of the valves seats and guides with the latest steel version, optimised for modern unleaded petrol; replacing the timing chains and bearings; overhauling the water pump, oil pump and generator control; cleaning and calibrating the carburettors; and replacing general service parts such as filters and drive belts. In addition, the transmission has been overhauled with new synchros and bearings. The cost of the foregoing works was estimated at €46,880, with an additional €17,000 for the new crankshaft, making a total of €63,880 (approximately £54,300).

Offered with the aforementioned documentation, several original Lamborghini brochures, including those for the Miura. This superb Miura does enormous credit to the Lamborghini marque as a whole and its condition, quality and performance must be seen and experienced to be adequately appreciated.

£750,000 - 850,000
€880,000 - 1,000,000



Valentino Balboni and '4818' during a recent road test in the Bologna countryside, July 2013

263

1934 Lagonda Rapier Supercharged Single-Seater

Chassis no. D10840

Engine no. D155



Originally registered 'AYM 787', this Lagonda Rapier started life as a fixed-head coupé bodied by Abbott of Farnham, this being the most popular body style fitted to the model in 1934. The car was delivered to Lagonda's main agent in London, Warwick Wright, on 7th June 1934 and is believed to have been registered on the same day. London registration records did not survive the Blitz and Warwick Wright's sales records no longer exist, so there is no information about the Rapier's owners or history pre-WW2. This car is listed on page 18 of the 2011 Register of Lagonda Rapier Members and Cars.

In 1958, Lt Peter R Walwyn joined the Rapier Register - member number '276'. His home address was in Cheshire but he was serving at the Royal Naval Air Station at Yeovilton in Somerset at that time. Lt Walwyn rebuilt the Rapier as a two-seater with a replacement chassis sourced from Rubery Owen (the company who had built the original Rapier chassis). He fitted hydraulic Girling brakes, lowered the radiator and made the new body himself. Four Amal carburettors were fitted instead of the original twin SUs and Lt Walwyn raced the car quite successfully in 1960.

In 1963 he sold the Rapier to John Grantham, another pilot at RNAS Yeovilton. The next owner known about is Mr James Watts of Horndean, Hampshire, who joined the Register in 1982. He had owned 'AYM 787' since around 1978, and fitted a new body to it.

In 1984, he brought his car to the Vintage race meeting Silverstone when there was a Rapier parade to celebrate the model's Golden Jubilee.

In 1986 James Watts sold the car to someone in Southampton but by 1990 it was in the Sheffield area with David Crabtree. By then, it had a dark green two-seater body and still had the four Amal carburettors. Dr Crabtree competed in hill-climbs and sprints between 1991 and 1996, and took part in the Rapier Diamond Jubilee parade at Silverstone in 1994. Over this time, the car and engine were totally rebuilt, the engine being overhauled in 1997 by John Macdonald (Macdonald Racing) who fitted stronger Jaguar con-rods.

David Crabtree advertised the Rapier for sale in 1997 and it was bought by a Mr Reinhard List of Edlitz, Austria. He converted the coachwork to single-seater configuration and painted the car green, as it is today. Since 2007 the current owner has maintained the Lagonda in excellent condition and raced it at several events in Austria including on the Salzburgring and at the Gaisbergrennen hill climb. Restored during 2003/2004, the car is described as in generally very good condition and is said to conform to the VSCC Eligibility Regulations currently in force.

£55,000 - 60,000

€64,000 - 70,000



264

***The ex-London Motor Show, Eric Clapton,
Ferrari Classiche Certified, 31,000 miles from new
1969 Ferrari 365GTC Berlinetta
Coachwork by Pininfarina***

Registration no. ENZ 365



'Pininfarina clothed it all in a beautifully refined bodysell employing the nose lines of the 500 Superfast and the tail treatment of the contemporary 275GTS. It was built at Grugliasco by Pininfarina themselves...' - Hans Tanner & Doug Nye, *Ferrari*, 1984.

In essence a closed version of the 275GTS, the 330GTC – immediate forerunner of the 365GTC - was first shown at the Geneva Motor Show in March 1966. Beneath the understated Pininfarina coachwork there was the 4.0-litre version of Ferrari's familiar Colombo-designed two-cam 60-degree V12 (as used in the 330GT 2+2) mated to a five-speed all-synchromesh transaxle. The chassis was of relatively short wheelbase (2,400mm) and the suspension independent all round by wishbones and coil springs. Naturally, there were disc brakes on all four wheels.

Introduced late in 1968 as a replacement for the 330GTC and given its first public airing at Geneva in March 1969, the 365GTC was virtually identical in appearance apart from engine cooling vents relocated in the bonnet, a feature it shared with last of the 330s. Installing an 81mm-bore 4.4-litre V12 in place of the 300GTC's 4-litre unit boosted mid-range torque and flexibility while maximum power was raised to 320bhp at 6,600rpm; acceleration improved markedly and the luxury coupe's top speed increased to over 150mph.

Less obvious to the eye were the refinements made to the drivetrain that achieved a marked reduction in cabin noise, a sign that Ferrari understood that 365GTC customers valued comfort as well as high performance. A sumptuous leather-trimmed interior, electric windows and heated rear screen were standard equipment, while air conditioning could be ordered as an option. Like so many European sports cars, the 365GTC (and convertible 365GTS) would fall victim to increasingly stringent US safety and emissions legislation, production ceasing after less than one year during which time around 150 GTC and 20 GTS models left the factory.



Examples of this strikingly handsome, startlingly fast and much underrated Ferrari Gran Turismo model rarely appear at auction. The right-hand drive example offered here was delivered new to Mr J R Knowles of Reading as evidenced by Maranello Concessionaires Ltd's purchase invoice on file. Mr Knowles had the car, originally registered 'APJ 14H', annually serviced by Maranello Concessionaires (see 12,000-mile service invoice dated 1973 on file). In 1985 the Ferrari was sold to an unknown buyer who in turn sold it on to Mr P A Teichman in 1987. Mr Teichman then sent the car to Nick Cartwright at Phil Wood Specialist Services for a full restoration (all invoices on file).

In 1992 Mr Teichman sold the Ferrari via the Bramley dealership to Mr Peter Lloyd of Oxshott, Surrey who had it bare metal re-sprayed by Maranello Concessionaires in 1993 (all invoices available). The odometer reading at this time was 23,373 miles. Mr John Devine of Eaton Square, London SW1 was the next owner, acquiring the Ferrari in 1997, and there are various invoices on file for work done by Maranello Concessionaires and DK Engineering for general servicing during his ownership.

In 2003 the car was purchased by Raoul San Giorgi of Belgium, a respected Alfa Romeo authority, who kept it only briefly before selling it to rock music guitar legend, Eric Clapton. While in Eric Clapton's ownership the Ferrari was re-sprayed by DK Engineering (invoices on file) the odometer reading at this time being 28,374 miles. Mr Shamir Deen of Wembley, North London purchased the car from Eric Clapton in 2006, the registration number being changed to 'ENZ 365'. Acquired in 2010 by the Rohan Fernando Family Foundation in Jersey, the car was then re-sprayed from silver back to the original colour combination of *Bianco Polo* (Polar White) and the interior leather trim from black back to *Pelle Blu* (blue). The current owner acquired the Ferrari via Talacrest in 2011. It has been fitted with a new set of wire wheels but comes with the original Borrani's.

The car comes with full Ferrari Classiche certification in a red box file; current MoT certificate; Swansea V5C registration document; and a very detailed history file containing MoTs dating back to 1974 verifying the mileage of circa 31,000. Presented in concours condition, '12721' represents a rare opportunity to acquire a low mileage Ferrari 365GTC possessing excellent provenance.

£380,000 - 460,000

€450,000 - 540,000







265
1966 Ford Lotus Cortina Mk1 Saloon

Registration no. UTB 251D
 Chassis no. BA85EG59584



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 1st in class on the model's racing debut at Oulton Park on 20th September, with Trevor Taylor second. The following year the late Jim Clark, a supremely gifted driver who seemingly could do anything with any car, took the British Touring Car Championship driving a works-entered example. Clark's spirited driving of the Lotus Cortina, often cornering with only three wheels on the ground, will never be forgotten by those privileged enough to have witnessed it.

Lotus Cortinas dominated saloon car racing's 2-litre class, often challenging for outright honours. Works cars were driven by Clark, Graham Hill, Peter Arundell and Jackie Ickx while Sir John Whitmore, driving an Alan Mann-entered Lotus Cortina, was European Touring Car Champion in 1965. After the axle change the hitherto fragile Lotus Cortina proved a highly capable rally car, works driver Bengt Soderstrom winning the Acropolis and RAC rallies in 1966.

The right-hand drive example offered here is a late Mk1 example made in 1966 and retains its original old-style green logbook. It was professionally re-engineered as a competition car in 2008/2009 and has the all-important MSA Historic Technical Passport. Over the past three years it has been raced extensively by Nick Naismith and John Young in the U2TC and Masters series.

Ready to race, the car comes with a large file of bills (too long to list here) relating to its original restoration and subsequent work, which includes a fresh 180bhp engine - built by Roxwell Racing for this season – incorporating a new cylinder block, crankshaft, con-rods, pistons and valve gear. The transmission comprises an original cast-iron gearbox fitted with Quaife straight-cut gear cluster (period ratios) plus an alloy bell housing, tail housing and remote assembly. The rear axle features an alloy differential casing, extensive internal axle case strengthening and modified half shafts, plus 4.7:1 and 4.4:1 final drive-ratio limited slip differentials.

There is also, needless to say, full race suspension and a high-ratio steering box, and the car comes with two sets of lightweight alloy wheels plus four original steel wheels (in excellent condition). Noteworthy body and interior features include a Gartrac fuel tank; Custom Cages rollover cage; brand new Sparco Evo 2 Plus seat; Willans six-point harness; Spa 'Firesense' electric extinguisher; and original style dashboard and instruments.

£40,000 - 50,000
€47,000 - 59,000



266
1958 MGA 1500 'Le Mans' Replica Roadster

Registration no. 430 LMA
 Chassis no. HMRB/46676
 Engine no. 48G362AD



'Throughout its history, the policy of the MG company has been to compete with cars developed from their standard production models, and the 1955 Le Mans car, designated EX 182, is a further example of this policy,' reported *Autocar* in its June 3rd edition of 1955. Just three months later the respected British motoring magazine was able to reveal that the policy had indeed born fruit: 'From these Le Mans cars, known as the type EX 182, has been developed the production series MGA. It is apparent that the experiment of Le Mans was considered successful, as the car shows no basic changes from those which took part in the race, but detail modifications have been made for normal road use.' The two out of three works MGAs that finished the race came home in 12th and 17th places overall, 5th and 6th in class.

In fact, by the time Le Mans came around the design of what would be known as the MGA had effectively been finalised, the race itself being little more than a useful opportunity to check that everything was as it should be. Conceived as replacement for the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine that had first appeared in the ZA Magnette.

Initially this engine produced 68bhp at 5,500rpm, although this was later raised to 72bhp at the same revs to further improve performance. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

We are advised that this MGA roadster was restored during 2012/2013 to 1955 Le Mans specification complete with alloy cockpit cover, modified alloy bonnet, rear-mounted fuel tank with Le Mans filler, brake cooling vents, single aero screen, aerodynamic rear view mirror and a modified cooling system. It also carries a most appropriate registration number. Finished in British Racing Green with cream interior, the car is described as in generally excellent condition and offered with Swansea V5 document and a photographic record of the restoration.

£35,000 - 40,000
€41,000 - 47,000

267 †

1992 Airstream 350LE Class A Motorhome

Chassis no. 1GBKP37N7M3312946

Airstream has been viewed as the premier manufacturer in the American recreational vehicle business since Wally Byam started making his unique 'Silver Bullet' trailers in the early 1930s. Since then their space age designs and aerodynamic forms have defined the American trailer scene. Indeed, NASA used a modified Airstream trailer for its quarantined astronauts during the Apollo Programme and in more recent times employed a fleet of Airstream motorhomes to transport astronauts to the launch pad.

Airstream started manufacturing Class A motorhomes in 1974 using a construction method for the 'fuselage' that was lightweight, aerodynamic and very strong. Built on a high-speed Chevrolet coach chassis, the 1992 Airstream 350LE motorhome offered here is one of the last of the classic motorhomes built with the expensive-to-produce, aircraft-style, semi-monocoque, aluminium construction.

This spectacular vehicle attracts attention wherever it goes, and with its modern updates is as practical and useable as any modern motorhome. It looks particularly at home at any historic motor racing event.

Although left-hand drive, the Airstream is said to be surprisingly easy to drive in the UK, with light steering, responsive automatic transmission, cruise control and a quiet and powerful 7.4-litre V8 engine. It can cruise all day at the legal limit, with stability aided by an automatically adjusting, air-suspended Tag axle arrangement. Surprisingly, it has reasonable economy for its size and can be driven on some older car licenses thanks to a GVW of 7,500kg.

This classic Airstream was fully restored in the UK in 2010 by LAS Motorhomes of Northampton, the restoration featuring in an article published by *RV Magazine*. The quality of the interior puts that of most modern motorhomes to shame and features original hardwood furniture and fittings in oak.



The soft furnishings and seats have been re-upholstered in leather by a trimming company specialising in aircraft interiors. Modernised fittings include solid oak flooring; Corian worktops; heating and air conditioning; full-size 'memory foam' double bed; new flat screen televisions; audio and entertainment (X-Box); powered driver's and passenger's seats; and an electrically folding sofa.

The aluminium fuselage has been painstakingly stripped, polished and repainted to a very high standard while the Alcoa aluminium wheels have been polished and re-lacquered. To complement the highly polished exterior, brand new matching Zipdee awnings have been fitted all round. Less visible work includes refurbishment of the self-levelling jacking system; replacement of the under floor; rewiring for UK 240-volt supply; chassis refurbishment and under sealing; re-plumbing; refurbishment of the running gear including brakes; new front adjustable airbags; and new tyres all round. Engine work included new timing chains and a replacement radiator.

This Airstream 350LE has covered relatively few miles for such a vehicle, the current odometer reading being only 63,000. Its generous specification includes cockpit air conditioning plus twin roof-mounted air conditioning units, which in combination with twin auxiliary LPG heaters keep the vehicle chilled or warm even in extreme weather.

There is a self-levelling hydraulic jacking system; automatic power step; 7.0kW twin-cylinder Onan generator; and three coach batteries. A large fresh water tank and large black and grey water holding tanks allow for a weekend's stay without connecting up. Airstream is a byword for comfort and this example has an island double bed at the rear, a large leather couch and dinette seating, which can also be converted into double beds.

The kitchen has a gas hob with microwave oven above and an extraction fan, plus a large fridge freezer and lots of solid oak cabinets and draws. Bathroom facilities include a full-size shower, LPG water heater and a full-size ceramic flushing toilet. Storage is taken care of by two wardrobes, bathroom cupboards, and drawers under the couch and bed. Externally there is one large patio and three window awnings. External storage includes a large boot and lots of slide-out under-body lockers. Manoeuvring is aided by a reversing camera, docking lights and electric/heated mirrors. Described as in generally very good condition, this ultimate classic motorhome is offered with sundry restoration invoices, current road fund licence, MoT to August 2014 and Swansea V5 document.

Please note VAT at 20% on hammer price and buyer's premium will apply.

£70,000 - 90,000

€82,000 - 110,000



268

1952 Jaguar XK120 Roadster

Registration no. NAS 215

Chassis no. 671958

Engine no. W4221-8

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

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. It was immediately obvious that the slow-to-produce alloy bodywork would have to go, and the car was swiftly re-engineered in steel.

The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, the body was conceived as a coachbuilt aluminium structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

The car's heart was, of course, the fabulous XK engine, a 3.4-litre 'six' embodying the best of modern design, boasting twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp.



The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.

This XK120's accompanying Jaguar Daimler Heritage Trust certificate states that it was built in left-hand drive form in March 1952 and despatched to Jaguar's distributor Hoffman in New York, USA. It was delivered finished in Pastel Green with Suede Green interior trim. The earliest record on file is a copy of a State of North Carolina Certificate of Title issued on 2nd February 1953 to one Charles E Goggi of Tryon, NC who may well have been its first owner. In July 1982, the Jaguar was purchased from Mr Goggi by one E Dixon-Barker (a Middlesborough resident) and brought to the UK (bill of sale on file).

In 1990 David Royle & Co of County Durham undertook a complete 'last nut and bolt' rebuild, as evidenced by bills on file totalling over £40,000. Carried out to concours standards, the work included an engine rebuild, new wheels, etc, etc.

Mr Dixon-Barker then sold the XK to Paul Gibson who entrusted Royle with converting it to right-hand drive, upgrading the brakes and fitting a C-Type cylinder head in 2003 (bills available). The next owner, Jason Granite, had the car maintained regardless of cost by Stratstone Jaguar, who serviced it from 2003 to 2007. In 2010 'NAS 215' was bought by Steve Murphy who had the engine rebuilt by Brian Windle in May 2011 and then sent the car to Guy Broad to be returned to concours condition, the work being completed in November 2011 at a cost of £2,600.

The current vendor, a Bugatti Owners' Club member, bought the Jaguar from Steve Murphy (since deceased). While in the present ownership the car has been well maintained and used, including a tour of North America in November 2012. A new starter ring gear and clutch were fitted in December 2012, and in March 2013 a service was carried out by Auto Classico of Bristol. This service included an engine tune, suspension adjustment and fitting a new front bumper. Offered with the aforementioned documentation, old-style logbook, current road fund licence and Swansea V5C, this beautiful XK120 drives superbly, requires nothing and is ready to use.

£65,000 - 75,000
€76,000 - 88,000



269

1985 Audi Quattro Sport SWB Coupé

Registration no. B18 WRC

Chassis no. WAUZZZ85ZE905089

Engine no. KW000027

SPORT
QUATTRO



One of the most influential designs of recent decades, the Audi Quattro brought four-wheel drive into the motoring mainstream. Introduced in 1980, the Quattro was based on the outwardly similar Coupé's bodysell but used a different floor pan to accommodate its four-wheel-drive transmission and independent rear suspension. The engine was a development of the five-cylinder, 2.1-litre, single-overhead-camshaft unit first seen in the 200 saloon. Equipped with a KKK turbocharger, it produced 200bhp in road trim with considerably more being available in competition tune. Phenomenally fast and sure-footed on the road, the Quattro excelled in international rallying, winning the Manufacturers' Championship for Audi in 1982 and 1984 and the Driver's Championship in '83 and '84, but its enduring legacy would be the demonstration of four-wheel drive's advantages for passenger cars. Since then Audi has gone on to apply its quattro 4WD system to many other models but only the original (or 'Ur') version is spelled with a capital 'Q'.

The Sport version of Audi's sensational Quattro was launched in the autumn of 1983, three years after the original's unveiling at the Geneva Salon had taken the motoring world by storm. It had a shortened wheelbase and was fitted with a new, lighter version of the five-cylinder engine boasting an aluminium block and a twin-cam 20-valve cylinder head, while anti-lock braking made its first appearance on a quattro-equipped Audi.

Running on Bosch HI-Jetronic fuel injection, the extensively revised engine developed a claimed 306bhp and gave this quite remarkable road car a top speed of around 155mph. Audi built only 214 examples of the Sport, though only 164 were actually sold to customers.

The rare Audi Quattro Sport was originally manufactured in April 1985 (confirmed by Audi Ag) and delivered new to Oman where it was purchased by a Mr Richard Davies on 13th November 1986. It shows no signs of ever being used for competitions. Mr Davis kept the car in Oman and used it until August 1990, covering a recorded 39,000 kilometres. There is a 1990 service invoice and an Omani registration document on file. The car was imported into the UK later that same year by Mr Davies' and registered as 'B702 RJF'. A further 5,000-or-so kilometres were covered before the car was purchased in August 2001 by the current owner, who subsequently had it re-sprayed in Proteo Red Mica, its current livery. It has been in storage for the last seven-or-so years, the last MoT being issued in November 2006 at 52,554 kilometres (approximately 32,600 miles).

The Quattro is currently undergoing some engine work (change of belts, etc) and a partial re-spray to the front end where it was damaged some years ago prior to storage. Currently MoT'd, the car comes with Swansea V5C document and a file of supporting documentation.

£80,000 - 100,000

€94,000 - 120,000



270

600 miles since restoration

1963 Jaguar E-Type Series 1 3.8-Litre Coupé

Registration no. 159 WJH

Chassis no. 861083

Engine no. RA1025-9



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

Although conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

We are advised that this original, right-hand drive Series 1 3.8-litre coupé was supplied new via Stratstone Ltd of London W1 and has had only two private owners from new, the first being Mr David Stretton, who retired to Eastbourne, and subsequently a Mr Harrison who painstakingly restored the Jaguar between 2005 and 2012. This seven-year restoration is a credit to his endeavours, the attention to detail being exacting. While the restoration was ongoing the opportunity was taken to incorporate sensible upgrades including an aluminium radiator; improved brakes (vented discs, 4-pot callipers and an up-rated servo; full leather trim; carburettor air filters; and a 6-branch exhaust manifold and system in stainless steel.

The car has cover only 600 miles since its restoration's completion and is probably one of the most pleasing drives you could experience. Finished in Gunmetal Grey metallic with matching leather interior, this freshly restored E-Type Coupé is offered with sundry restoration invoices, current MoT/tax and Swansea V5C document. The original braking system components are included in the sale.

£60,000 - 70,000

€70,000 - 82,000



271
1959 Cooper Monaco T49 Mk1
Sports-Racing Two-Seater

Chassis no. 002



On the Goodwood Revival grid

It was in November 1958 that the original Cooper Monaco Mark I offset-driving position sports-racing car was announced by the Surbiton-based company to replace its preceding centre-seat 'Bobtail' small-capacity models. The new design was named 'Monaco' after Maurice Trintignant's 1958 victory in the world-famous round-the-houses Monte Carlo street race, the Monaco Grand Prix, behind the wheel of a Rob Walker-entered Formula 1 Cooper-Climax.

The original Cooper Monaco Mark I model combined coil-and-wishbone front suspension with a transverse-leaf rear end and was a notably short-wheelbase sports-racing car, amazingly low and light for the period, clothed in stubby and purposeful aluminium bodywork.

While there was no published price for these cars in the home British market, for the US the published prices were \$7,700 for a 1,500cc version and \$8,250 for a 2-litre. In Britain - always happy simply 'to be different' - price was 'open to discussion between factory and client', and favoured established clients obviously benefited from a significantly shorter discussion than any newcomers. Several cars were sold as tax-free self-assembly kits or collections of suitable parts for the customer to assemble, or have assembled, for himself.

During 1959 the new Monacos were immediately successful, displaying a slight advantage over the contemporary front-engined Lotus-Climax 15s. At the mid-season British GP meeting Stirling Moss made his Monaco debut in the first 2½-litre Climax-engined variant, while other owners fitted the 2½-litre Maserati four-cylinder in place of Cooper's preferred Coventry Climax FPF power unit.



This 2-litre Cooper Monaco Mark I has, over many years, shown itself to be an extremely well presented, well prepared and competitive example of this marque and model, having been raced widely in Historic events during the 1990s by Jeffrey Pattinson. He competed regularly in an extensive series of VSCC and HGPCA meetings and also achieved considerable success in the British Racing Drivers Club '50s Historic Sports Car Championship, which he won with this car in 1999. Leading Historic racing driver and former British Touring Car Championship contender Frank Sytner then acquired the Cooper. It was prepared for him virtually regardless of expense and he campaigned it with considerable further success in the Historic arena.

Ted Williams bought the car from Mr Sytner circa 2002 and in his hands it continued to compete very successfully at Historic level around the major European circuits, continued to accumulate race wins and in addition was one of the featured entries in the 50th anniversary Macau Grand Prix meeting in the Portuguese colonial city on the coast of China. Mr Williams drove the car in the Goodwood Revival Meeting that same year, finishing 4th overall.

From Mr Williams the car was sold on to the present vendor in 2005 and he drove it to victory in the BRDC Historic '50s Sports Car Championship in both 2006 and 2007, scoring regular race wins.

With numerous pole positions, fastest laps and podium finishes also falling to this Cooper Monaco's credit, the vendor finished 2nd in the relevant race during the 2007 Goodwood Revival Meeting while also recording fastest race lap - absolutely no mean feat given the premier-league quality of the opposition at any Goodwood Revival Meeting.

On page 248 of the Goodwood book *'The First Ten Years'* - compiled and written by Bonhams and Goodwood consultant Doug Nye - there is a fine photograph reproduced of this car being driven by its present owner/vendor in the Madgwick Cup race. The car's list of credits and laurels is, as must be self-evident, absolutely immense and it includes victories in the Silverstone Classic in both 2007 and 2009 and 2nd place there in 2012. In the vendor's hands the car also won the Sir Stirling Moss Trophy at the 2012 Oulton Park Gold Cup Meeting.

Plainly the historically significant Cooper Monaco offered here is a very competitive, well prepared Historic sports car of good racing pedigree. It is accompanied by its original FIA papers and up-to-date/current HTP, and plainly promises its new owner not only assured entry to many of the Historic racing world's most notable events, but also the potential to excel in them all. We are advised that a full spares package is available from the vendor via private negotiation.

£180,000 - 220,000

€210,000 - 260,000



The Cooper-Climax Monaco (Car no. 21) charges ahead, Goodwood Revival





272

Left-hand drive

1966 Chevrolet Corvette Sting Ray Convertible

Registration no. PRP 204D

Chassis no. 1946765114076

Engine no. 6114076F0209HE

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand.

Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride. This new frame was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said: 'For the first time I have a Corvette which I am proud to use in Europe.' Now recognised as representing a 'golden age' for the Corvette, the Sting Ray was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.

Sourced directly from the USA in 2002 and subsequently restored by Dragon Wheels Ltd for its present owner, this car is a matching-numbers 350hp/327ci (5.4-litre) small-block V8 with four-speed manual transmission and limited-slip-differential rear axle.



Originally white with matching convertible top and blue interior, it has been the subject to a two-year complete 'last nut and bolt' body-off total restoration to concours standard (based upon the American NCRS specification).

The car was disassembled to its bare chassis, which was powder-coated, detailed with correct markings and fitted with stainless steel brake and fuel lines. Every single mechanical component on the vehicle was completely stripped, restored, rebuilt and detailed to visually appear as factory correct. The engine was rebuilt and upgraded internally by Knight Racing Services and the electrics fully rewired with period-correct harnesses.

The glassfibre body was stripped bare and repainted in Corvette Trophy Blue, with complete interior re-trim and restored and detailed convertible top frame assembly fitted with period correct white top. Factory options include a teak wood steering wheel, twin-circuit power brakes, leather seat covers and knock-off aluminium wheels, the latter retained by unique centre-lock nuts that were specially machined for the Swiss market. Completed in 2005, this beautiful Corvette Sting Ray is offered with restoration invoices, current MoT certificate and Swansea V5C document.

£35,000 - 45,000

€41,000 - 53,000



273

1955 Jaguar XK140 Coupé

Registration no. RWU 911
 Chassis no. S804573
 Engine no. G6654-8

Newly introduced for 1955, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing lever type at the rear. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators and larger bumpers, the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance and overdrive became an option for the first time. Special Equipment (SE) cars came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the C-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary road-tests regularly recording top speed figures in excess of 120mph.



One of only 843 right-hand drive XK140 fixed-head coupés made, this original matching numbers example has the desirable manual/overdrive gearbox and is finished in red with attractive matching interior, the latter boasting appropriately re-trimmed bucket seats. The car has been very well maintained and used regularly. In 2009 it competed in the Rally of the Tests, sharing the concours prize for best presented vehicle. 'RWU 911' has covered approximately 10,000 miles since the engine and transmission were overhauled and has had numerous other useful modifications that do not detract from its original character.

These include seat belts, brake servo, up-rated heating system, alternator, sump guard, solid state ignition and a Kenlowe electric cooling fan. The car also comes equipped with a Brantz rally meter and clock, which can easily be unplugged and removed when not in use. In total over £20,000 has been spent over the last four years on maintenance and improvements (bills on file). Extensive documentation includes a Heritage certificate, ownership history and MoT certificates dating back to 1991. The current MoT expires in September 2014 and the car also comes with current road fund licence and Swansea V5 document.

£40,000 - 45,000
€47,000 - 53,000

274

1930 Hispano-Suiza H6C 8.0-Litre Tourer

Registration no. to be advised

Chassis no. 12487

Engine no. S10017 (see text)

The choice of European Royalty, Indian Maharajahs, Hollywood film stars and industrial tycoons, the legendary Hispano-Suiza was superbly engineered and imitated unashamedly by some of the world's leading car manufacturers. Although the marque was of Spanish origin, it was Hispano-Suiza's French-built cars that established it in the front rank of luxury automobile manufacturers following the end of WWI.

During the conflict, Hispano engines had powered some of the Allies' finest fighter aircraft, and post-war the marque would adopt the stork emblem of French 'ace' Georges Guynemer's Escadrille des Cicognes, whose SPAD biplanes had used Hispano's V8 aero engine.

Large enough to accommodate formal coachwork, it was also fast enough to appeal to the more sportingly inclined: aperitif king André Dubonnet won the Coupe Boillot at Boulgogne in 1921, while Europe's coachbuilders vied to build their finest coachwork on this genuinely thoroughbred chassis. The finish of the Hispano-Suiza was superlative and the car's inherent glamour was such that it was featured in two popular novels of the early 1920s, *L'Homme de l'Hispano* and *The Green Hat*.

The original H6 had been superseded in 1921 by the H6B, which retained the original 6.6-litre engine, but at Dubonnet's behest a version was produced bored out to 110mm for a capacity of 7,982cc, and this more powerful unit was adopted for the successor H6C model, introduced in 1924.



The world's most advanced automobile at the time of its introduction and for many years thereafter, the H6 was catalogued until 1933, by which time 2,158 chassis of all types had been completed.

Manufactured on 27th November 1930, chassis number '12487' was discovered in 'barn find' condition in France and consisted of the rolling chassis, engine, gearbox and radiator. The car was, as one would expect of a 'barn find', in a sad state requiring total restoration. According to a (copy) document on file, it was sold while still in this condition by a Mr Fermeis of Cusset, France to a Mr Doublet (since deceased) on 24th October 1992, and languished unattended for a further 20 years in yet another French barn. The Hispano was registered under the number '852 RFI' and may well have been immobile since the end of WW2. It is believed to have left the factory fitted with engine number '320432'.

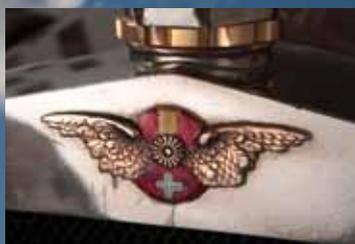
Chassis number '12487' was purchased by the current vendor from Mr Doublet's estate in October 2011. Since that time the car has undergone an extensive restoration at Hispano Heritage Ltd on the Isle of Wight, which was undertaken by experienced marque specialist Mike Woodcock with additional technical assistance from Mr Eric Limpalaer and research information provided by publications from the Hispano Suiza Society.

The chassis was stripped, cleaned and repainted; the brakes stripped and relined; the engine stripped; and the main bearings white-metalled and line-bored, as was the camshaft. New valves were fitted and the valve seats reground. The engine was fitted with new cylinder liners and seals, and then polished and painted where appropriate. New rings were fitted after checking the pistons. The gearbox and brake servo were rebuilt with new gears, bearings and bushes wherever necessary. A new fuel tank was made and fitted, and the wheels treated and re-shod with new tubes and tyres.

A local boatyard was engaged to build the ash frame for the new body, which it was decided should be of the open tourer type with four doors. The frame was then clad by former aeronautical aluminium experts and the body painted by a specialist company. Leather throughout, the upholstery was undertaken by a former Aston Martin trained upholsterer. Minor components have been nickel plated where appropriate. All instruments are marked 'Hispano-Suiza' and all have had the glass re-bevelled and polished. The car is fitted with the correct Marchal headlights.

Offered with restoration invoices, '12487' represents a rare opportunity to acquire a legendary model from one of the world's most prestigious makes, fresh from a total rebuild by a recognised marque specialist.

£180,000 - 220,000
€210,000 - 260,000



275

***The ex-Works, Barnes/Langley,
1934 Le Mans 24-Hour Race, 1936 RAC Rally-winning
1934 Singer 1½-Litre Le Mans Sports***

Registration no. KV 9246

Chassis no. LM14

Engine no. G7545



LM14 at Le Mans, 1934
Credit: LAT Photographic

Coventry cycle manufacturer Singer first ventured into the world of powered transport in 1901, making tricycles and motorcycles. Tri-cars soon followed, with motor car production proper commencing in 1905 using proprietary engines. The first Singer-powered model - the 10hp - debuted at The Cycle & Motor Cycle Show in November 1912. Because it weighed less than 7cwt and was under 1,100cc in capacity (actually 1,096cc) the 10hp Singer was classed as a cyclecar, which explains the choice of venue. But unlike the majority of contemporary cyclecars, which were flimsy affairs of limited practicality, the new baby Singer was a proper light car and thus a development of immense significance. Priced at £185 at launch and produced for more than a decade, the Ten was an immense commercial success for Singer and is regarded as a landmark model in the history of the British motor industry.

With its foundations as a major motor manufacturer established, Singer went from strength to strength and by the end of the 1920s was Britain's third largest car producer behind Austin and Morris. Like rivals MG, Singer recognised the validity of the adage 'win on Sunday, sell on Monday' and pursued an active competitions programme during the 1930s, commencing with the Sports and Le Mans versions of the Nine that had been introduced in 1932.

The Le Mans had resulted from a successful venture into endurance racing, when a Nine Sports took 13th place in the 1933 Le Mans 24-Hour Race. But it was in trials events that the sporting Nines proved particularly effective, successfully challenging the previously dominant MGs.

Capitalising on the Nine's success, in May 1933 Singer had introduced a 1½-Litre Sports based on the existing six-cylinder 14hp model, and predictably followed that up with a Le Mans version in '34. The six-cylinder 1½-Litre's 7th and 8th place finishes at Le Mans in 1934 would prove to be the highlight of its endurance racing career. In trials, rallies and other competitions though, the 1½-litre Singer remained a force to be reckoned with.

This is the Singer works team's 1½-Litre (chassis number 'LM14', competitor number '25') which finished 3rd in the Rudge-Whitworth Cup and 8th overall in the 1934 Le Mans 24-Hour Race driven by Stanley Barnes, the Singer Competitions Manager, and works driver Alf Langley. It also entered the Ards TT that year but was timed out after pit stop problems. The other 1½-Litre car at Le Mans in 1934 was the Fox & Nichols prepared private entry driven by the aristocratic pairing of the Hon. Brian Lewis and John Hindmarsh (competitor number '26'). Both cars were driven to the circuit. A contemporary report records that the Lewis/Hindmarsh car was timed at 105mph with 'LM14' 'not much slower'. 'LM14' completed 1,615 miles at an average speed of 67mph.

When Singer withdrew from racing in 1935 following the infamous accidents in the '35 Ards TT involving the Singer Nines, the works cars became part of the highly successful Autosports team run by Stanley and Donald Barnes. Three of the 1½-Litres were remodelled for trials and rallies with various modifications and known as the 'Three Graces' (and individually as 'This, That and t'Other' - 'LM14' being the latter).



Among its long list of achievements is 1st overall in the 1936 RAC Rally, driven by Alf Langley, and numerous successes in trials such as the Sunbac Colmore Trophy Trial, the Exeter Trial and many others. These three so-called 'Crabtracks' survive in the UK but one is in pieces and yet to be restored.

'LM14' was driven by various Autosports pilots pre-war including J F A Clough, who purchased the car post-war. In 1948 Johnny Clough installed the 1½-litre four-cylinder B37 engine as fitted to the rare and desirable Singer B37 competition cars of 1937, the only year of their manufacture. (We are advised that 1½-litre six-cylinder Singer engines are now being remanufactured and so the possibility exists of returning the car closer to its racing specification). 'LM14' continued to have success in trials and rallies with Clough at the wheel and some of the trophies he won are included in the sale.

Later in 1948 the car was sold to Leslie Rawlinson from Belfast, one of the founders of the Singer Owners' Club, who passed it on in 1951 to Monte Carlo Rally driver Ian Titterington, cousin of 1950s Grand Prix driver Desmond Titterington. Ian raced it throughout Ireland - Cork, Dundrod, Wicklow and at Phoenix Park. Titterington once recalled how, in a practice for a warm up race for the Irish Grand Prix, he and the Singer shared the Phoenix Park circuit with Juan Manuel Fangio. The Argentinian had arrived late for practice and had been allowed to join the others, screaming passed 'LM14' in his BRM V16 at shattering speed.

Purchased by the current owner in 2004, the Singer has been the subject of a major engine rebuild using a Phoenix crankshaft and con-rods, high-lift camshaft, new radiator, four-branch exhaust and overhauled running gear including the 4.1:1 final drive, all of which was undertaken by a renowned Bugatti engineer. We are advised that the car can top 90mph and is in fine order. Described as in generally excellent condition mechanically with good bodywork and paint, this historic Le Mans competitor is offered with VSCC 'buff form', old-style logbook, sundry restoration invoices, current MoT/tax, Swansea V5C document and a huge history file containing numerous contemporary photographs.

The subject of many press reports, the Singer was picked out at the 2008 Le Mans Classique by Alain de Cadenet of *Classic & Sports Car* magazine as 'rakishly sporting' and, the following month, by Mick Walsh in the same journal as one of the star cars of the 1930s. 'LM14' was also displayed at the NEC's Classic Car Show that same year.

£90,000 - 120,000
€110,000 - 140,000





LM14 with Alf Langley behind the wheel, Ards TT, 1934
Credit: LAT Photographic



The race begins Le Mans, 1934 (LM14 no.25)
Credit: LAT Photographic



276
1965 BMW 1800 Ti/SA Competition Saloon

Chassis no. 995176
 Engine no. LH0122

BMW 1800 Ti/SA ‘homologation specials’ were campaigned successfully by the works team in the mid-1960s, most notably by Hubert Hahne and Rauno Aaltonen. The Ti/SA was based on the 1800Ti (Turismo Internazionale) whose immediate ancestor had been the 1500 saloon. Introduced in 1961, the 1500 was powered by a four-cylinder, overhead-camshaft engine with cast iron block and alloy cylinder head, which would evolve into one of the foremost competition units of its era. In its ultimate, turbo-charged, Formula 1 incarnation this extremely versatile little engine produced up to 1,500bhp in qualifying trim, powering Nelson Picquet’s Brabham to the Drivers’ World Championship in 1983.

Built to meet the then current touring car race regulations, the limited edition 1800Ti/SA (Sonderausführung – special edition) came with a 130bhp engine (20bhp more powerful than that of the stock 1800Ti) incorporating a counter-weighted crankshaft, larger valves, 10.5:1 compression ratio, competition camshaft and two twin-choke Weber carburettors. There was also a five-speed gearbox, the latter relatively rare on road cars at the time. The running gear was up-rated appropriately to cope with the increased performance, featuring larger front hubs and bearings, larger brake discs, stiffer anti-roll bars and quicker steering. The interior features Restall-Masterfit seats, central rev counter and special wood-rim steering wheel. Tested by Auto, Motor und Sport magazine in 1964, a BMW 1800 Ti/SA achieved a top speed of 192km/h (119mph) a quite exceptional figure for an under 2-litre saloon.



Intended to raise BMW’s international sporting profile, the 1800Ti/SA succeeded brilliantly; Hubert Hahne won the German national championship in 1964 and with co-driver Rauno Aaltonen disputed the lead of the Spa 24-Hour race with a Mercedes-Benz 300SE, eventually finishing second. BMW went one better the following year when Pascal Ickx and Gerald Langlois’ 1800Ti/SA secured the first of the Munich manufacturer’s string of victories in this prestigious event. The roll call of Ti/SA drivers also includes Dieter Glemser, Josef Schnitzer (Schnitzer Motorsport), Willy Mairesse, Jacky Ickx, Dieter Quester, Freddy Kottulinsky, Gijs van Lennep, Helmut Kelleners, Clemens Schickentanz and Wim Loos, among others.

Only 200 genuine factory-built Ti/SAs were made, most of which are either in private ownership or German museums, so the appearance of one on the open market is an event of considerable importance. Sold new in June 1965, the example offered here has been raced regularly throughout Europe since then. The car was purchased by the current vendor in Sweden in November 2005 and are advised that it has been restored, boasting a recent good-quality re-spray by Chipping Norton Body Shop. A full-race unit built by marque specialist Lester Owen, the engine has been rebuilt within the last few months, as has the five-speed close-ratio gearbox and limited-slip differential. This BMW Ti/SA has raced at the Goodwood Revival meeting driven by former British Touring Car Champion, David Leslie and thus is eligible to be re-invited. Described by the vendor as in generally good condition, the car comes with its original passenger seats, sundry restoration invoices and FIAMSA papers.

£32,000 - 38,000
£38,000 - 45,000



277

**The 2000 London-Sydney Marathon winning,
Stig Blomqvist/Ben Rainsford
1969 Ford Capri Mk I 'Perana'**

Registration no. CYY 458G
Chassis no. CK17JC56776
Engine no. 3K184087

Built by Basil Green Motors of Johannesburg exclusively for the South African market, the 'Perana' is the only V8-engined Capri officially sanctioned by the Ford Motor Company. Basil Green used the Ford 302ci (5.0-litre) Windsor V8 engine, modifying the chassis and running gear to cope with the extra power, and the result was a high-performance car with an excellent power-to-weight ratio that was soon cleaning up in domestic racing. Indeed, so successful was the Perana that after a single season's dominance it was banned. For the road, the Perana came with 281bhp on tap and a top speed of 147mph. It was also extraordinarily flexible. How British and European enthusiasts would have loved to get their hands on the Perana, and Ford surely missed a trick by not offering such a car in other markets. It is estimated that around 500-550 were produced between 1970 and 1972.

This Capri Mk1 to full house Perana specification cost in excess of AUD200,000 (approximately £116,000 at the current rate of exchange) to build in 1999, before winning the 2000 London-Sydney Rally driven by former World Rally Champion Stig Blomqvist and preparer Ben Rainsford.



Since then, the Marathon rally coupé has participated in several other long-distance events. These include the 2004 London-Sydney Rally, 2004 Carrera Sudamericana Marathon, 2007 Classic East African Safari Rally, 2010 International Rally du Maroc and the 2011 Sol Rally Barbados.

Specification highlights include a 302ci 'Windsor' Cobra type V8 engine; 'Jerico' type top-loader 4-speed gearbox; Marathon-specification bodyshell; full roll cage with side-bars; live five-link rear axle; all round disc brakes; rack-and-pinion steering; glassfibre bonnet; Perspex side windows; and Bilstein-damped suspension currently set up for 'Tarmac' events. An alternative Proflex-type Safari high-ride 'Gravel' suspension is included in the spares kit, together with a spare set of wheels. Offered with Ford dating letter confirming September 1969 manufacture of donor car, fresh MoT valid to August 2014, current historic vehicle eligible road fund licence and Swansea V5C, this unique Perana-specification Capri represents a wonderful opportunity to acquire a well-sorted car with a proven record in long-distance rallying that awaits preparation for the next long haul.

£18,000 - 22,000
€21,000 - 26,000



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zoutegrandprix.be

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Above
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BMW 328 Powered Speedboat
by Kurt Gersch
€180.000 - 260.000

1. **1954 Ferrari 212**
Coachwork by Pininfarina
€600.000 - 900.000

2. **1957 Maserati A6G/54**
Coachwork by Allemano
€450.000 - 650.000

3. **1962 Porsche 356B/1600 Roadster**
€110.000 - 140.000





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Meteor Project
£22,000 - 26,000



1959 BSA 499cc DBD34 Gold Star
£10,000 - 14,000

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The Classic Motorcycle
Mechanics Show, Stafford
Sunday 20 October 2013

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**1903 CLEMENT-TALBOT, 18HP,
REAR-ENTRANCE TONNEAU
COACHWORK BY ROTHSCHILD**

Estimate: £350,000 - £450,000

*Originally the property of Julius Drew
of Wadhurst Hall and subsequently in
the Sears family ownership since 1936.*

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New Bond Street
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Sunday 13 October	New York, Los Angeles & San Francisco
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A detailed oil painting of a man in 18th-century attire, including a white ruffled collar and a red sash. The man is depicted in a three-quarter view, looking slightly to the right. The background is dark and indistinct.

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The Rau-UNICEF Sale

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Jean-Honoré Fragonard
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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 ^[AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with *VAT* on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.

3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to *VAT* at the appropriate rate and *VAT* will be payable by you on all such sums.

3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and *VAT* and any interest earned and/or incurred until payment to the *Seller*.

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.

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> , and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2	The discretion referred to in paragraph 8.1:		
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"**Additional Premium**" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams' Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"**Auctioneer**" the representative of *Bonhams* conducting the *Sale*.

"**Bidder**" a person who has completed a *Bidding Form*.

"**Bidding Form**" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"**Bonhams**" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"**Book**" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"**Business**" includes any trade, *Business* and profession.

"**Buyer**" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"**Buyer's Agreement**" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"**Buyer's Premium**" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"**Catalogue**" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

"**Commission**" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"**Condition Report**" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"**Conditions of Sale**" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"**Consignment Fee**" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"**Consumer**" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"**Contract Form**" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"**Contract for Sale**" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"**Contractual Description**" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

"**Description**" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"**Entry**" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"**Estimate**" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

"Guarantee" the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

"Motoring Catalogue Fee" a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

"Notional Fee" the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

"Notice to Bidders" the notice printed at the back or front of our *Catalogues*.

"Purchase Price" the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price*.

"Reserve" the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

"Sale" the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

"Sale Proceeds" the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), **"Seller"** includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a *Lot* by a specialist on the *Lot*.

"Stamp" means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

"Storage Contractor" means the company identified as such in the *Catalogue*.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"Trust Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

"VAT" value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnify" is construed accordingly.

"interpleader proceedings": proceedings in the Courts to determine ownership or rights over a *Lot*.

"knocked down": when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

"lien": a right for the person who has possession of the *Lot* to retain possession of it.

"risk": the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

"title": the legal and equitable right to the ownership of a *Lot*.

"tort": a legal wrong done to someone to whom the wrong doer has a duty of care.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

(3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.

(4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.

(5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:

- (a) the seller;
- (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
- (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

(5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

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Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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If successful

I will collect the purchases myself

Please contact me with a shipping quote (if applicable)

Sale title: Goodwood Revival Sale	Sale date: Saturday 14 September 2013
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Sale no. 20931	Sale venue: Goodwood
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£10 - 200by 10s	£10,000 - 20,000by 1,000s
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£5,000 - 10,000by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
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First Name	Last Name
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Company name (to be invoiced if applicable)

Address

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City	County / State
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Post / Zip code	Country
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Telephone mobile	Telephone daytime
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Telephone evening	Fax
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Preferred number(s) in order for Telephone Bidding (inc. country code)
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E-mail (in capitals) <input type="checkbox"/>

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I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
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If registered for VAT in the EU please enter your registration here:	Please tick if you have registered with us before <input type="checkbox"/>
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Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

FOR WINE SALES ONLY		
Please leave lots "available under bond" in bond <input type="checkbox"/>	I will collect from Park Royal or bonded warehouse <input type="checkbox"/>	Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/>

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Motor Car Index

Lot No	Year	Model	Lot No	Year	Model
277	1969	1969 Ford Capri Mk1 'Perana'	270	1963	Jaguar E-Type Series 1 3.8-Litre Coupé
267	1992	Airstream 350LE Class A Motorhome	222	1967	Jaguar E-Type Series 1½ 4.2-Litre Roadster
235	1935	Alfa Romeo 8C-35 Grand Prix Racing Monoposto	236	1962	Jaguar E-Type Series 1 3.8-Litre Competition Coupé
214	1959	Aston Martin DB MkIII Sports Saloon	255	1961	Jaguar E-Type Series 1 'Flat Floor' 3.8-Litre Roadster
243	1964	Aston Martin DB5 Sports Saloon	260	1959	Jaguar Mk1 3.4-Litre Saloon
207	1970	Aston Martin DB5 Vantage Sports Saloon	242	1964	Jaguar Mk2 3.8-Litre Saloon
269	1985	Audi Quattro Sport SWB Coupé	209	1951	Jaguar XK120 3.8-Litre Competition Roadster
206	1965	Austin A40 Competition Saloon	219	1951	Jaguar XK120 Roadster
220	1954	Austin-Healey 100 BN1 Roadster	268	1952	Jaguar XK120 Roadster
238	1955	Austin-Healey 100 BN1 Roadster	273	1955	Jaguar XK140 Coupé
233	1959	Austin-Healey 3000 Roadster	217	1932	Lagonda 2-Litre Supercharged Low Chassis T3 Tourer
240	1932	Bentley 4-Litre Saloon	263	1934	Lagonda Rapier Supercharged Single-Seater
224	1949	Bentley Mark VI/S1 4.9 litre Mallalieu 'Oxford'	262	1972	Lamborghini Miura SV Coupé
276	1965	BMW 1800 Ti/SA Competition Saloon	202	1959	Land Rover Series II
261	1935	BMW 'Veritas' Two-Seater Sports	227	1949	Lea-Francis 14hp Shooting Brake
272	1966	Chevrolet Corvette Sting Ray Convertible	212	1959	Lola Mark 1-Climax Sports-Racing Two-Seater
254	1953	Connaught L3 1.8-litre Sports	244	1960	Lola Mark 1 Sports-Racing Two-Seater
271	1959	Cooper Monaco T49 Mk1 Sports-Racing	221	1960	Lotus Type 18 Formula Junior Monoposto
256	1956	Cooper-Climax T39 'Bobtail' Sports-Racer	208	1970	Mercedes-Benz 280SE 3.5 Cabriolet
218	1961	Ferrari 250GT Series II Cabriolet	258	1969	Mercedes-Benz 280SL Convertible
228	1967	Ferrari 330GTC Berlinetta	253	1960	Messerschmitt KR200 Cabriolet Microcar
264	1969	Ferrari 365GTC Berlinetta	266	1958	MGA 1500 'Le Mans' Replica Roadster
216	1972	Ferrari Dino 246GT Berlinetta	239	1959	MGA Twin Cam Competition Roadster
204	1970	FIAT 500 Saloon	203	1965	MGB Competition Roadster
232	1963	FIAT-Abarth 595 Sports Saloon	259	1936	Pontiac Deluxe 120 'Silver Streak' Convertible
250	1960	FMR Tg500 'Tiger' Cabriolet	230	1987	Porsche 911 S-T Coupé Evocation
265	1966	Ford Lotus Cortina Mk1 Saloon	257	1971	Porsche 911T 2.2-Litre Coupé
211	1966	Ford Lotus Cortina Mk1 Saloon	252	1973	Range Rover 4x4 Estate
241	1965	Ginetta-Ford G10 V8 Two-Seat Competition Coupé	225	1935	Riley 9hp Imp Sports
237	1988	GTD40 Mk2 Coupé	210	1969	Rolls-Royce Phantom VI Limousine
226	1951	Healey Tickford Sports Saloon	223	1987	Silk Cut Jaguar XJR-8 Endurance Racing Group C Coupé
274	1930	Hispano-Suiza H6C 8.0-Litre Tourer	275	1934	Singer 1½-Litre Le Mans Sports
248	1928	Invicta 3-Litre Tourer	245	1963	Riva Florida
234	1930	Invicta 4½ litre Series 'A' High Chassis Tourer	205	1963	Trojan 200 Cabin Cruiser
249	1931	Invicta 4½-Litre S-Type 'Low Chassis' Sports	251	1964	Trojan 200 Cabin Cruiser
246	1936	Invicta 4½-Litre S-Type 'Low Chassis' Tourer	231	1925	Vauxhall 30/98 OE Wensum
247	2009	Invicta S1-320 Coupé	201	1944	Willys Jeep
215	1961	Jaguar E-Type 3.8-Litre Series 1 'Flat Floor' Roadster			



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