

THE DECEMBER SALE

Sunday 1 December 2013



Bonhams

LONDON

KSA





THE DECEMBER SALE

Sunday 1 December 2013 at 14:00
101 New Bond Street, London

VIEWING

Friday 29 November 14.00 - 19.00
Saturday 30 November 9.00 - 17.00
Sunday 1 December from 9.00

SALE TIMES

Sunday 1 December:
Motor Cars 14.00

SALE NUMBER

20934

CATALOGUE

£30.00 + p&p

BIDS

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

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

ENQUIRIES

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

CUSTOMER SERVICES

Monday to Friday 08.30 - 18.00
+44 (0) 20 7447 7447

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

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

Bonhams 1793 Limited

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

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+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 Wynell-
Mayow.

THE FUTURE OF AUCTIONEERING 101 NEW BOND STREET

A new generation of auction saleroom

Welcome to Bonhams new saleroom. Right from the start I was determined the new building would give clients the things they value most, and do so in a high-quality way. So the new Bonhams HQ has light and space, the very best air- and temperature-controlled environment, places to relax, plenty of client meeting rooms for privacy and – crucially – the very latest technology.

People now lead so much of their lives online that, quite naturally, they want to be able to bid online and do it from wherever they are in the world. The technology we've installed will make sure they can. At the other end of the scale there are plenty of people who like coming to auctions in person. To encourage them, I wanted to create the right

atmosphere – to be able to change the lighting, adjust the temperature and ensure state-of-the-art fresh-air circulation. We can do all that at the touch of a button. It doesn't matter if you're spending a few thousand pounds or several millions, people want to see what they're buying in the best light and most comfortable surroundings. Above all, I insisted upon an auction house for the 21st century and I'm very confident that's what we've got.

I am delighted our traditional December sale has returned to London and our new headquarters in New Bond Street, where we offer here a magnificent selection of motor cars including the iconic Dick Skipworth Ecurie Ecosse Collection and vehicles from the Estate of the late John Coombs.



Robert Brooks
Chairman



Boris Johnson opens Bonhams
spectacular new saleroom on
24 October – the new venue for
The December Sale.





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 £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue. 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. Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

Damage

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

Vintage Sports-Car Club Eligibility Documents

Any eligibility document issued to the owner of a car is merely to certify that the vehicle is eligible to compete in VSCC events on the basis of the rules and regulations currently in force. It is not intended to be used for any trade or commercial purposes. It does not provide any guarantee as to the standard of design, manufacture, condition or its authenticity, provenance or history. VSCC eligibility documents lose validity on transfer of ownership of the vehicle and a new application is therefore required.

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.

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 banking 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 3% surcharge
- credit cards: Visa and Mastercard. Please note there is a 3% 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.

Vehicle Insurance

Representatives of Hagerty insurance 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
+44 (0) 844 824 1134
www.hagertyinsurance.co.uk

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. A VAT liability may arise as a result. 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.

Professional Catalogue Photography

Simon Clay
Tom Wood
Tim Scott

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 vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the 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 3% 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. Buyer's Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

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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 vehicle 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 vehicle to you. Polygon's contact details are listed in the sale catalogue.

IMPORTANT V5/V5C INFORMATION

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

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.

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Automobilia

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Motorcycle Administrator

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julia.morelli@bonhams.com

Automobilia Administrator

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

Collections

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale, Sunday 1 December, up to 19.00

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 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

£240 + 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 New Bond Street



By Underground

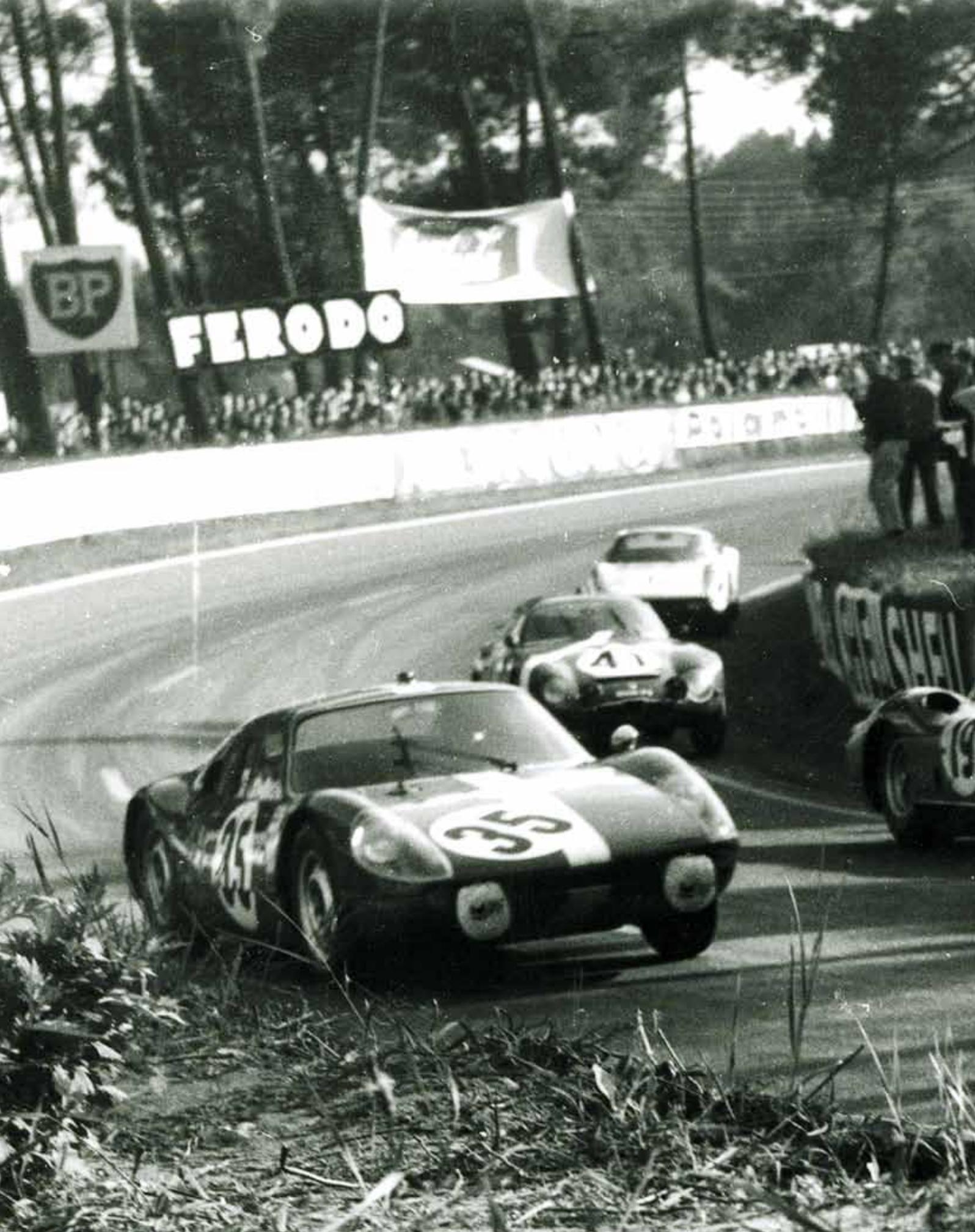
The nearest underground stations are Bond Street (Jubilee Line/Central Line) or Oxford Circus (Bakerloo Line/Central Line/Victoria Line).

Parking

Q-Park
Cavendish Square
London
W1G 0PN

Address

101 New Bond Street
London
W1S 1SR



FERODO



WATER

WATER





MOTOR CARS

14.00

Sunday 1 December 2013

Lots 001 - 035

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

001

Property of a deceased's estate

**1968 ASTON MARTIN DB6 VANTAGE
SPORTS SALOON**

Registration no. UWD 637G

Chassis no. DB6/3505/R

Engine no. 400/3760/VC



The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons, and thus considered by many to be the last 'real' Aston, the DB6 was introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

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



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

Motor clearly appreciated the power and poise of their test Vantage: 'In an effortless way that few other cars can match, the DB6 makes an overall speed limit of 70mph look quite ridiculous. At its maximum speed of more than twice this, it is reassuringly stable, probably more so than many cars struggling to maintain their 70mph convoy speed. If you need to stop from high speed the brakes are outstandingly powerful, a point which really needs remembering if there is a less well endowed vehicle behind; and the handling in both wet and dry conditions is superior to all but a couple of the production two-seater sports cars we have tested.'

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

This DB6 Vantage was originally a factory demonstrator, first registered 'FKX 3G'. Registered under a cherished number by its first private owner, George Higginson & Sons, the Aston was reregistered 'UWD 637G' when it was traded in for another demonstrator (see AML correspondence on file). Two further owners followed before the vendor's late father acquired the car in April 1974. Apparently never restored, the DB6 comes with Aston Martin service records for the period 1968 to 1975, numerous receipts relating to maintenance carried out over the years – one of the most recent relating to a front suspension rebuild in 1993 – and a quantity of expired MoTs. Spanning the period 1971 to 2007, these 31 certificates show only a minimal mileage covered annually in the latter years, probably confined to driving the car to the MoT station and back again. The mileage total when the last certificate was issued in July 2007 was 71,742 miles, and the car has been SORN'd since 2005. We are advised that the engine runs but the car will nevertheless require a full service – at the very least – before further use. Alternatively, its relatively low mileage and unmolested condition would make it an excellent candidate for a full restoration. The car is offered with the aforementioned documentation, its original logbook and Swansea V5. Aston Martin DB6 workshop and instruction manuals are included in the sale.

£100,000 - 120,000

€120,000 - 140,000



002

**1964 JAGUAR E-TYPE 'SERIES 1'
4.2-LITRE ROADSTER**

Registration no. FEG 263

Chassis no. 1E1033

Engine no. 7E1829-9

Body no. 4E1379

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

There have been few better summaries of the E-Type's manifold virtues than the forgoing, penned by the inimitable John Bolster for *Autosport* shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150.



Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-litre engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

The 33rd right-hand drive 4.2-litre roadster off the production line (the chassis number sequence commenced with '1001'), this superb 'Series 1' E-Type was first owned by Captain Felix Edgar Goldman of Holmes Chapel, proprietor of the Cheshire Equestrian Training Centre and trainer of countless champion riders and horses (see copy article from 'Cheshire Life' on file). 'FEG 263' is the private plate he put on the car in 1964. The accompanying JDHT certificate confirms matching chassis/body/engine numbers, stating that the car was manufactured on 1st December 1964 and originally finished in Opalescent Golden Sand, its livery today.

It is believed Captain Goldman owned the Jaguar for some 12 years. The second owner was a Mr Charles Denby, who acquired the car in 1976 and used it for 12 months. It then was placed in storage, remaining there for the next 32 years until purchased in 2009 by the current vendor. The latter has taken the last four years to restore the E-Type, personally spending over 5,000 hours on this most painstaking 'last nut and bolt' rebuild.

Works carried out include a full engine rebuild, carburettor overhaul, rear axle rebuild, installation of a new electrical wiring loom and a full body restoration. Desirable upgrades include Coopercraft brakes front and rear; up-rated cooling system with Kenlowe electric fan; and up-rated and fully adjustable suspension, complete with Polybushes. Since completion earlier this year, 'FEG 263' has attended two classic vehicle shows – Manchester Airport and Blackpool & Fylde – winning the 'Best in Show' award at both venues. Worthy of the closest inspection, this fully documented and freshly restored E-Type roadster is offered with sundry restoration invoices, current MoT/tax and Swansea V5C registration document.

£80,000 - 120,000

€94,000 - 140,000



003

**1937 SS100 JAGUAR 2½-LITRE
ROADSTER**

Registration no. NSU 698

Chassis no. 18083



Launched for 1936, the SS100 was the first real high-performance model produced by SS Cars Limited and used a new Weslake-developed overhead-valve engine in a shortened SS1 chassis. The introduction of the OHV unit was considered to justify the adoption of a new name for the series, SS Cars boss William Lyons later recalling 'I immediately pounced on Jaguar as it had an exciting sound to me.' ('Jaguar' would be adopted as the marque name in 1943, 'SS' having by then acquired a somewhat tarnished reputation).

'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis, the design being the work of Walmsley's partner, one William Lyons. Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet and Standard Sixteen chassis. Marque status arrived in October 1931 with the launch of the SS1, the chassis of which was supplied exclusively to Swallow by Standard, who also provided the six-cylinder sidevalve engine and four-speed gearbox. Although unspectacular in performance, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price.

By the time the SS90 sports car arrived in 1935, William Heynes had joined as Chief Engineer. Based on a shortened SS1 chassis, re-engineered by Heynes, the SS90 again demonstrated Lyons' consummate skill as a stylist, its long bonnet, smoothly flowing wings, cut-away doors and truncated tail making it every inch the epitome of the 1930s sports car. Although good for 90mph, the SS90 was handicapped by the limitations of its sidevalve engine, a deficiency that would soon be rectified by another of Lyons' new recruits, gas-flow consultant Harry Weslake. Launched in 1936 alongside the 2½-Litre saloon, the SS100 Jaguar sports car marked the company's first use of the 'Jaguar' name. Beautifully styled in the manner of its SS90 predecessor, the newcomer employed a shorter, 102"-wheelbase chassis and a revised version of the 2,663cc Standard six which, equipped with Weslake's overhead-valve cylinder head and breathing through twin SU carburettors, now produced 104bhp.

Although a fine touring car, the SS 100 was marketed as primarily for competition work. Its first major success came early, if somewhat unexpectedly, when Tommy Wisdom, crewed by his wife, won the arduous International Alpine Trial in 1936, beating Bugatti and bringing the fledgling marque to the attention of the Continental public. This would be the first of many successful rallying forays, including class wins in the RAC events of 1937 and 1938, and the Alpine (outright) again in 1948. Around 198 2½-Litre and 116 of the later 3½-Litre cars had been made by the time SS 100 production was prematurely ended by the outbreak of war.



Chassis number '18083' was supplied new in 1937 via Appleyards (probably the well known Yorkshire motor dealer of that name). Its early history is not recorded but the car is known to have been in the USA during the early/mid-1980s in the ownership of Gerry Wright of San Diego, California, who treated it to a full 'body off' restoration. Accompanying photographs show the car carrying US registration plates and painted red. Correspondence on file states that the Jaguar had been purchased from a Mr Eric Hook in the UK, passing in 1988 to Kensington-based motor dealer Gerry Porter, who re-imported it. Porter sold the car to Peter Allmand-Smith of Chelford, Cheshire, who appears to have been the proprietor of a Macclesfield-based company called Stormguard (see correspondence on file). The car was allocated the age-related registration 'NSU 698'.

Invoices on file record various works carried out since the Jaguar's return to the UK, including the purchase of a new radiator and a replacement original 2½-litre SS engine (the car had been fitted with a 3½-litre unit). Issued by Davenport Cars Ltd of Tetworth Bedfordshire, the bill for the latter is dated December 2009 and made out to SAS (Stormguard) indicating that they were still its owners at that time. More recently, in April/June 2013, the car benefited from the installation of a new hood, tonneau cover and hood bag (all in mohair), hood frame, transmission cover, interior mirror, wing mirrors, windscreen wipers/arms and new Dunlop C41 tyres, in addition to a host of more minor repairs (see bills from marque specialists Suffolk Jaguar on file). Fully serviced, 'on the button' and ready to be enjoyed, it comes with history file containing Jaguar Cars dating letter, some old MoTs (most recent expired November 2012), assorted DVLC correspondence, some marque-related literature, JDC membership details and old-style Swansea V5 documents.

The SS100 was one of the fastest and best-handling sports cars of its day, as its competition record both before and after the war bears witness to. Representing a rare opportunity to acquire an example of the model that can be said to have started the Jaguar legend, '18083' is eligible for a wide variety of the most prestigious historic motor sports events.

£180,000 - 220,000

€210,000 - 260,000







THE DICK SKIPWORTH ECURIE ECOSSE COLLECTION

In Britain in the early 1950s a number of new motor racing teams were formed. Most would flare briefly and disband, many were merely convenient partnerships between true amateurs but one or two would aspire to truly professional heights, and achieve great global acclaim.

Amongst those in the latter category none was more efficient, better run, more effective and more successful than David Murray's Edinburgh-based organisation, *Ecurie Ecosse*. He based it upon what in effect was the ruin of his own personal ambitions as a racing driver, for in his early 40s he had concluded his talents were better confined to organising and running racing cars for other, younger, perhaps more skilled men to drive. He based his notion for Team Scotland upon the pre-war example of *Scuderia Ferrari*. He would have a group of privately-owned cars prepared, maintained and delivered to races by his own dedicated team of mechanics headed by celebrity engineer W.E. 'Wilkie' Wilkinson. All the owner/drivers had to do, in effect. Would be report to the right circuit on the right day and there they would find their pristine cars, all set up and ready to race. David Murray, his wife Jenny and long-suffering staff would make all entries and travel arrangements, deals with oil companies and accessory suppliers – they would house the cars in their Merchiston Mews workshop and garages and transport them in their assortment of variably-elderly converted coaches – before the fabulous and iconic Commer would replace them in 1960.

Ecurie Ecosse was formed in November 1951 and began operations in 1952, fielding Jaguar XK120 cars for its founding members including Ian Stewart, Bill Dobson and Sir James Scott Douglas. From XK120s the team progressed – having deeply impressed William Lyons and 'Lofty' England of the Jaguar Car Company – to campaign a trio of their C-Types through 1953-54. More drivers joined the fold – Jimmy Stewart, Ninian Sanderson, John 'Jock' Lawrence to name but three.

From C-Types *Ecurie Ecosse* progressed to D-Types in 1955-56 and of course when the works Jaguar team encountered early disaster at Le Mans in 1956 it was the *Ecosse* D-Type co-driven by Ron Flockhart/Ninian Sanderson that stepped forward to win the mighty 24-Hours race – the most valuable promotional prize in the motor racing world at that time. All Scotland, all Great Britain, celebrated the achievement. '*Autosport*' magazine which was accustomed to running green front covers to celebrate any British victory, ran their front cover in Scottish – and *Ecurie Ecosse* – dark blue.

For some there might have been a nagging suspicion that the Le Mans win had been a fluke. If so any such doubt was erased in 1957 when *Ecurie Ecosse* not only won the Le Mans 24-Hours for the second time, but finished both first and second. And meantime their other national and International operations had added multiple race wins and fine and lucrative successes at virtually every major sports car venue around the UK and Europe, and also into North and even South America. The team raced on beyond the now nostalgic period of C-Type and D-Type Jaguars to embrace and encourage such totally world-class young racing talents as Jim Clark and Jackie Stewart, and to campaign Tojeiros and an Austin-Healey Sprite and the Cooper Monaco and so many other fine and now classic motor cars, the cream of which are now offered in this unique Sale from Mr Dick Skipworth's private *Ecurie Ecosse* Collection.

Here we offer the first opportunity in years for the worldwide market to acquire examples of what these Scottish (and honorary Scots) star drivers campaigned for so many years, so spectacularly and so successfully. And the common denominator we offer here is David and Jenny Murray's chosen team livery – the now so much revered, admired, and celebrated *Ecurie Ecosse* Flag Metallic Blue.



004

**1961 AUSTIN-HEALEY SPRITE
GRAND TOURING COUPE**

Registration no. 1413 WD

Chassis no. AN5 47402



During its postwar-revival years from 1949, the *Automobile Club de l'Ouest's* majestic Le Mans 24-Hour race became the international motor industry's biggest single prize. Apart from a brief triumph in 1950, home-grown French manufacturers were starved of success there. As the indigenous industry declined, so the ACO offered ever more attractive inducements for French-blue success. Their Index of Thermal Efficiency competition, gave the predominantly French entrants and drivers of small-engined cars a great chance to enjoy their moments on the finish podium. This *Indice* was decided by a complex formula, comparing fuel efficiency over distance covered during the 24-hours against the fuel used and the weight of the vehicle in question. The monetary prize was most attractive and for many years this *Indice Energetique* at least guaranteed that the French had a home victory to celebrate...

By 1961 *Ecurie Ecosse's* fortunes were in relative decline. Their halcyon Jaguar era had passed, and the brief flowering of the Tojeiro and Lister-Jaguars had not quite brought the success for which David Murray and his backers had hoped. So for Le Mans in 1961 former D-Type winner Ninian Sanderson and a young new Glaswegian driver named Bill Mackay were entered by *Ecurie Ecosse* to share little 998cc Austin-Healey Sprite, UK road-registered '1413 WD'.





1
Bill MacKay looks on as the original Austin-Healey Sprite is finish-prepared on the pit apron at the Sarthe circuit, 1961.

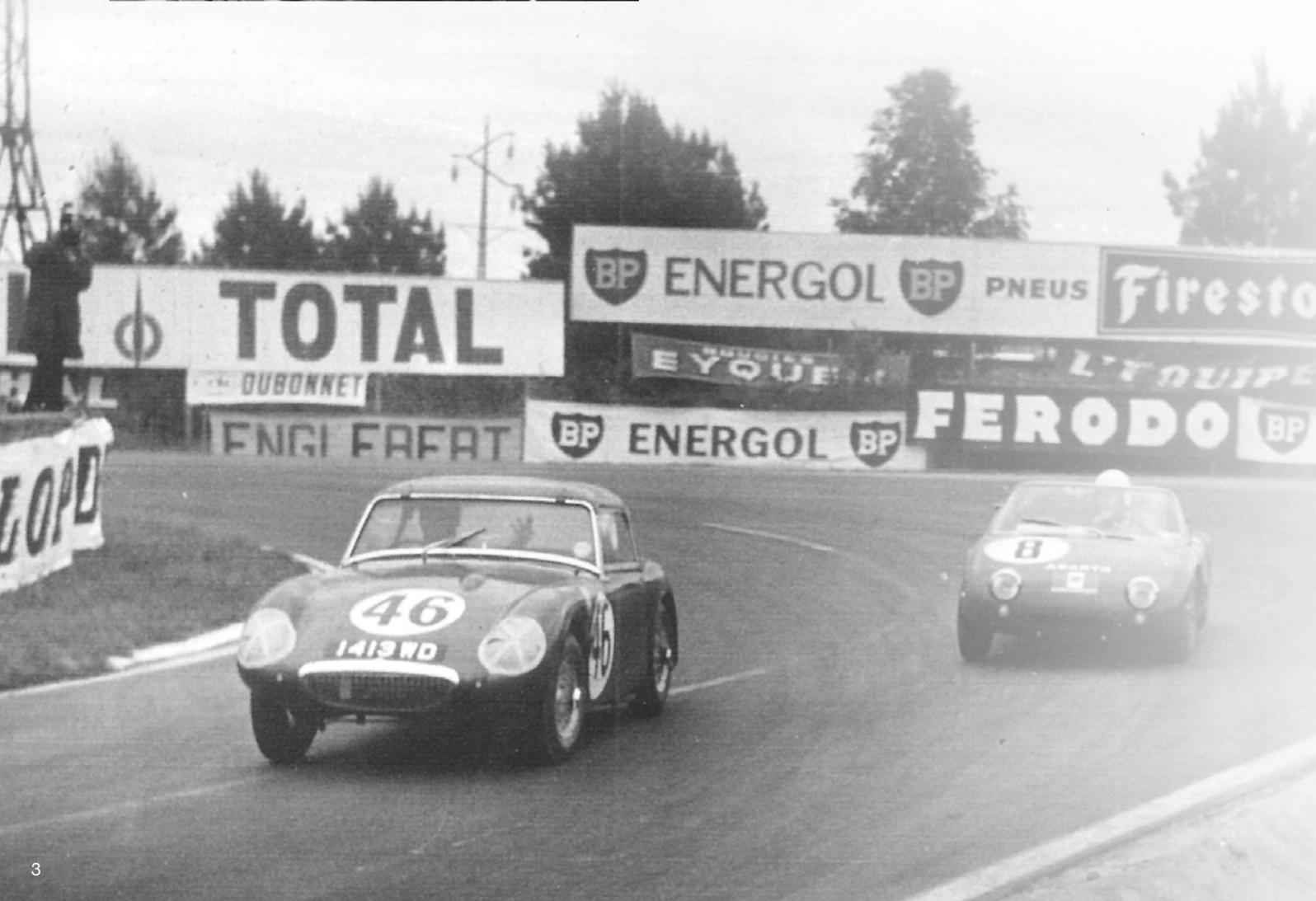


2
The original Austin-Healey Sprite receives last-minute beam-setting attention during pre-race practice at Le Mans, 1961.

3
June 11, 1961 - Le Mans 24-Hours race - the original Ecurie Ecosse-entered, Ninian Sanderson/Bill MacKay Austin-Healey Sprite in action at Mulsanne Corner.

4
The Ecosse tribute Sebring and LeMans Sprite in potent action - Goodwood revival Meeting 2006.

5
Mr Dick Skipworth's Austin-Healey Sprite features in this Ecurie Ecosse display at Le Mans in 2007 - a potent little minnow in powerful company.



The car had been prepared originally by the Donald Healey Motor Company to contest the Sebring 4-Hours race in March 1961, a supporting event for the traditional World Championship-qualifying Sebring 12-Hours. The car had emerged with a standard 'frog-eye' bonnet and was entrusted in the Floridan race to multiple SCCA Champion Driver, Walt Hansgen of Cunningham team Jaguar and Lister-Jaguar fame. His little 'Sebring' Sprite finished most honourably in third place behind a pair of Abarths, and leading home no fewer than five sister Sprites whose drivers included none other than Stirling Moss, his sister Pat, Bruce McLaren, Paul Hawkins, Briggs Cunningham and Dr Dick Thompson. The third-placed Sprite was then shipped back to the Healey Motor Company's factory at The Cape, Warwick, where it was noticed by David Murray upon a visit there to his old friend Donald Healey. Murray had reputedly already entered his team's Cooper Monaco for the Le Mans 24-Hours and now the notion of bidding for the lucrative *Indice* with that little Sebring Sprite really appealed to him. Healey agreed to adapt the car further to meet Le Mans conditions, modifying it with a streamlined nose featuring fared-in headlights and a lengthy aluminium hardtop. Both features were intended to improve maximum speed along the Sarthe circuit's three-mile Mulsanne Straight. The car was to be run in Ecurie Ecosse's Flag Metallic Blue livery, co-driven by Sanderson/Mackay. The 23-year-old newcomer, son of an eminent surgeon living in Glasgow's fashionable Kelvinside, was a very promising racing yachtsman who had begun driving cars in competition only a few weeks after passing his public driving test. He was employed at a garage and began his motor racing career by sprinting an Austin-Healey 100S that the business provided. He showed such promise that he was then given the opportunity to drive an Aston Martin DB3S followed by one of the Ecosse Jaguar D-Types. Looking back upon Le Mans 1961 he would confide that "The Sprite wasn't a bad car at all, and was very easy to drive, but nobody had a good word to say about it because *Ecurie Ecosse* was known for big cars...".

Its delivery to the team was delayed by the last-minute nature of the entry and of modifications to the car. They only received it actually at Le Mans immediately before practice began for the 24-Hour race. The ACO scrutineers were their usual demanding selves, in the Sprite's case insisting that its engine number should be punched into the cylinder block rather than merely into the identity plate attached thereupon. Sadly, after team driver Bruce Halford had broken his leg crashing the team's Cooper Monaco in the Dunlop Curve, even worse struck the *Ecurie Ecosse* Sprite, as Bill Mackay lost control on the wet White House Bend, the car spun into the retaining bank and rolled...



Bill Mackay was pinned inside the wrecked car with broken cervical vertebrae, further spinal damage and a crushed arm, plus multiple burns and contusions. He admits to having been "in a bad way". Upon hearing of the accident, his surgeon father flew to France to supervise life-saving surgery before his son could be brought back to Glasgow. Recovery occupied the next 11 months with some 15 major procedures, but Bill MacKay subsequently returned to competitive sport, rallying an MGB and achieving further success yacht-racing.

The damaged Sprite had been returned to the Donald Healey Motor Company in Warwick, and after being stripped of high-value salvage it was "left for dead" in their factory yard. Working for a neighbouring engineering company was a young man named Roy Lane. He was destined to become multiple RAC British Hill-Climb Championship driver, and looking back upon his competition career he would explain how he looked over the dividing fence into Healey's yard one day and noticed a damaged car lying there. Making enquiries he discovered it was the *ex-Ecurie Ecosse* Le Mans Sprite which had been mangled in an accident there in 1961. He would explain: "I had a word with Geoff Healey who agreed to sell me the bits and supply me with the parts to rebuild it, but they wanted to keep the

streamlined nose. I bought a very special close-ratio gearbox from them, and took my time repairing the car. I had no money and no engine, so I picked up an old A40 unit, read-up about engines and built it up myself. I raced it for the first time in late 1963 and became quite successful. I eventually sold it to Richard Groves and bought a Lotus 11 instead...".

Richard Groves raced the car sporadically until 1970 before it sold into relative obscurity, seeing little further public use. It seems probable that some time around the early 1970s the majority – if not all – of the rebuilt, modified and developed car was scrapped while its chassis plate and registration identity survived. Whatever was there were supposedly located in Essex by Austin-Healey enthusiast Trevor Jarrett, and subsequently acquired by American Ron Scoma, who also collected some other Austin-Healey Sprite parts said to have been brought to the US during the DHMC's 1961 Sebring 4-Hours foray.



Mr Dick Skipworth acquired this identity/entity from Ron Scoma to join his growing *Ecurie Ecosse* Collection in the late 1990s. It all arrived "...as a pile of bits in a packing case" – most crucially providing the original Ecosse Le Mans Sprite's chassis plate, serialled 'AN5 47402'. As Dick Skipworth relates: "Lynx remade the aluminium hardtop and bonnet while I rebuilt the rest. So now we have a car that absolutely looks the part, has the right numbers, but is a recreation of that 1961 Le Mans Sprite entered and raced by *Ecurie Ecosse*". The car is entirely accepted for Historic competition, and its current vendor has competed in it at two Goodwood Revival Meetings and won an award at the 2008 Le Mans Classic. It is fitted currently with one of the highly desirable Swifttune 1275cc or thereabouts Austin-Healey Sprite engines which – with twin-choke Weber carburetion married to a close-ratio gearbox make this a very lively little car indeed. The period-style 998cc engine with twin-SU carburetion and spare gearbox are also being offered with this Lot.

As an entirely distinctive small-capacity Historic Grand Touring car this very special Austin-Healey Sprite with its 1961 Sebring 4-Hour and Le Mans 24-Hour background and character is most attractive. It promises highly competitive motor racing in capable hands and, above all, it is offered here as this entire Collection's most eminently affordable *Ecurie Ecosse* car.

£30,000 - 50,000
€35,000 - 59,000



005

*The ex-Jimmy Stewart, Ninian Sanderson,
Jock Lawrence, Sir James Scott Douglas, Frank Curtis*
1952 JAGUAR C-TYPE TWO-SEAT SPORTS RACING

Registration no. KSF 182

Chassis no. XKC 042

Engine no. E1042-8



For many connoisseurs the discretely beautiful lines of the early-1950s Jaguar C-Type sports-racing car define that entire period, before the perhaps more extrovert and voluptuous curves of the D-Type replaced the early 'Competition' model. The original works-entered C-Type Jaguars won the Le Mans 24-Hour race in 1951, and after something of a hiccup with the long-nose or 'droop-snoot' variant of 1952 it was left to the ultimate, thin-gauge bodied, Weber-carbureted 'Lightweight' C-Type works cars of 1953 to win again.

Some 54 C-Types were manufactured in all, the majority of course for customer sale, leaving the model more rare than examples of the replacement D-Type family. This particular Ecurie Ecosse C-Type offered here has often been listed as having been intended originally for export to a customer in Argentina named Carlos Lostalo. The order was allegedly cancelled due to Customs difficulties, whereupon the car was delivered instead to Rossleigh of Edinburgh, Jaguar distributors.

In fact the extensive – and beautifully bound – documentation file accompanying 'XKC 042' reveals a different background story. In fact Señor Lostalo's planned purchase of the car did not arise until early in 1954 when he agreed with David Murray to purchase the car not as new but second-hand from Ecurie Ecosse. The correspondence includes a letter from F.R.W. 'Lofty' England – Jaguar Cars Ltd's renowned and immensely-respected contemporary service and works team racing manager – explaining that "Before a car can leave this country it is necessary for us to have a photostatic copy of the import permit and, as you will note from the copy of a letter from our Distributors...this is not yet in the possession of Mr. Lostalo...".

In fact A.H. Lloyd Davies, Manager of Ehlert Motors SA of Sarmiento 470, Buenos Aires, Argentina, had written to Jaguar Cars on February 11, as follows: "On receipt of your cable advising that Mr David Murray reported having sold the XK Competition car XKC 042 to Mr Carlos Lostalo for the sum of £2,200..." – Mr Lostalo had cabled them "...permit not yet granted but expected any moment, stop". Mr Lloyd Davies continued: "...the import permit which Mr Lostalo has applied for, and which he is entitled to as one of the group of amateur racing drivers to whom permits are being granted on the authority of the Supreme Magistrate, has not as yet materialized...He has asked us to advise you...that his expectations may not be realized as early as he anticipates and for this reason he does not wish Mr Murray to consider himself bound to the extent of refusing any other offers he may have for the car."



So it was in fact a year earlier than Señor Lostalo's involvement that '042' now offered here was in fact purchased brand-new by Glasgow motor trader Bob Sanderson as one of the three C-Types to be campaigned by son Ninian and his Ecurie Ecosse team-mates through 1953. Its appearances were as follows:

April 12 - Charterhall – Ninian Sanderson, 4th
Charterhall – Jock Lawrence unplaced
April 18 - Ibsley – Sir James Scott Douglas, two races, 3rd and 4th
May 23 - Charterhall – Ninian Sanderson – 2nd
May 25 - Thruxton – Sir James Scott Douglas unplaced
May 30 - Snetterton – Jock Lawrence unplaced
June 18 - Douglas, Isle of Man, Ninian Sanderson, 4th Heat, 5th Final
June 27 - Snetterton – Jock Lawrence, two races, 2nd and 3rd
July 18 - Silverstone – Ninian Sanderson, 11th
August 3 - Thruxton – Jock Lawrence, 3rd
August 15 - Charterhall – Jimmy Stewart, 3rd
August 22 - Goodwood 9-Hours – Jock Lawrence/Frank Curtis, 5th
August 30 – Nurburgring 1,000Kms – Jimmy Stewart/Jock Lawrence – 6th

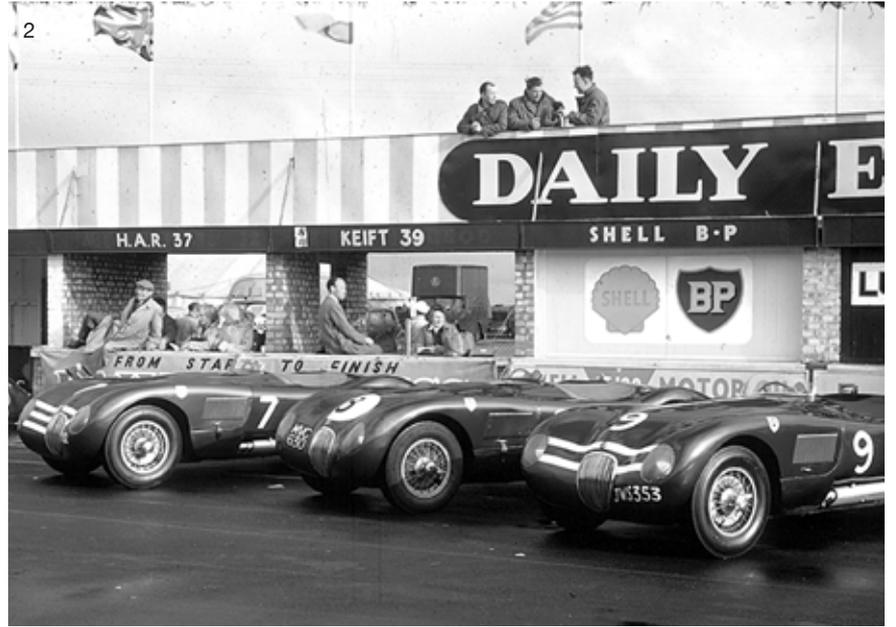
David Murray – having acquired team title to the car from the Sandersons – then sold it for the 1954 season to amateur owner/driver John Keeling, Ecurie Ecosse replacing its first two production C-Types with the three ex-works 'Lightweight' variants which had been campaigned during 1953. Correspondence in '042's documentation file included within this Lot includes a letter from David Murray to Bill Lyons, founder and Managing Director of Jaguar Cars Ltd, dated April 6, 1954. In it David Murray wrote: "You will recall that at our meeting you suggested that the price payable should be exactly the same sum as I received from the sale of my last year's cars. The total amount I have received from such sale is £5,912 10/- and I have already remitted to your company £4,000, hence the cheque enclosed, as stated above, is for £1,912 10/-.... With kindest regards, I am, Yours Sincerely – David Murray".

Bill Lyons's genuine respect for his Scottish customer is evident in his formal response, so typical of the era: "Your recollection of the agreement made at our meeting is quite correct, and I have informed our Accounts Department accordingly that the payments you have made represent full settlement for the cars. May I again wish you every success, and assure you of our co-operation. Kindest regards – Yours Sincerely – W. Lyons"





1
 Ian Stewart in the sparkling Ecurie Ecosse-
 entered C-Type Jaguar in the Wakefield Trophy
 race at The Curragh, Eire, 1953.
 (Photo credit: GPL)



2
 The impeccably-prepared Ecurie Ecosse C-Types
 lined-up before future World Champion Phil Hill's
 Leica camera – May Silverstone – 1953. © Phil Hill



Such extras with any such historic competition car as this add immensely to one's understanding of the machine itself, and of the conformities and customs of the era in which it was created, and campaigned...

Meanwhile, John Keeling was enjoying his club racing and touring season in his ex-Ecurie Ecosse '042', occasionally shared with fellow driver Robin Carnegie, although his most celebrated exploit with the car would come at the 1954 Coupe de Paris meeting, at Montlhéry, France. John Bolster, Francophile Technical Editor of 'Autosport' was there and he described how Keeling, upon: "entering a downhill corner stock-car style – by which I mean backwards at high velocity – ... passed a Citroen, shot up an almost vertical bank, and plunged tail first into a deep ditch". Both John Bolster and Denis Jenkinson – illustrious Continental Correspondent of 'Motor Sport' magazine, were amongst those who then muscled '042' out of its resting place on the outside of the Epingle du Faye corner, whereupon owner/driver Keeling was delighted (and amazed) to find the car virtually undamaged.

Another letter in '042's documentation file is from subsequent owner David Elkan describing how in 1960 – after being given a ride in it at Snetterton by its apparent contemporary owner, advertising artist David Lewis – he bought it. Mr Elkan described how, subsequently: "We attended many events though usually as a spectator but competed in the occasional hill-climb and on the way to an event at Goodwood the engine blew with a valve dropping in so collected (sic) by John Coombs Jaguar garage...it eventually came back to a car hire company of Cadogan Square I was involved with, there was a fine German mechanic working there so over several months including a wonderful job of high temperature heating & filling the cylinder head ultimately it was rebuilt perfectly; I do still have the piston but the valve that was embedded in it has been lost though it is still my favourite paper weight". This original cylinder head is now included within this Lot.

He went on to describe how: "I had the full width screen fitted" – this screen also being included within this Lot today – "...also the straight thru (sic) exhaust & stainless steel cover, to hide the fact, but it had both the set of original wire wheels & also the Italian Borraris with 3-eared hub caps and with my impending marriage I had a wire luggage rack carefully fitted without damaging the bodywork.



3

The Jock Lawrence/Frank Curtis Ecurie Ecosse C-Type Jaguar, 'XKC 042' during a night stop in the 1953 Goodwood 9-Hours – heading for a fine 5th place finish. (Photot credit: GPL)

4

The Scottish are Coming! Ecosse C-Types on the seafront at Douglas, Isle of Man, before the 1953 British Empire Trophy race there – left to right for Jimmy Stewart, Ninian Sanderson and Ian Stewart. (Photot credit: GPL)

5

John Keeling enjoying his ex-Ecosse C-Type '042' at Goodwood in May, 1954. (Photot credit: GPL)

6

The full platoon of Ecurie Ecosse C-Types challenge Syd Allard's big J2X on the front grid row at Snetterton, 1953. (Photot credit: GPL)

7

John Keeling in 'XKC 042' clipping the apex at Goodwood's Madgwick Corner ahead of Bert Rodgers' famous 'Mucky Pup' Cooper-Bristol and Tony Brooks's Frazer Nash Le Mans Replica.



"After my London marriage we filled up the 45 gallon tank & some small bags; one under the hot left side of the bonnet, first stop impressing them at The Ritz in Paris then a lovely journey down to The Carlton in Cannes all on the one tankful eventually arriving impressively at The Ritz in Barcelona for some days before shipping on to my father in...Mallorca where we lived & worked for about 11 years with the car staying there for that time much of it in my garage sealed by the Customs as necessary after the complexities of importing & paying tax in those Franco days defeated me in the end, still I did several hill-climbs there it being in the early '60s one of the most exciting cars on the island."

Mr Elkan eventually returned to London but decided that "...the car could not safely spend time parked outside the house off Belgrave Square & it was easily dented front & back both when parked & on the road so spent more & more time semi-permanently garaged underground off Sloane Avenue...after, can you believe, advertising it in The Scotsman newspaper there were few replies...but I eventually sold it to Mr (Nigel) Dawes..."



8
During Mr David Elkan's ownership the ex-Ecosse C-Type adopted Italian racing red, plus other modifications, and lived in Majorcan sunshine...

9
Sir Stirling Moss trying 'XKC 042' for old time's sake at Goodwood in the 1990s...

10
Sir Jackie Stewart takes the wheel of his elder brother Jimmy's former Ecosse C-Type, at the 2008 Goodwood Revival Meeting.

11
Mr Dick Skipworth driving his '042', following Ecurie Ecosse heroes' wheel-racks through the Goodwood chicane.

12
Dick Skipworth in the car during the 1997 Italia Classica event – emphasizing the C-Type's outstanding versatility.



In Mr Elkan's ownership the C-Type had been repainted red, and fitted with perforated disc road wheels in place of the wire-spoked originals, retained by 'Boadicea' spinners... In Nigel Dawes' sympathetic ownership it was then restored to Ecurie Ecosse condition and livery and he campaigned the car widely – and successfully – in Historic events through the 1970s. During that period '042' became one of the most familiar and best-known of all the surviving Ecurie Ecosse C-Type Jaguars. At one stage it was fitted with an uprated 3.8-litre XK engine, but it is now back to 3.4-litre specification with its original engine rebuilt as recently as this past September by Sigma Engineering to fast road specification and has less than two hours running time. Although the engine does not have the original high-performance cylinder head installed, it has been fully rebuilt and is offered with the car. The rollover protection bar, four race wheels and the period wrap around windscreen are also offered.

From Nigel Dawes the car was sold to Australia via Adrian Hamilton circa 1980 before in 1982 being brought back into Scottish ownership by Campbell MacLaren. On December 10, 1992 it was acquired by Mr Dick Skipworth, subsequently forming the core around which the magnificent Skipworth Ecurie Ecosse Collection evolved into the 2000s.

In the C-Type Register Dick Skipworth wrote: "I was first introduced to 'XKC042' in 1991. Campbell MacLaren drove me from Glasgow to Troon where I was to join our trimaran for a trip back to Hamble. Some eighteen months later I was able to buy her.. (More like a second marriage than a purchase) Since that time she has competed in numerous races and tours.

She has been driven on many occasions by celebrities Sir Stirling Moss, Tony Brooks and Barrie 'Whizzo' Williams. I have come to regard her as the second lady in my life, always responsive, impeccably mannered, exciting when provoked, gracious lines, totally reliable, not too expensive to maintain, well mannered in traffic but prefers the open road, holds her own in younger company. I guess that there is not much wrong with either..."

The car has been used in a tremendous number of events by Mr Skipworth and his sons Chris and Steve and has been raced for example in the Monaco Historic Grand Prix meeting by Barrie Williams. It has participated in the Mille Miglia Retro, the Goodwood Festival of Speed and Revival Meeting, the Classica Italia, The Woodcote Trophy and has been publicly demonstrated by both Sir Stirling Moss and Sir Jackie Stewart – in homage to his late brother Jimmy, one of '042's original in-period Ecurie Ecosse drivers.

Amongst all the Ecurie Ecosse Collection cars offered in this Sale, the C-Type 'XKC 042' is the most pure, with the best provenance. It is a particularly important survivor from this charismatic Scottish racing team, and we commend it most highly to the connoisseurial market.
£2,000,000 - 3,000,000
€2,400,000 - 3,500,000





006

The ex-Sir James Scott Douglas
1951 JAGUAR XK120 ROADSTER

Registration no. LXO 126

Chassis no. 660578

Engine no. W28687

1

Sir James was a big boy – here he is wrestling his fast and fleet, impeccably-prepared Ecurie Ecosse XK120 around one of the Scottish airfield circuits in 1952.



This superbly presented, well-maintained Jaguar XK120 is one of the most important examples of this legendary model that we at Bonhams have ever been privileged to offer. It is the sole survivor of the three such cars originally deployed by David Murray's emergent Scottish racing team from April 1952.

Upon its racing debut it was driven by its owner Sir James Scott Douglas to finish third in the *Formule Libre* event at Turnberry Aerodrome, and subsequently won the over 3-litre class in the important BRDC British Empire Trophy road race at Douglas on the Isle of Man. The combination finished third in the Wakefield Trophy and Frank O'Boyle Trophy races at The Curragh, outside Dublin, Eire, and sixth at St Helier in the Jersey International Road Race.

But Sir James Scott Douglas's best result by far in 'LXO 126' as now offered here was his historic third place overall achieved on June 29, 1952, in the 223-mile sports car race supporting that weekend's Formula 2 Grand Prix de France single-seater event (in which Jean Behra's 2-litre Gordini would defeat the entire team of factory Ferrari 500s). That sun-soaked day on the Champagne circuit in northern France saw the burly Scots *bon vivant* drive a fine race to take the place behind experienced French driver Guy Mairesse's Talbot-Lago T26 Grand Sport and overall winner Stirling Moss in Tommy Wisdom's works-supported C-Type Jaguar, 'MDU 212'. The race is well remembered today as being the first International event to be won by a car using disc brakes. It was also celebrated by 'Autosport' magazine as "...a triumph for Stirling Moss (C-Type Jaguar) and Sir James Scott Douglas (XK120 Jaguar) who finished third behind Mairesse's near-GP Talbot. The Jaguar victory will do much to atone for the Le Mans failure...". In fact Scott Douglas in 'LXO 126' starred throughout the race. He was reported as having "nipped into fourth spot with the blue Ecurie Ecosse Jaguar" immediately upon the drop of veteran French official Charles Faroux's tricolor flag, chasing the leading Gordini of Robert Manzon, Moss and 'Pagnibon's Ferrari V12.





2
1952 Jersey International Road Race, St Helier – Sir James Scott Douglas ready for battle in 'LXO 126'.

3
Sir Stirling Moss in 'LXO 126' leads the Jaguar cavalcade at Goodwood's Woodcote Corner.

4
'LXO 126' sits in the middle of the three original team cars and is now the only one surviving.

5
Poised for his finest race – Sir James Scott Douglas (second left) with 'LXO 126' on the starting grid at Reims, 1952.



Scott Douglas's XK120 was eventually displaced by the Grand Prix-based Talbot-Lagos of Eugene Chaboud and Guy Mairesse, and by Roger Loyer's Gordini, but he was described as "...driving an excellent race in the 'Wilkie' (Wilkinson) prepared car...". As the race progressed Robert Manzon lost the lead after 16 laps when a stub axle broke and his Gordini struck a trackside telegraph pole. Moss inherited a handsome lead "...over Chaboud and Mairesse, whilst Douglas began to close up on Loyer. On lap 22 Chaboud's Talbot packed up and the Ecurie Ecosse Jaguar gradually overhauled Loyer's fleet little Gordini".

The '*Autosport*' report continued: "Moss and Douglas were driving a magnificent race, the former obviously enjoying his trouble-free run, and the Scotsman creating a fine impression in his very first Continental race.

"There were broad grins in the Jaguar pit. Bill Lyons, Bill Heynes and Lofty England saw Le Mans being vindicated by Tommy Wisdom's light green C-Type, whilst 'Wilkie' could hardly contain himself in the Ecurie Ecosse pit.

"Douglas swept past Loyer and set off in pursuit of Mairesse's Talbot which was beginning to show signs of the strain. Moss came in to a tremendous reception, bathed in sweat from head to foot. The Talbot clattered home in second place with evidence of a run big-end, whilst Sir James Scott Douglas – referred to as Bart in the programme – glided in with the Jaguar as immaculate as ever, but plastered with dead flies. He drank three bottles of Coca-Cola right off the reel, and looked round for more. Ferrari drivers Ascari and Farina, in congratulating the two Britishers, mentioned casually that they too had acquired an XK120 Jaguar!".

Sir James had completed 47 of the scheduled 50 laps distance, his drive in 'LXO 126' that day having taken 2 hours 17 minutes 50.3 seconds.

Into 1953 this larger-than-life character retained this XK120 as a road car, and after the *Ecurie Ecosse* team C-Type Jaguar 'MVC 630' had been rolled in practice for the ADAC 1,000 Kilometres sports car classic at the Nurburgring in Germany, it was pressed into service for the race, to be co-driven by Scott Douglas and Ninian Sanderson. The Ecosse team mechanics stripped off much of 'LXO 126's road equipment overnight, mounted racing tyres on spare wheels taken from the team's Jaguar Mark VII 'tender' car and Scott Douglas/Sanderson promptly finished tenth overall, fourth in class, and contributed towards *Ecurie Ecosse* earning the lucrative Team Prize.



Sir James Louis Fitzroy Scott Douglas Bt. was a nephew of the Duke of Beaufort and his father, Captain G.F. Scott Douglas, lost his life in a polo accident. The future *Ecurie Ecosse* co-founding driver was born four months later to Lady Blanche Scott Douglas at Manor Farm, Sherston, Wiltshire on Friday, October 24, 1930. He was five years old when he inherited the Baronetcy from his uncle and godfather Sir George Douglas. Having been born into considerable wealth he subsequently enjoyed it to the full, racing his Jaguar with the *Ecosse* team and even, allegedly, buying a naval destroyer which he had converted into a private yacht. His fortunes rapidly evaporated – not least after the collapse of a commercial venture in which he had invested in collaboration with equally-extrovert, fun-loving, Grand Prix racing driver Harry Schell - and at one stage during the 1960s 'Jamie' Scott Douglas became a valued source of news tid-bits for the William Hickey gossip column in the '*Daily Express*' newspaper. He passed away prematurely – aged only 39 – on July 16, 1969, his funeral being conducted in the church at Badminton, family seat of the House of Beaufort.

He had retained ownership of 'LXO 126' into 1960 when he sold the car to a Mr P.J. Headley. He in turn sold it to Martin Maudling, son of the Rt Hon Reginald Maudling, contemporary Chancellor of the Exchequer in the United Kingdom Government. Martin Maudling prepared the car for racing and campaigned it in an extensive programme at British club level. The well-used car subsequently passed through a series of more obscure ownerships before being discovered "in a sorry condition" apparently abandoned in a London back street. It had a council notice attached to it, threatening its removal for scrapping within seven days unless moved. Prominent Jaguar enthusiast Tom May was able to purchase the car and he then conducted a meticulous restoration that included finding and restoring the original engine with the D-Type cylinder head fitted today. At some stage the car had been converted to disc brakes by Duncan Hamilton Ltd, and Tom May campaigned the car widely in a renewed club racing programme before he sold it to Mr Tony Hildebrand of the Straight-Six company in 1978. The car was acquired by Mr Dick Skipworth in 1993, subsequently becoming an integral and vitally important vehicle within his *Ecurie Ecosse* Collection.

It has since been campaigned very widely by the Skipworth family over many years, participating in numerous editions of the modern-era *Ecurie Ecosse* Scottish Tour, being raced by Dick Skipworth himself in the XK series, by son Steve in the Goodwood Revival meeting and appearing frequently in the Goodwood Festival of Speed.



So here we offer one of the most important Jaguar XK120s ever to have been offered for sale by public auction. The car has significant International motor racing history, headed by Sir James Scott Douglas's fine performance in that 50-lap Grand Prix-supporting sports car race at Reims-Gueux in 1952, and it is – we would emphasise – the sole known survivor of the original trio of *Ecurie Ecosse* founding Jaguars from that 1952 season. It is an impeccably-presented, highly-useable, extremely versatile and historically important XK120 of long-established International renown – extremely attractive to the organisers and promoters of the world's leading classic car events. Its first owner-driver was one of motor racing's most raffishly extrovert and colourful Anglo-Scots aristocrats, and there is no other surviving XK120 better qualified to wear the charismatic Flag Metallic Blue livery of *Ecurie Ecosse*. •

£200,000 - 400,000

€240,000 - 480,000

Competition History

1952

April 6th	Charterhall	2nd,4th	Sir James Scott Douglas
April 12th	Castle Combe	3rd	"
April 19th	Ibsley	3rd	"
May 31st	Charterhall	Unpl	"
May 29th	Isle of Mann	6th	"
June 21st	Boreham	7th	"
June 29th	Rheims	3rd	"
July 10th	Jersey	6th	"
July 27	Charterhall	3rd	"
Aug 2nd	Boreham	DNF	"
Aug 23rd	Turnberry	Unpl	"
Sep 6th	Curragh	2nd/3rd	"

1953

Aug 30th	Nurburgring 1000k	10th	Scott Douglas/Sanderson
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007

The ex-Ron Flockhart, Ninian Sanderson, Jock Lawrence
1956 JAGUAR D-TYPE 'SHORTNOSE' SPORTS-RACING

Registration no. MWS 303

Chassis no. XKD 561

Engine no. Two units supplied - see text



The Jaguar D-Type sports-racing car design is one of the most desirable and most coveted of all truly historic and defining classic cars. During the 1950s 'the D-Type' combined the most sophisticated of chassis structures with the most robust and contemporarily advanced of all volume-production twin-overhead camshaft engine designs. Clothe the completed assembly in Malcolm Sayer's exquisitely handsome and well-proportioned body design, then add the model's stupendous record of fine-focused racing achievement, and the appeal of the Jaguar marque's front-engined finest becomes simply unchallengeable.

Sir William Lyons of the Jaguar Car Company aimed his sleekly curvaceous, finely streamlined D-Types squarely at winning the world's most prestigious single motor race – the Le Mans 24-Hours – and from 1955-1957 the cars scored an historic hat-trick of victories there. And while it had been a factory 'Longnose' D-Type which won for the first time in 1955, it was subsequently the Ecurie Ecosse 'Shortnose' and 'Longnose' variants which achieved endurance racing's highest honour by winning the 24-Hour races of both 1956 and 1957. So while three of Jaguar's 1950s total of five Le Mans 24-Hour race wins were achieved by D-Types, two of those three were achieved by D-Types owned and run by the Scottish team, and campaigned in their illustrious Flag Metallic Blue livery.



Typically determined, head down, jaw set – Ron Flockhart hammers 'XKD 561' through Goodwood's Madgwick Corner, 1956.



The Ecurie Ecosse team campaigned six D-Type cars, 1955-57. They were chassis serials 'XKD 501', '502', '504', '561', 603' and '606'. Here we are delighted to offer 'Shortnose' serial '561' – road registration 'MWS 303' – which is in many respects the least used and one of the most gorgeous of the charismatic Scottish team's Jaguar D-Types...

It was in May, 1955, that David Murray took delivery of *Ecurie Ecosse's* first two Jaguar D-Types – serials 'XKD 501' and '502'. The cars were assigned to the Merchiston Mews team just in time to appear in the BRDC 'Daily Express' Trophy meeting at Silverstone. Unfortunately, Jimmy Stewart promptly crashed '501' there but Desmond Titterton – the Ulsterman being regarded at the time as an honorary Scot – finished sixth in 'XKD 502'. The season that followed was hectic, with the Ecosse team contesting no fewer than 20 races both at home and abroad, of which they won six.



The magnificently well-presented 'Shortnose' D-Type now offered here became the *Ecurie Ecosse* team's third, last, and latest 'Shortnose' D-Type, delivered brand-new from the Coventry factory in March 1956, and registered 'MWS 303'.

The car was then used quite sparingly by David Murray's team during that 1956 season, being raced in only twelve meetings, at Snetterton, Goodwood, Oulton Park, Aintree and Charterhall, Silverstone, Spa, Goodwood, Aintree and Rouen-les-Essarts. Driven by Ron Flockhart, Desmond Titterington, Jock Lawrence and Peter Hughes the car achieved two first places and five seconds.

Overall 'XKD 561's *Ecurie Ecosse* appearances that year were as follows:

- March 25, 1956 – Snetterton – Ron Flockhart – two races, 1st and 2nd
- April 2, 1956 – Goodwood – Ron Flockhart – 1st
- April 14, 1956 – Oulton Park – Ron Flockhart – Heat and Final, 2nd and 7th
- April 21, 1956 – Aintree – Desmond Titterington – 2nd
- April 29, 1956 – Charterhall – Peter Hughes – two 2nd places
- May 5, 1956 – Silverstone – Ron Flockhart – 5th
- May 13, 1956 – Spa-Francorchamps – Desmond Titterington – Rtd
- May 21, 1956 – Goodwood – Jock Lawrence – Rtd
- June 23, 1956 – Aintree – Ninian Sanderson – Rtd
- July 8, 1956 – Rouen-les-Essarts – Desmond Titterington – 7th
- July 14, 1956 – Silverstone – Ron Flockhart – 3rd
- September 3, 1956 – Charterhall – Jock Lawrence – not known



1
In the Goodwood paddock 1956 - 'Sergeant' and 'Corporal' - the *Ecurie Ecosse* D-Types' distinctive recognition bands live on in 'MWS 303' offered here.

2
Ecosse D-Types, Silverstone (w D. Murray_)





Ron Flockhart's exploits in the new car at Snetterton that Easter Saturday in March were described as follows in 'Autosport' magazine. (While the D-Type engined HWM of George) "...Abecassis made a beautiful start....Flockhart was after him like a greyhound chasing an electric hare. The Abecassis-Flockhart duel was one of drum brakes versus disc. The tail lights of the HWM flashed on first at each corner. The Jaguar closed up, and eventually, just halfway through the race, the disc brakes won. Flockhart took the lead and kept it, though not by very much. That it was Flockhart's day (his first for Ecurie Ecosse and first in a D-Type incidentally) was borne out by the last race, a 10-lap handicap for everyone. (While) Peter Gammon drove his Cooper-Climax so well and so fast that with his handicap no one had a chance of getting near him,...Flockhart certainly tried all he knew. From ninth place on the first lap, the Scotsman climbed to third on the sixth, 35secs behind Gammon, and second on the eighth, catching the leader at a pace of 3secs per lap. At the end Flockhart was 18secs behind and still making up distance...".

On Easter Monday, Ron Flockhart's victory at the Goodwood International came in the programme-closing handicap event – while his second place at Oulton Park came in heat 3 of the British Empire Trophy race. In the Final he placed seventh. At Aintree Desmond Titterington in '561' now offered here was beaten only by Roy Salvadori in the works-entered Aston Martin DB3S. Des Titterington's third place in the sports car race supporting the British GP at Silverstone on July 14 saw '561' bettered only by Salvadori's works Aston (again) and by the outright winner, Stirling Moss in the factory Maserati 300S. While a private customer team *Ecurie Ecosse* and its D-Type Jaguars really did compete with The Big Boys...

Early in 1957 David Murray sold 'XKD 561' to young would-be owner-driver Max Trimble from Walsall. In his early outings in the car at Aintree and Goodwood Trimble showed considerable promise while not yet being fully familiar with it. But during practice for the Spa Grand Prix in Belgium in early May, 1957, Max Trimble crashed heavily, badly damaging the ex-*Ecosse* Jaguar.

It was sold, unrepaired but in its entirety, to Welsh garagist and Jaguar specialist Maurice Charles who rebuilt it to running order over an extended period, re-prepared it for racing and who eventually returned it to racing during the 1959 season, as in the sports car race supporting the British Grand Prix at Aintree, finishing a respectable eighth amongst much lighter, faster Cooper Monaco, Lister-Jaguar and Lotus 15 opposition. In the subsequent Kentish '100' race meeting at Brands Hatch, Maurice Charles then drove '561' home seventh ahead of Mike Anthony's powerful Lister-Chevrolet and Michael Salmon's sister D-Type.

Maurice Charles raced the car occasionally during 1960, and in the BRDC May Silverstone International he finished seventh, splitting the sister D-Types of Ron Flockhart – driving nothing less than *Ecurie Ecosse's* veteran 1957 Le Mans-winning 'Longnose' – 'XKD 606' - and Michael Salmon again in a 'Shortnose' entered by the Gerrards Cross Motor Company.



3

April 13, 1956 – British Empire Trophy, Oulton Park – Ron Flockhart trying hard in 'XKD 561' to stave off Benoit Musy's Maserati 300S at Old Hall Corner. © LAT Photographic

4

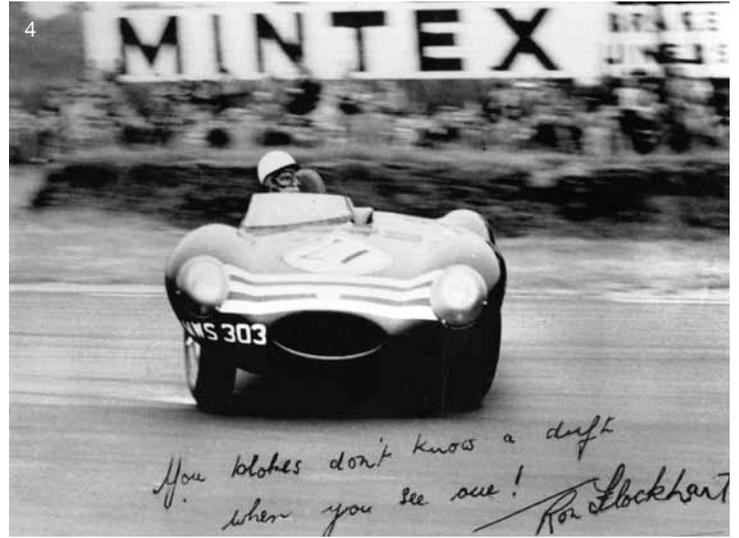
Car control, Ron Flockhart style in 'MWS 303' – as captioned on this personal memento to his Ecosse mechanics from Silverstone, 1956.

5

Front row of the grid at Goodwood, 1956 – the Scottish privateers between works Aston Martin and HWM-Jaguar, where any Ecurie Ecosse D-Type Jaguar surely still belongs today!

6

Future World Champion Driver Phil Hill took this memorable shot of the Ecosse D-Types lined-up before the 'Monzanapolis' Speedway race in Italy, 1957. (Photo credit: Phil Hill Family Collection)





Maurice Charles eventually sold the car now offered here to a Lancastrian enthusiast named Clive Unsworth, a very private single gentleman who used it as a road car for the next eight years or so, before preserving it in storage for the following 26 long years...

It eventually emerged from this long hibernation as one of the most authentic Jaguar D-Type Jaguars to have survived from period competition use. Upon Mr Unsworth's death the car was offered for sale from his estate. Dick Skipworth was interested as a potential buyer but passed instead to Dr Julio Palmas who in 1994 commissioned leading British Jaguar specialist John Pearson to conduct a full restoration of the car.

In 2002 when 'XKD 561' was again offered for sale, Dick Skipworth succeeded in acquiring it for his by then well-established *Ecurie Ecosse* Collection.

The car has since appeared in Historic racing in numerous events, up to and including the Goodwood Revival Meeting – in which it has been driven by both Dick Skipworth himself and Graeme Dodd – and in the 2008 Le Mans Classic when it was co-driven by Mr Skipworth and his son Steve. The car has been qualified on pole position at Oulton Park in the hands of Barrie Williams and it is widely recognized as being a thoroughly competitive Historic racing 'Shortnose' D-Type.

As offered here the car is fitted with a correct spec. D-Type six-cylinder racing engine fully prepared and tuned by Sigma Engineering, while its 1959-60 period ex-Maurice Charles engine – serial number 'E2010-9' - is also included with this Lot, it was rebuilt by Pearsons during the D-Type's restoration, seen little use since rebuild. We understand that this second engine is in very good condition and provides notably flexible response for road use. A high first gear is currently featured in the close-ratio four-speed gearbox. Wider rear hubs are fitted to ensure adequate clearance between the sidewalls of available racing tyres and the live rear axle's locating trailing arms. The car's fuel system was modified with high-capacity Fasset pumps but the original-equipment SU pumps have recently been refitted. Spares offered with this lot in addition to the second engine are two spare Dunlop wheels and a detachable passenger side windscreen which is a boon for use in such an event as the Mille Miglia Retro or any of the many road rallies and tours now available for the enjoyment of any new owner's companion or navigator...

After difficulties – including major collisions - had beset the works team Jaguar 'Longnose' D-Types at Le Mans, 1956, it was left to *Ecurie Ecosse's* 'Shortnose' D-Types to salvage Coventry's pride there.

The Scottish team's 'XKD 501' with drivers Ron Flockhart/Ninian Sanderson responded by winning the world's most prestigious endurance race, for Jaguar, country, and Queen. Even better then followed in 1957 when the *Ecosse* 'Longnose' D-Types finished first and second, with other private entry D-Types following them home third, fourth and sixth. The *Ecurie Ecosse* D-Types thus became inextricably interwoven into the wider Jaguar legend. And right here is your chance to buy into this legend, and to acquire this mouth-wateringly well-presented, long-dormant, wonderfully well-restored and race proven *Ecurie Ecosse* D-Type Jaguar..

£2,500,000 - 3,500,000
€2,900,000 - 4,100,000



008

The ex-Jim Clark, Masten Gregory, Ron Flockhart, Jock Lawrence

1959 TOJEIRO-JAGUAR SPORTS-RACING PROTOTYPE

Registration no. MFF 342 / RSF 301

Chassis no. TAD 1/59

Engine no. RA 1422-9



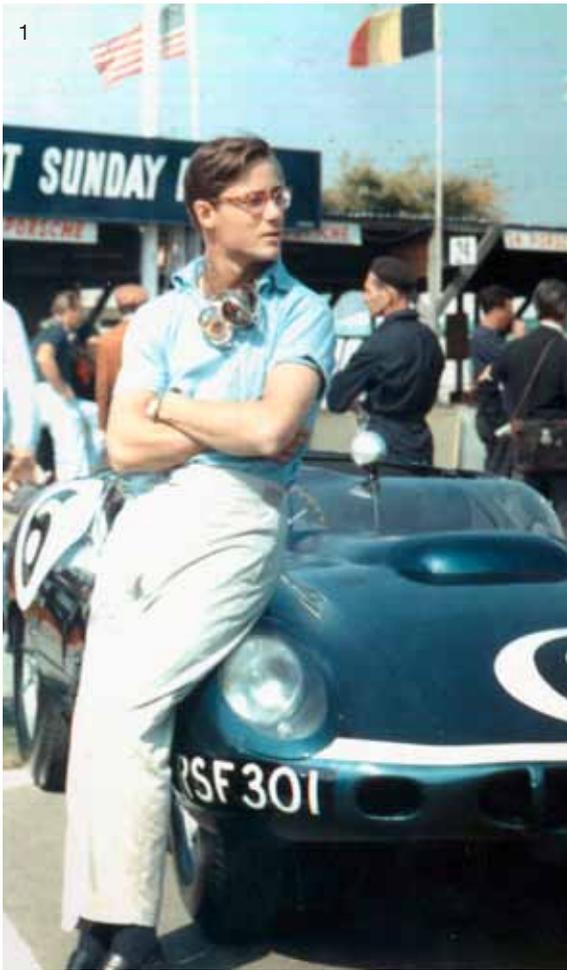
Here we are privileged to offer one of the most distinctive, attractive and consistently competitive Historic sports cars eligible for current large-capacity Historic racing, worldwide...

Despite having two near-sister front-engined Tojeiro-Jaguars built in 1957-58, this particular 1959 variant was – and remains – unique. The environment within which it was built had seen the long dominance of the reliable, rapid but heavy D-Type Jaguar long since overturned by the lighter, simpler Lister-Jaguars, the little Lotus 15s and the rear-engined new Cooper Monacos. In 1958 the FIA governing body had introduced a 3-litre capacity limit upon their Sports Car World Championship competition, leaving the five-times Le Mans-winning Jaguar XK series of 3.4 and 3.8-litre 6-cylinder twin-cam engines high and dry. Diminished engine capacity limited available horsepower, and placed even greater emphasis upon reduced weight. The live rear-axled D-Type Jaguars had been superseded by faster, more nimble De Dion-axled designs from Ferrari, Maserati, Lister...and Tojeiro.

During 1958 David Murray of *Ecurie Ecosse* had run beside his team's remaining Jaguar D-Type and new Lister-Jaguar an early Tojeiro-Jaguar UK-registered '7 GNO'. It had demonstrated sufficient promise for him to commission Tojeiro Automotive Developments of Barkway, Royston, Hertfordshire to build his team a more advanced new car for 1959. 'Wilkie' Wilkinson was developing a new 3-litre version of the Jaguar XK engine based upon the short-block 2.4-litre production unit, while senior *Ecosse* mechanic Stan Sproat was seconded to TAD to help build and prepare the new car.

It was completed at Barkway and fitted with a handsome new body crafted by Williams & Pritchard of Edmonton, London. It had a neat nose line, D-Type like headrest and a vestigial tail fin, and in search of maximum speed along the Mulsanne Straight at Le Mans John Tojeiro fared-in the wheels as much as seemed sensible.





1
The cool American from Kansas City - Masten Gregory takes his ease on the 'Toj's shapely nose before his 1959 TT co-drive in it with future double-World Champion and Indy 500 winner, Jim Clark.

2
Masten Gregory on pit counter prepares to take over from Jimmy Clark - dark helmet - as 'The Toj' is refueled, 1959 Goodwood TT. .

3
The Ecurie Ecosse team's celebrated technical director 'W.E. 'Wilkie' Wilkinson warming up the Tojeiro-Jaguar in the Goodwood pits prior to its fateful outing in the 1959 Tourist Trophy.



The new car – its brand-new unpainted aluminium bodywork sparkling - was taken to *Ecurie Ecosse's* famous headquarters in Merchiston Mews, Edinburgh for finishing in time for its public racing debut in that June's Le Mans 24-Hour race. It was co-driven there by the team's double-winner 1956-57, Ron Flockhart, and John 'Jock' Lawrence and it went well, running in fourth place for many laps and never lower than seventh. Unfortunately its hybrid 3-litre engine based upon the 2.4-litre XK block with 'square' dimensions of 86mm for both bore and stroke, had an extremely high compression ratio. 'Wilkie' had slightly miscalculated and after 11 reliable hours' racing the head seal failed, the unit beginning to overheat seriously as coolant was lost and the system pressurized. The failure became serious soon after a pit stop in which water had been added, and the regulations banned further addition of fluid within a minimum distance which the Flag Metallic Blue 'Toj' could plainly not achieve. It was driven until its incandescent engine finally cooked just before 3am on the Sunday morning.

Stan Sproat observed: "After it ran out of water they just drove it into the ground – its insides just melted, the head distorted, the pistons fused, the bottom-end seized...it was the worst damaged engine I ever saw. Nothing was salvaged as I recall..."

Less specifically, John Tojeiro reminisced: "That 1959 car was really nice looking when first completed with what were - by the standards of the time – really good wind-cheating lines. But during testing they decided it needed improved airflow to cool the brakes and more air for the radiator, and I suppose 'Wilkie', being a practical rather than theoretical kind of chap, didn't like the wheel enclosure because it could slow down their pit stops, and so they cut it all about..."

After Le Mans the Tojeiro-Jaguar was modified with a large power bulge being added to the bonnet to accommodate a tall-block (reduced 3.8-litre) XK engine, and in this form the car was taken to Goodwood for the RAC Tourist Trophy race on September 5, 1959.

The car was to be co-driven there by American star Masten Gregory and by promising young newcomer Jim Clark, who would explain: "For me the race was a turning point. Every driver goes through a number of turning points in his career, I feel, for each driver builds up images within himself. Once he has cracked one image he invents another and so progresses onwards and upwards. My particular image was Masten..."

Jim Clark continued: "Here I was in a highly competitive car with a really top-line driver in direct competition with the might of the Ferrari works team, the Porsche team and of course, the Astons....any confidence I had was strained to the limit. At the same time I had this tremendous respect for Masten who, I considered, was a really great driver... During the race I found myself lapping the Tojeiro as quickly as Masten could, and in the race I realized that I might seriously compete with the idols of my schooldays. Now this may sound strange to many people, but it had a profound effect on me. I began to enjoy the race and was quite well placed (seventh)...when Masten buried the Toj in the bank at Woodcote Corner..."



Masten Gregory had either encountered steering or brake failure – or perhaps had simply been trying too hard in the attempt to underline his superiority over his impressive new young co-driver? Realising he was about to ram the unyielding earth bank head-on he drew up his legs and upon impact was thrown high out of the Tojeiro-Jaguar's cockpit, being thrown clean over the Goodwood bank to land on the grass just short of the spectator fence there. He escaped with a broken shoulder and severe bruising, but the poor *Ecurie Ecosse* Tojeiro's chassis had folded amidships upon impact, damaged beyond immediate economic repair.

Useable salvage from the car, combined with other related spares, were sold from *Ecurie Ecosse* to a Dr Bothwell, a northern-based enthusiast who intended to build them into some kind of special. The doctor also purchased from John Tojeiro at Barkway the spare bonnet which had been made for a never-built second front-engined car, and – it was said - a hitherto unused sister chassis frame.

These and other surviving Tojeiro-Jaguar parts were collected progressively by Tojeiro Register luminary Gil Dickson of Guildford, Surrey, during the 1970s. They were later acquired by leading Historic racing driver and Jaguar-engined sports car specialist John Harper before passing to Crosthwaite & Gardiner, the immensely respected motor engineering and restoration company based at Buxted, East Sussex.

In the most comprehensive documentation file accompanying this Lot there is a letter from John Tojeiro to Dick Crosthwaite of C&G. The letter is dated February 15, 1994, and Mr Tojeiro writes:

"I am able to confirm that the chassis is my work, and that it is original. It is one of those constructed in the late fifties, and not used by us, as we went into the more complex space frames of the coupe.

"I can confirm that the rear body section is original, having recently seen it at M. Gomm's..." – (Gomm Metal Developments of Old Woking, Surrey, leading contemporary body specialists) – "...in its original *Ecosse* colour, with race numbers of the 1959 Tourist Trophy on the roundels. I would also confirm that the front section was made by Williams & Pritchard, as was the original, and was intended for the second car which was not completed, due to the change in plan and the change to the coupe configuration.

John Tojeiro continued: "The De Dion type rear axle is original and was manufactured by me (J. Tojeiro), and was purchased from Dr Bothwell, who had purchased it from me some years ago. Dr Bothwell had also purchased the other body panels from me at the time of the De Dion axle parts, and these were supplied for the rebuild".

The completed restoration emerged in public at an Aston Martin Owners' Club Goodwood sprint meeting in which it was driven by John Mayston-Taylor of the leading specialist Jaguar restoration company, Lynx Engineering. He won his class, happily driving this *Ecurie Ecosse* 1959-derived car to finish an event for the very first time.



The car was then acquired by Mr Dick Skipworth to join his growing *Ecurie Ecosse* Collection. It was impeccably prepared for Historic racing and entrusted to leading driver Barrie 'Whizzo' Williams, who promptly secured the Tojeiro-Jaguar's first ever race win, in the June, 1995, Hawthorn Memorial Race Meeting at Silverstone, coincidentally in Jaguar's 60th year. The headline to the 'Jaguar World' report read 'Tojeiro at Last – It's only taken 36 years but finally the Tojeiro-Jaguar has come Good'.

Indeed it has, and this unique and extremely competitive sports-racing car has since gone on to become a regular front-runner and always potential race winner at Historic level. In Barrie Williams's capable hands it became a regular favourite amongst the Goodwood Revival Meeting's annual Sussex Trophy race entries, having competed at all sixteen editions while Dick Skipworth himself has driven the car in the Goodwood Festival of Speed. Barrie Williams has most spectacularly demonstrated the Tojeiro's front-running capability at most British and Continental circuits, and the car has featured prominently at both Le Mans and the Nurburgring. The car is presently powered by a Sigma Engineering race-prepared 3.8-litre Jaguar engine. Some useful spares are included with the Tojeiro-Jaguar including a Le Mans ratio differential, drive shafts and other sundry spares.

With its *Ecurie Ecosse* background, its combined Flag Metallic Blue-liveried good looks and uniquely imposing presence, this Tojeiro-Jaguar is an eminently useable and provenly competitive Historic sports-racing car with proven appeal to event promoters and organisers worldwide.

Its story links it with such charismatic names as double-Le Mans winner Ron Flockhart, the hard-charging and utterly fearless American star Masten Gregory and – perhaps most significantly – with the young future double-World Champion and Indianapolis-winning driver Jim Clark for whom it provided – in his own words – “a turning point”.

This Tojeiro-Jaguar is many ways unique. And one of its many attractions is certainly the design's special cachet as a turning point, a revelation, in Jim Clark's early career. We commend it most highly to the market.

£300,000 - 500,000
€360,000 - 600,000



009

*The ex-Jackie Stewart, Jack Brabham, Roy Salvadori,
Tommy Dickson, Bruce Halford, Jimmy Blumer*
**1960 COOPER MONACO-CLIMAX 'MARK II' TYPE 57
REAR-ENGINED SPORTS-RACING PROTOTYPE**

Registration no. DS 228

Chassis no. DM/773/W



This Cooper Monaco sports-racing prototype that David Murray's *Ecurie Ecosse* organization entered and ran in the 1960 Le Mans 24-Hour race was their first rear-engined car. While only two coil-spring (as opposed to the earlier transverse leafspring) rear-suspended Type 57 'Mark II' Monaco models were recorded in the factory chassis book as being manufactured in the Cooper Car Company's famous factory in Hollyfield Road, Surbiton, south-west of central London, at least two more were supplied in kit form to respected and capable customers.

The *Ecurie Ecosse* mechanics, headed by technical celebrity 'Wilkie' Wilkinson, already had extensive car assembly and reconstruction experience with their '*Monzapolis*' single-seat Lister-Jaguar in 1958, and with repairing their Lister-Jaguar sports car after American guest driver Masten Gregory's assorted excitements in 1959. Their brand-new Cooper Monaco was delivered to the team's Merchiston Mews workshop in unassembled kit form and quickly completed and race-prepared there.

It was fitted with a 2½-litre Coventry Climax FPF twin-cam four-cylinder engine and was first UK road-registered on May 5, 1960 – as the original buff logbook records – with its chassis number being recorded as 'DM/773/W'. This does not comply with normal Cooper Car Company chassis number practice and it has been suggested – probably quite correctly – that the 'DM' initials were David Murray's own, apeing the normal Cooper form for these sports car of 'CM', 'Cooper Monaco' and finally the 'W' for 'Wilkinson'. The '773', meanwhile, probably derived from three of the Climax engine's serial number stampings.

The 'Monaco' name itself had been adopted by Charles and John Cooper back in 1959, after Jack Brabham's remarkable performance in winning the Monaco Grand Prix in the Surbiton works team's Formula 1 Type 51 car. As a retort to Cooper's adoption of the Monaco model name, Colin Chapman celebrated the following year's Monaco GP victory by Stirling Moss in Rob Walker's Lotus 18 by naming his new rear-engined Lotus 19 sports car the Lotus 'Monte Carlo'.



April 22, 1961 - Aintree '200' sports car race – Tommy Dickson (89) finished 4th amongst frontline company in the *Ecurie Ecosse* Cooper Monaco.



1
Welterweight - the 2.5-litre Coventry Climax FPF 4-cylinder engine in the Ecosse Cooper Monaco enabled it to punch well above its weight - here at the Le Mans pesage in 1961.

2
Goodwood 1964, Jackie Stewart exiting the chicane.

3
Le Mans, 1961.

4
Tubby tail - the Ecurie Ecosse Cooper Monaco scuttling through the Esses at Le Mans in 1961, showing off its contemporary regulation-meeting 'baggage enclosure'.



The new *Ecurie Ecosse* Cooper Monaco made its racing debut on May 28, 1960, at Charterhall aerodrome, driven by Tommy Dickson – immediately winning two races. It won again at Goodwood on June 6, and back at Charterhall on July 3 before Dickson failed to finish in the British GP supporting sports car race at Silverstone on July 16.

The car was then shipped across the Atlantic to compete in the 1960 Formule Libre Watkins Glen Grand Prix event in upper New York State. Roy Salvadori drove there, finishing very strongly in third place as the first sports-racing car to finish behind the two Formula 1 cars of Stirling Moss (winning in Rob Walker's Lotus 18) and Jack Brabham (second in the works-entered Cooper-Climax T53 'Lowline').

The Ecosse Cooper Monaco was then flown across the United States to compete in the annual *'Los Angeles Times'* Grand Prix for sports cars at Riverside, California. There he finished sixth in the car, after being delayed by a mid-race spin. It was then entrusted to now double-World Champion Driver Jack Brabham for the Pacific Grand Prix race at Laguna Seca near Monterey, but a burst tyre damaged the rear brakes, forcing retirement.

Back in the UK for the 1961 season, diminutive little Tommy Dickson finished third behind the UDT-Laystall team Lotus 19s at Easter Monday Goodwood, then fourth at both Oulton Park and Aintree during the rest of April, 1961. He won at Charterhall on April 23, placed 4th again at Silverstone on May 6.

Tommy Dickson finished third in the Sussex Trophy at Goodwood on Easter Monday, fourth at both the Aintree '200' and Silverstone May meetings, and David Murray then invited former Maserati, Lister and BRM driver Bruce Halford to handle the car in the Whit-Monday Goodwood meeting. Bruce Halford won handsomely and on May 28 he co-drove the car with Dickson in the ADAC 1,000Kms race at the Nurburgring in Germany, only to be sidelined by a suspension failure.





6
Graham Gauld's famous photograph of his new young friend Jackie Stewart's formative drives in the Ecurie Ecosse Cooper Monaco, as at Charterhall in 1963.

7
Touched with genius - Sir Jackie Stewart slips into Mr Dick Skipworth's restored Cooper Monaco "for old time's sake".

8
Le Mans, 2007

9
2002 Laguna Seca, 'Whizzo' Williams on the famous corkscrew corner.



In its 1961 form the car had necessarily been adapted to conform to contemporary FIA Appendix J regulations, which demanded a tall minimum-height windscreen, and mandatory luggage trunk space which was provided in the Cooper Monaco by an unsightly hump provided above the rear engine cover. The car was entered by *Ecurie Ecosse* at Le Mans on June 10, 1961, again to be co-driven by Bruce Halford/Tommy Dickson. The celebratedly 'difficult' French scrutineers perceived the Cooper Monaco as being a 'two-seat racing car', a cheater rather than a 'proper' sports car and it took all of David Murray's diplomatic skills and special relationship with organizing ACO Secretary Raymond Acat to get the car accepted.

In the race the car was running well until the evening and its 34th lap, when Halford went missing. Unseen by the mixture of rain, oil film and parallax through the tall regulation windscreen he had crashed heavily under the Dunlop Bridge and had been hurled out onto the road as the Monaco clattered along the safety bank at high speed. Happily Bruce Halford survived to race another day. The *Ecosse* Cooper Monaco was similarly rebuilt after its Le Mans misfortune and reappeared at Aintree on August 7 – Dickson finishing third. The car's 1961 season was then completed with two further race wins for Dickson at Charterhall on September 24.

During the year this Cooper Monaco's ownership title had been transferred to *Ecurie Ecosse's* long-time supporter and benefactor Major Gordon Thompson. In 1962 the car lay unused after its Climax FPF engine had been removed and installed instead in the team's new Tojeiro Coupe – see Lot 10.

During 1963 – as American V8 engines were preferred for the team's two Tojeiro Coupes – the elderly Monaco was revived for use in *Ecurie Ecosse's* home-events race programme. Bruce Halford finished 6th in the Silverstone May Meeting, before Jimmy Blumer took three third places and a 9th in four June-July events at Oulton aerodrome, Charterhall, Snetterton and Oulton Park.

David Murray then entrusted the car to a young newcomer from Dumbarton named Jackie Stewart, younger brother of erstwhile *Ecurie Ecosse* Jaguar and Cooper-Bristol driver Jimmy Stewart. He promptly won his first six races in a row, at Snetterton on August 5, 1963, Oulton park on August 31, Goodwood September 21 and Charterhall on September 29.

These startling performances in the ageing Cooper Monaco famously prompted Goodwood track manager Robin McKay to recommend Jackie Stewart's potential to Ken Tyrrell and John Cooper. They gave him a test drive back at Goodwood for their embryo 1964 1-litre Formula 3 racing team, and Stewart was immediately signed-up by them – launching his career as a full-time professional racer, and ultimately three-time Formula 1 World Champion Driver...standard-setter of his era.



Between May 1960 and April 1964 then, the *Ecurie Ecosse* Cooper Monaco contested no fewer than 32 races, of which it won 16. But at Oulton Park on 11 April, 1964, Jackie Stewart was driving during practice when he lost control on cold tyres and hit a trackside tree. He was wracked with remorse for having damaged the Cooper "...for it was a wonderful car, and I had won a lot of races with it...".

Ecurie Ecosse then made the most of the opportunity to rebuild the damaged – but self-evidently far obsolescent – sports-racing car as an open-wheeled Formule Libre single-seater. As the 'Ecosse-Climax' it then proved sensationally successful in the hands of another promising Scottish driver, Bill Stein. Competing in Scottish and northern English circuit events he achieved nine race wins and three fourth places and at the end of 1966 the car was retired into Major Thompson's private collection.

There it remained until August 27, 1970, when it was sold by auction - amongst other Thompson Collection cars - at the Gleneagles Hotel. Amongst the audience was a holidaying American family with a 9-year old son named Todd Jenkins. He was entranced by the Ecosse-Climax and convinced his father that he should bid for it. The hammer fell in his favour at £1,160, and the Jenkins family emerged as Ecosse/Cooper owners.

The car was promptly shipped to the United States where it remained until 1995 when its now adult owner Todd Jenkins decided to have it fully restored to its original 1960 sports-racing configuration. Beginning in 1995 Akin Motorsports of Ossining, New York, restored the car, Bob Akin having owned and raced his own Cooper Monaco since 1972. All surviving components were either restored or replaced by matching-specification as-original items. New aluminium bodywork and fuel tanks were crafted by Steve Hall's Panel Shoppe of Stratford, Connecticut, using templates taken from an unrestored original Cooper Monaco.

Ted Wenz rebuilt the car's original Coventry Climax FPF engine and Cooper-Knight 'C5S' five-speed and reverse transaxle-type gearbox. The bodywork was finished in original-style *Ecurie Ecosse* Flag Metallic Blue paintwork, and Todd Jenkins – who had been competing in Porsche cars for several years – gave the restored *Ecosse* Cooper Monaco a fine debut when he qualified it on pole position and won his race at the 1998 Lime Rock Park Vintage Festival meeting. The car also won its class at the Lime Rock *Concours*, and into 2000 the car again qualified on the front row of the starting grid and won overall at the SVRA Virginia Beach Air Base races.



It was acquired by Mr Dick Skipworth for his *Ecurie Ecosse* Collection and it has been raced since in selected Historic events – including the Monterey Historics at Laguna Seca in both 2002 and 2006 by Barrie Williams. The car was demonstrated in the Sir Jack Brabham Tribute parade at the Goodwood Revival Meeting in 2005, and again – by Dick Skipworth - in the 2007 Revival Meeting's Roy Salvadori Tribute.

The car's overall racing record through its *Ecurie Ecosse* career as the original sports-racing Cooper Monaco accumulated no fewer than 17 first places, one 2nd, five 3rds and 28 top-ten placings overall – against only five retirements – from a total of 34 race starts.

As the open-wheeler Ecosse-Climax in 1965-66 it then contested a further 15 races, driven 12 times by Bill Stein and in three final events by Bill Dryden. Bill Stein scored no fewer than nine wins in the car – at Ingliston, Croft and Rufforth - plus one fourth place, and posted only two retirements, while Bill Dryden achieved two further fourth places and only failed to finish once – all at Ingliston outside Edinburgh.

So here we offer a potentially highly competitive coil-spring rear-suspended late-series Cooper Monaco with full 2½-litre Climax FPF engine plus great pedigree and well-established provenance, including the Le Mans 24-Hours and the Nurburgring 1,000 Kilometre race. Above all it has been preserved and campaigned for many years now as the unique *Ecurie Ecosse* car – ex-Sir Jack Brabham, ex-Roy Salvadori...and ex-Sir Jackie Stewart for whom it proved to be 'The King Maker', no less...

£200,000 - 300,000

€240,000 - 350,000



010

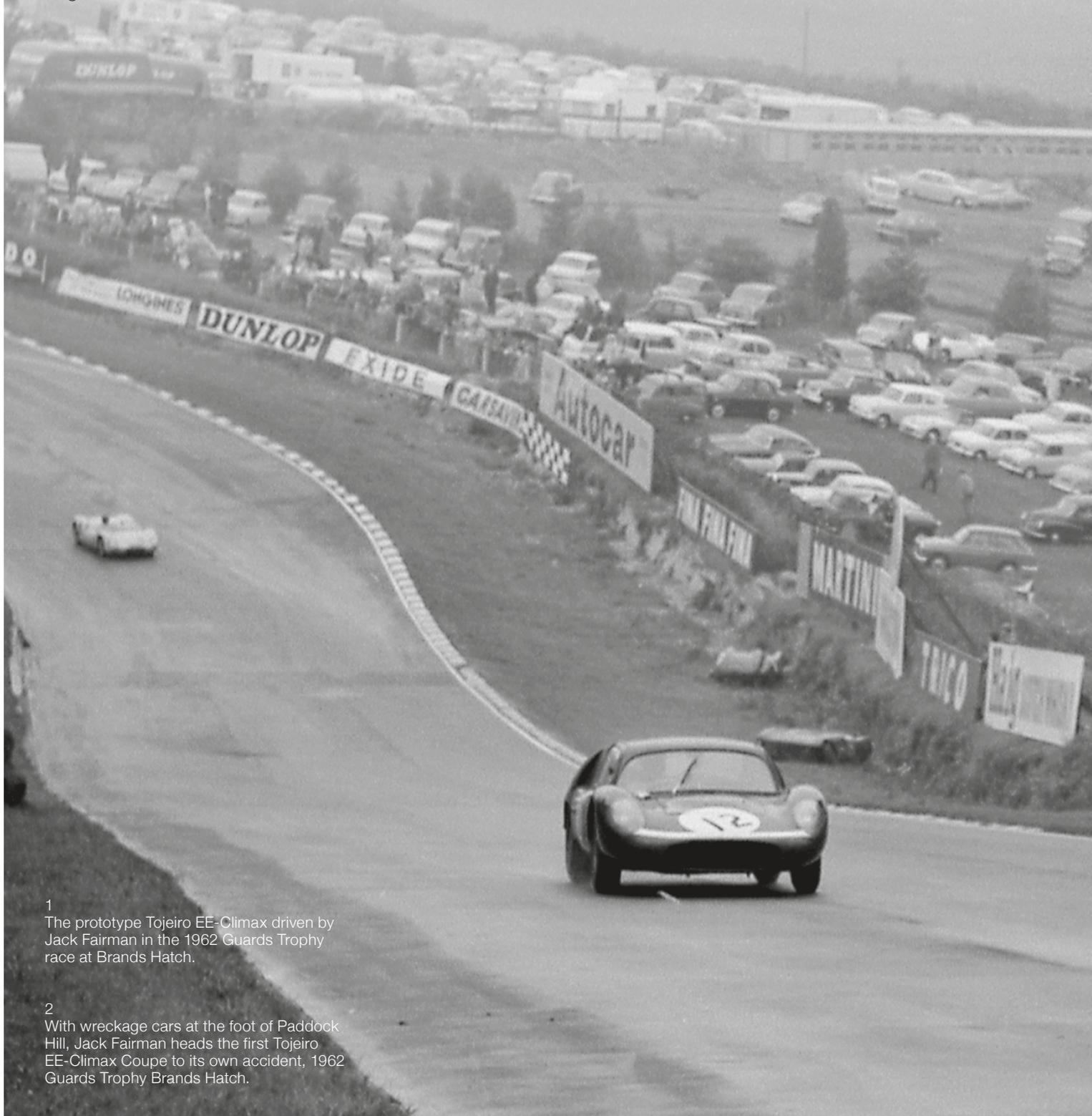
The ex-Sir Jackie Stewart

1962-63 TOJEIRO EE-BUICK ENDURANCE RACING

Registration no. TSU 719

Chassis no. TAD-4-62/EE-2

Engine no. 3501194 HH353671



1
The prototype Tojeiro EE-Climax driven by Jack Fairman in the 1962 Guards Trophy race at Brands Hatch.

2
With wreckage cars at the foot of Paddock Hill, Jack Fairman heads the first Tojeiro EE-Climax Coupe to its own accident, 1962 Guards Trophy Brands Hatch.



Veteran Scottish motor racing writer Graham Gauld's history of *Ecurie Ecosse* – published 1992 – describes how thirty years earlier, in a letter to team backer Major Thomson, David Murray declared: "...my scheme this year (1962) is to cooperate with John Tojeiro in producing two cars for the Le Mans race. As you know I have a 2½-litre Coventry Climax engine and I feel that this engine in a coupe body could do well in the GT Prototype class".

David Murray went to invite John Tojeiro to dinner in his Cambridge Street, Edinburgh, flat. He outlined his ideas and John Tojeiro responded by suggesting he could use his existing Formula Junior Tojeiro chassis design, suitably widened and strengthened, as the basis for a new rear-engined coupe. Within days, on February 28, 1962, David Murray entered the as yet non-existent car for Le Mans that year...

Senior team mechanic Stan Sproat was detailed to work with John Tojeiro at his Barkway premises, building two new chassis in parallel. Graham Gauld relates how the available five-speed gearbox from the team's set-aside Cooper Monaco would mate with the 2½-litre Climax FPF 4-cylinder twin-cam engine, but it was rather heavy. Apart from an expensive Italian Colotti transaxle there were few others then suitable to match a rear-engined chassis layout. The contemporary Hewland Formula 2 gearbox was not man enough to handle the torque of the 'four-banger' Climax engine, so John

Tojeiro and Stan Sproat pressed ahead with construction of a chassis tailored to the Cooper transmission, and since the team had only one such gearbox the second car could not be finished for Le Mans.

Sixteen wheel castings were ordered and some discussion over enlarging the Climax engine to the contemporary 2.7-litre 'Indianapolis' or 'Tasman' capacity ended with it left at the standard 2496cc. Commercial artist Cavendish Morton – who had styled the preceding Tojeiro sports car bodies, was commissioned to produce a body shape for the new *Ecurie Ecosse* or 'EE' Coupes. According to his own account, Cavy Morton was never paid as had been agreed by David Murray, despite submitting his invoice for "Designing body for GT Tojeiro EE - £26 5 shillings". In fact Graham Gauld settled the debt 29 years later during production of his book...

In March 1962 David Murray tried hard to bring his 1956 Le Mans winner Ninian Sanderson back to the team to share the new Tojeiro EE-Climax Coupe with Tommy Dickson back at the Sarthe, but he preferred a TVR instead (which became an early retirement). David then turned to veteran journeyman driver Jack Fairman.

The project rapidly ran out of time before the 24-Hour race in June. Extra hands were hurried to Barkway to complete the lone race entry and its sister EE Coupe which would be taken along as a source of major spares, short of engine and gearbox.





3

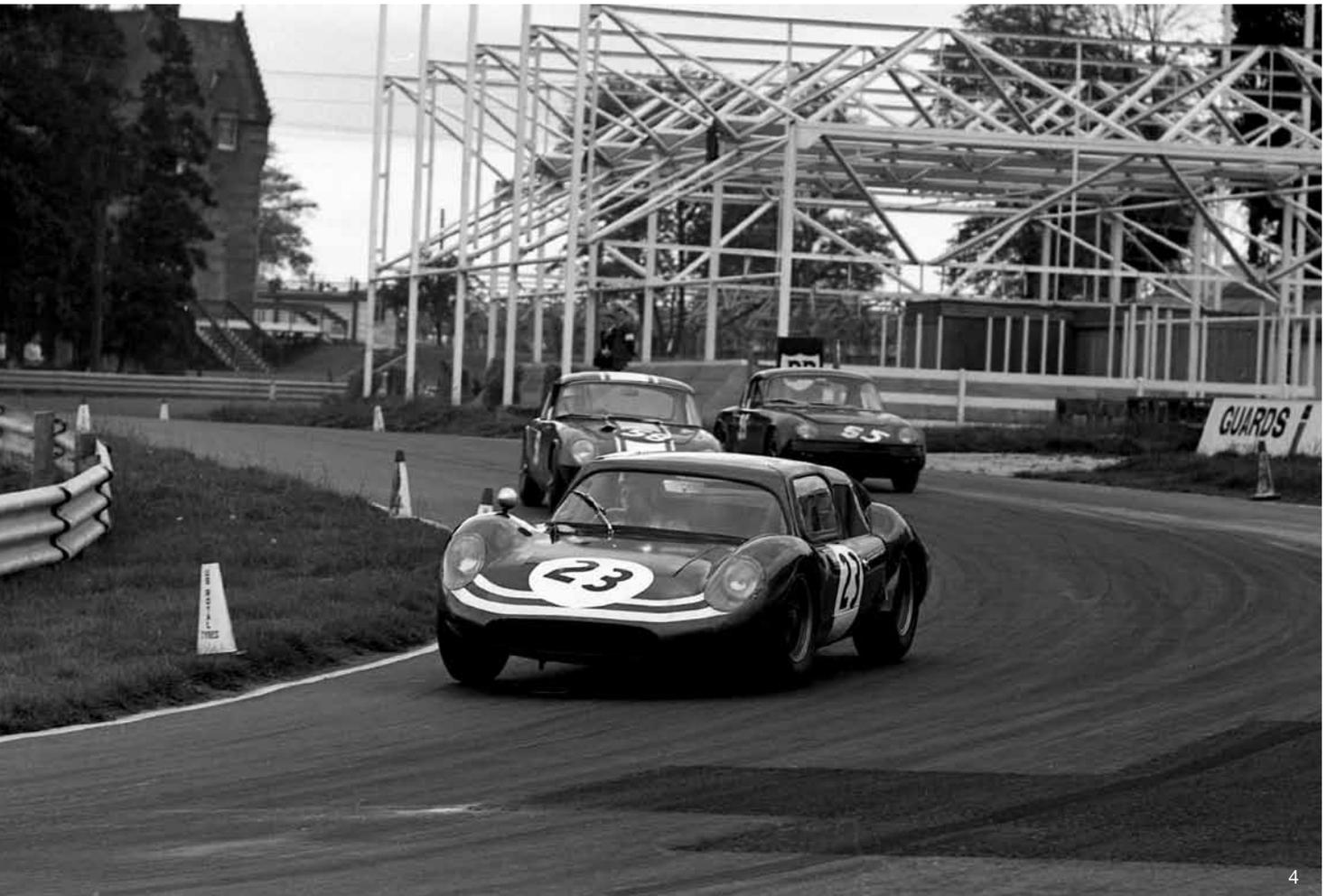


3

Jackie Stewart with the Tojeiro EE-Buick Coupe now offered here, club racing 1963-64.

4

On home ground – the Tojeiro EE Coupe leading the way around Edinburgh's own race circuit, at Ingliston Showgrounds.



4

When Williams & Pritchard decided they could not meet Murray's target the project was completed instead by Wakefield's of Byfleet who built the aluminium bodies in six weeks. Hasty completion of the first car left the rear tyres fouling its body paneling while the radiator mounting and pannier fuel tanks required modification. The front-mounted spare wheel did not fit beneath the original bonnet which had to be re-rolled at Barkway for extra clearance. Unpainted, Both Coupes were finally shipped to France at 4.30pm on the Monday preceding the great race, the race car unpainted, but with the paint and spray equipment in the team's famous Commer transporter that is offered later in today's Sale On a wet road near Sevenoaks, Kent, the Commer skidded and hit a wall, the impact also denting the new EE Coupe's panels inside.

All was repaired and finalized at Le Mans before scrutineering. The exciting looking EE Coupe was then accepted in every respect apart from a wooden box test when had to pass into the cockpit through the door. It would not fit, but as David Murray later told the *Ecurie Ecosse* Association, the ACO scrutineers "...were very decent...they said that if we could get the door to open a little wider they would allow the car to race, so we changed the hinges on the door and they let us through".

In the 24-Hour race the Flag Metallic Blue EE Coupe with its Climax engine behind the cockpit ran well for eight hours and although forced to retire when its Cooper gearbox engaged two gears simultaneously, and locked solid, it was the second-best placed British car at that time.

On the journey home to Edinburgh, Graham Gauld relates how the "...battered transporter called into Charterhall, where a club race meeting was taking place, complete with the chassis and body for the second Tojeiro on the upper deck..."

The Le Mans race car was then prepared to compete in the August Bank Holiday 50-lap Guards Trophy International race at Brands Hatch. Conditions that day were dreadful, and in torrential rain Jack Fairman spun and rolled the *Ecosse* car. Damage was not too serious, but it capped a difficult season for the team and late in the year David Murray determined to gain some much need positive publicity by using the repaired Tojeiro EE Coupe to attack FIA 1-Hour and 100Km speed records at Monza Autodrome in Italy.

Jack Fairman drove but the attempt had to be abandoned when a broken oil pipe sent the car smoking into the pits. David Murray told the press present that this 'fire' rendered further running impossible, but the sad truth was that he simply didn't have the funds to stay at Monza any longer. According to Graham Gauld the episode's only concrete achievement was to set the highest speed yet by such a car around the Monza *Pista de Alta Velocita* speedbowl – 152mph.





5

5
Guilt by association? The Tojeiro EE-Buick Coupe with BOAC pilot-cum-racing driver Hugh Dibley, Jackie Stewart and the great Jimmy Clark at Brands Hatch in 1964.

6
The Ecurie Ecosse Tojeiro EE-Buick Coupe on the Scottish club racing scene in 1963-64 - Mrs Helen Stewart - new young team driver Jackie's better half - left.

7
A rare Ecurie Ecosse team snapshot showing both Tojeiro EE Coupes together with the Commer transport and demonstrating Detroit V8 power.

8
Compact, pert and potent - the Tojeiro EE-Buick Coupe combined futuristic looks with pioneering rear-engined American V8 design.

9
The Tojeiro EE-Buick Coupe returned to the race circuits in Historic events, driven by Hugh Chalmers and Dacvid Leslie - here poised for the start in the Goodwood Revival Meeting.



6



7



8

Interest had been growing in adapting production-based American V8 engines for installation in the two Tojeiro EE Coupes for 1963. Stan Sproat read about a new alloy-block lightweight V8 engine produced by General Motors. He recognized its evident potential – pre-dating interest shown by Bruce McLaren and Teddy Mayer in founding their McLaren sports car marque...and indeed by the Rover company which adopted the 3.5-litre GM V8 engine as the basis for its own production unit in the 3500 and SD1-series saloon cars.

Plans were laid at Merchiston Mews to convert the EE Coupe to accept one of these new lightweight aluminium-block 3.5-litre Buick V8s, which could be mated to a Chevrolet Corvair transaxle-type gearbox. On November 12, 1962, writing to Major Thomson, David Murray recommended sale of the old Cooper Monaco, suggesting that "...the proceeds of sale of the Cooper Monaco might be used to finance the purchase of the Buick engines (including the additional parts for conversion into racing engines) and the two Corvair gearboxes which will also require modification". The Major demurred, preferring to have the Climax engine returned from Merchiston Mews for refitting into his Cooper Monaco that is offered today.

Still at least one Buick V8 was acquired and converted by Stan Sproat to dry-sump lubrication and developed to produce as much as 228bhp compared to the unit's standard 140bhp. For 1963, trimming his *Ecurie Ecosse* programme to a series of club and national racing only, David Murray signed-on former team driver Jimmy Stewart's promising young brother, Jackie.

Doug Graham would also be considered as a team driver for the Tojeiro while the second Tojeiro EE Coupe chassis became the first to be fitted with the Buick V8 engine and Corvair transmission.

Jackie Stewart won one race and finished second in another at Charterhall on June 30, 1963 but in July at Snetterton the car was crashed by Doug Graham. The original ex-Le Mans ex-Climax FPF-engined car was also converted to Buick V8 power and on June 23, 1963, it was driven by Tommy Dickson to finish fourth in one race at Oulton aerodrome, then retired from another that day when driven by local star Jimmy Blumer.

This car finished second at Charterhall driven by Tommy Dickson, retired at Snetterton when Jackie Stewart made his debut in it, and was then placed 14th at Silverstone in the hands of Doug Graham. Back at Snetterton on August 5, 1963, Jackie Stewart won with the car, following up with a third at Snetterton two weeks later, then retirement from a race at Oulton Park on August 31.

At the end of the season the *Ecurie Ecosse* Association took space in 'Autosport' magazine to advertise the team's 'Success in Development' – citing the Tojeiro-Buick's new outright GT lap record at Oulton Park and race win at Goodwood. The sister EE Coupe had been completed with a Buick V8 engine, being similarly campaigned until it was equipped with a larger and more powerful 4.7-litre Ford V8 engine for 1964.





The Tojeiro EE-Buick Coupe now offered here is, we understand, the car acquired after lying fallow for many years by the revived *Ecurie Ecosse* team's new patron Hugh McCaig in the 1980s. He and Hugh Chalmers both campaigned the car occasionally into the 1990s and in 1998 the latter drove it in the Goodwood Festival of Speed, taking a second place in class behind a Project Aston Martin. The car was acquired by enthusiast Charles Worsley, for whom that accomplished Scottish driver, the late David Leslie drove it in the 2002 Goodwood Revival Meeting. The car reappeared annually at the Goodwood Revival 2003-2005, being prepared and sympathetically developed by leading specialist Chris Keith-Lucas's CKL Developments company. Modifications to both rear cockpit bulkhead and floor improved habitability, structural rigidity and safety. A Hewland HD5 five-speed transaxle had long since replaced the original Corvair production unit, and at Goodwood David Leslie succeeded in holding off a more modern Ford GT40 for many laps.

This is an historically significant and pioneering rear-engined endurance racing Coupe design, predating the far more celebrated Lola Mark 5 GT/Ford GT family. The Tojeiro EE Coupes were commissioned and originally tailor-made to compete at Le Mans. This example's recent history includes a period in American ownership before being sold via Hall & Hall of Bourne, Lincolnshire, to Mr Dick Skipworth for his *Ecurie Ecosse* Collection in 2009. In his hands this rare and distinctive endurance racing Coupe has been further developed and race-prepared for Historic competition by James Dean Racing Services. Spares include an original Corvair gearbox, wheels, some engine components and other sundry spares. It is provenly a most attractive car to organisers of the world's leading Historic racing events, its production-based American V8 engine is not only a powerful and reliable unit but also extremely economical to maintain and service...and above all, this is a superb example of an historic predecessor to so many V8 rear-engined racing Coupes... A well-judged bid buys into history.

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Small ads time 1965-66 – the *Ecurie Ecosse*'s open sports-racing car using Cooper Monaco components and the Tojeiro EE-Buick V8 Coupe advertised for sale.



011

The Ecurie Ecosse team

1960 COMMER TS3 THREE-CAR TRANSPORTER

COACHWORK BY WALTER ALEXANDER OF FALKIRK, SCOTLAND

Registration no. VSG 7

Chassis no. to be advised

Engine no. to be advised



1
This iconic transporter featuring in a contemporary Rootes commercials advertisement.

2
The unique opposed-piston 3-cylinder engine mounts beneath the cab area leaving the bus chassis surface behind completely unobstructed.

3
Workers' playtime – here's the happy band of coachbuilders at Walter Alexander's of Falkirk who built the unique Ecosse transporter.

4
David Murray (third from right) accepts delivery of his unique Ecurie Ecosse transporter. 'Wilkie' Wilkinson stands second left. The car is a borrowed Lister-Jaguar. (Photo credit: Henderson Collection)

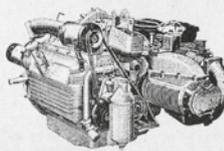
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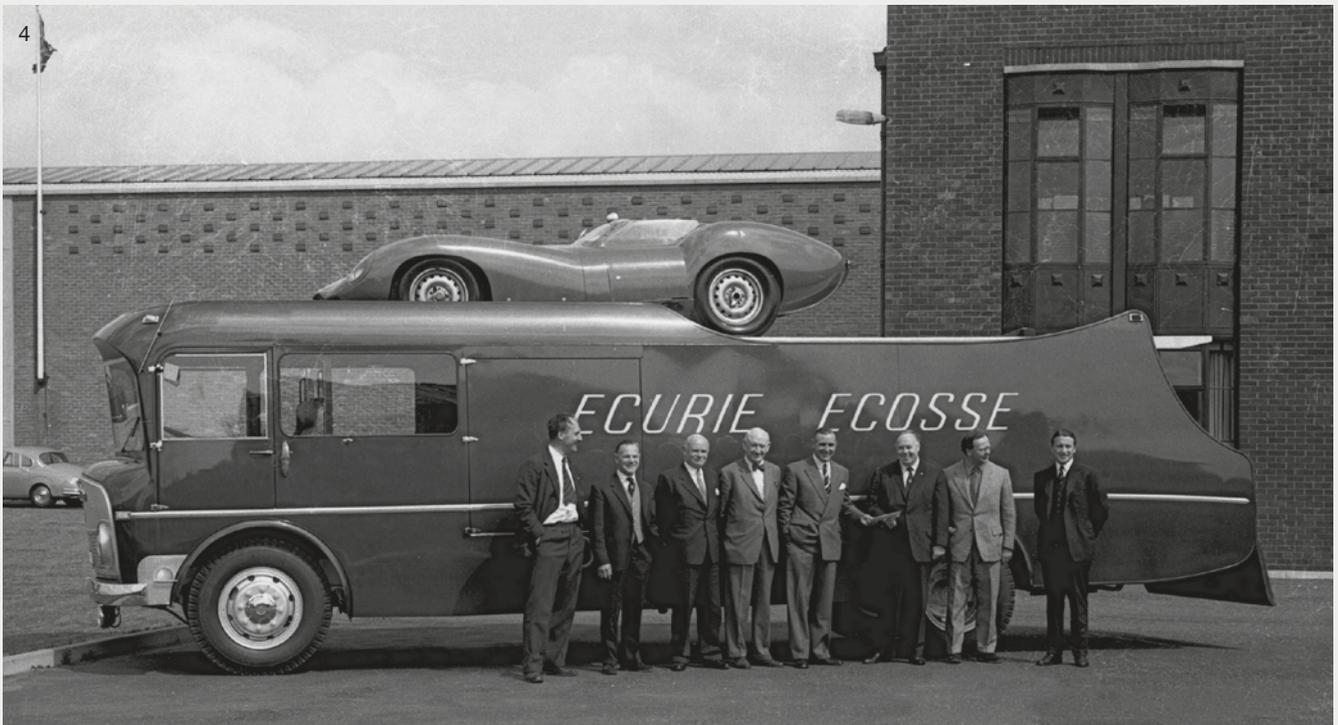
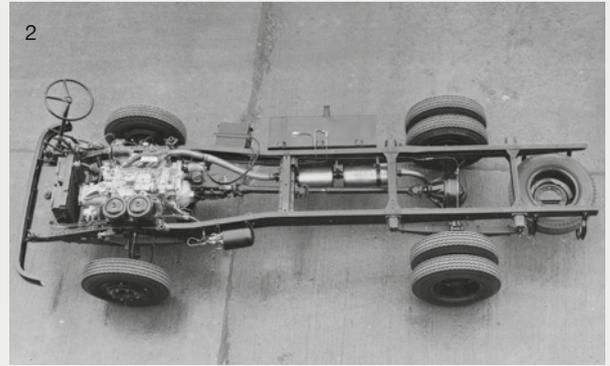
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1960



5



5
Jaguar XK-SS posed on the upper deck of the Ecurie Ecosse Commer transporter.

6
Contemporary 1959-60 snapshots of the final touches being applied to the transporter's interior..

7
Plenty of room down below – loading one of the Ecurie Ecosse D-Types onto the transporter, upper deck already occupied and raised.

8
In its element – the Commer in the Silverstone paddock – fully loaded!



Perhaps the motor racing World's best known and most instantly recognized team transporter, the Ecurie Ecosse team's celebrated Commer is offered here in fully-restored, running and fully 'road-prepared' order – direct from its long-time owner, Mr Dick Skipworth and his magnificent *Ecurie Ecosse* Collection

The team had relied upon a pair of venerable converted coach transporters through the 1950s but once David Murray's D-Type Jaguars had not only won their second consecutive Le Mans 24-Hour race in 1957, but had also come home first and second in that latter year's Grand Prix d'Endurance, membership of their *Ecurie Ecosse* Association supporters club absolutely boomed. Collectively, Association members were keen to help the team's racing efforts. The weakest link in the Merchiston Mews chain was plainly transportation, as identified by Alastair Cormack, managing director of James Ross & Sons Motors, Rootes Group agents. He had been a prominent racing driver with Alta cars pre-war when he competed most notably at Brooklands and Donington Park. Another Association member was Ronnie Alexander, managing director of Walter Alexander and Company of Falkirk, specialist truck and bus coachbuilders, and he offered to have a one-off transporter designed and built by his company. Further support for the project was offered by British Aluminium (paneling), Dunlop, Joseph Lucas and Wilmot Breeden. Machining and other services were also donated by companies such as John Gibson & Sons, and so work began on the team's brand-new transporter in 1959 with substantial funding provided by the *Ecurie Ecosse* Association.

Walter Alexander's Design Manager, Selby Howgate, was himself a colourful character within the Scottish motoring world. He had trained as an aerodynamicist within the British aviation industry and was a tremendous Bentley enthusiast who drove his particularly quick 4½-Litre model "with vigour". A genial, good-humoured gentleman, Selby Howgate wore a luxuriant toothbrush moustache and usually drove his thunderous Bentley swathed in heavy tweeds.

Howgate's contemporary assistant at Walter Alexander's, Ian Johnston, would later recall that had this Commer transporter for *Ecurie Ecosse* been an actual commercial project it would have cost an absolute fortune. This was because the ever-ebullient Design Manager kept changing his mind but in the end what he created has been described as being "...nothing short of stunning in concept and execution". Many people have commented on the upward sweep at the rear of the bodywork which Ian Johnston explains was the answer to Selby's rhetorical question, "What is the most streamlined thing in nature....a fish."

The transporter emerged with a spacious cab for the Commer's crew, plus a six-foot by six-foot square workshop area behind, providing a work bench and vice, and which also gave car-underside access on the upper deck. One car could be accommodated on the 'bottom deck' and two 'up top'. A single hydraulic ram located under the floor raised and lowered the upper ramp via cables, absolutely as original.





This uniquely well-specified Commer transporter was finished in time for the 1960 motor racing season and it made its public debut at the Scottish Charterhall aerodrome circuit on May 29 1960. Wherever it travelled the *Ecurie Ecosse* transporter was admired and when the team was wound down early in 1971 the ageing Commer was sold to the prominent historic racing driver Neil Corner who actually owned – and still campaigned – one of the *ex-Ecurie Ecosse* D-Type Jaguars. The Commer's flanks were re-signwritten to bear the legend 'Corner Racing' but retained the distinctive original *Ecurie Ecosse* style. Mr Corner still waxes quite lyrical about the vehicle even today, over thirty years later. It subsequently passed through many hands including those of Historic racing specialist Tony Merrick and Roger Ludgate but as the years passed so it had deteriorated in the way that well-used, obsolescent commercial vehicles so frequently do. Various tales are attached to the old vehicle, including one that it failed to find a buyer when offered for just £15, and another that since it was still a runner it was used occasionally to transport beer barrels and animal feed...

Meanwhile, Dick Skipworth had just acquired the *Ecurie Ecosse* C-Type Jaguar 'KSF 182' from Campbell MacLaren. The car was being prepared for him by Chris Keith-Lucas, then of the Jaguar specialist Lynx company, and "over a coffee mentioned to him that carting the C-Type around on an open trailer isn't quite the thing, is it? What I'd really like is something a little more in keeping...". Mr Keith-Lucas instantly exclaimed: "I think I know where there's just the thing. But it needs a bit of work!".

Didn't it just. But Mr Skipworth's acquisition of 'VSG 7' now offered here and its subsequent virtually single-handed restoration at Lynx by the late John Hay is one of the great Historic motor racing rescue sagas of all time. During restoration the opportunity was taken to provide sleeping accommodation for the crew behind the cab, while great care was taken to retain virtually all the original superstructure's aluminium skinning. Indeed, as has often been pointed out, the Skipworth/Keith-Lucas intervention probably came just in time to save this iconic vehicle.

Alexander's original brief in 1959-60 had been to provide for *Ecurie Ecosse* a transporter vehicle no more than 30 feet long, yet capable of carrying three contemporary-sized sports-racing cars while also incorporating a workshop space. Selby Howgate selected a Commer TS3-powered bus chassis from the Rootes Group as his starting point, and indeed the vehicle's supremely sophisticated contemporary design provided something of a coachbuilder's dream. Since Commer's revolutionary three-cylinder, opposed-piston compressor-scavenged diesel engine is so compact, it could be housed completely between the chassis side members, thus providing a totally flat platform upon which the transporter bodywork and fittings could be erected.



9

“Chris Keith-Lucas persuades Dick to buy the wreck. ‘Rusty old lorry’ says Carole” - Mrs Skipworth was unimpressed! But times change, and restoration can work wonder.

10

1992 – as acquired “in a sad state”.

11

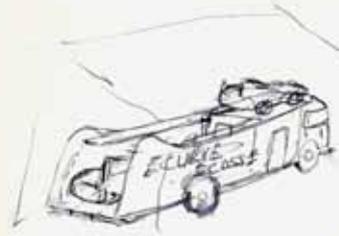
1993 – reaching restoration...

12

50 years of Jaguar, NEC 1995 – smartly dressed and on parade.



9



*Chris Keith-Lucas, 1992
 Persuades Dick to buy the so-called
 "Rusty old lorry" 1990 coach.*

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The renowned TS3 engine was the first diesel unit to be adopted by the Rootes Group and had been created largely by Tilling-Stevens engineers before that company's acquisition by Rootes. The 'TS' initials are those of Tilling-Stevens, who manufactured the unorthodox power unit in their factory in Maidstone, Kent. The unit was unusual not only in being a two-stroke, compression-ignition diesel unit comprising only three uniflow-ported horizontal cylinders, each housing two pistons moving in opposition to one another. Even more unusually, since most opposed-piston engines feature a separate crankshaft at each end of the cylinder, in the TS3 both sets of pistons drove the same single crankshaft housed beneath the cylinders, each piston driving it via a connecting rod, rocker lever and a second connecting rod.

Burned-charge scavenging was performed by Roots-type 'supercharger' that was mounted on the front of the engine, driven by a long quill-shaft from chain drive at the rear of the unit. Cylinder displacement was 3.2-litres and power output was a quoted 105bhp at 2,400rpm, allied to 270lbs/ft torque at just 1,200rpm.

It has been written that: "The new *Ecurie Ecosse* vehicle was without doubt the most memorable of all the transporters from that era, eye-catching in the extreme with its long, rakish lines and forward-sloping windscreen to allow the upper ramps to run the full length of the vehicle. Finished in the usual Ault & Wiborg 'Flag Metallic Blue' with smart gold signwriting either side, it turned heads wherever it went, its unique exhaust note giving advanced warning of its approach...".

Into 2013 the *Ecurie Ecosse* transporter is just as resplendent as it ever was thanks to Mr Skipworth having commissioned its extensive restoration. He has used it for many years now to carry as many as three of his ex-*Ecurie Ecosse* cars. At the 2007 Scottish Classic race meeting at Knockhill Mr Skipworth arrived with the ex-*Ecosse* Austin-Healey Sprite, D-Type Jaguar and the Tojeiro-Jaguar on 'VSG 7'. On the Saturday there, Ian Johnston – the Walter Alexander veteran - came to see the transporter and the following day brought with him Adam Burrell, then in his eighties, who had built the vehicle's

aluminium body back in 1959-60. Hugh McCaig, the present patron of *Ecurie Ecosse*, was thrilled that Mr Burrell had been able to attend, while he in turn was emotional about seeing his creation for the first time in fifty years.

The vehicle operates on an historic licence (incurring zero UK tax). It is rated at 11.5 tons and annually passes the stringent UK VOSA test for commercial vehicles. It will cruise all day long at a comfortable 55mph, returning average fuel consumption of 18 miles per gallon.

In considering this unique racing car transporter's many attributes, its distinctive design has been celebrated over many decades now before a far wider audience since it served as the full-size prototype for a scale-model depiction produced by the Lines Brothers Corgi Toy brand. As recently as this past autumn a Corgi *Ecurie Ecosse* No 16 transporter and gift set, described as boxed and mint, featuring 'VSG 7' as its centerpiece was offered on eBay for a 'Buy it Now' price of £760...

Today, 54 years since it was first commissioned, the real 1:1-scale *Ecurie Ecosse* Commer transporter 'VSG 7' offered here survives as an immensely practicable and highly-useable Historic racing car transporter, and as a much-in-demand and utterly unmistakable adornment for any promoter's Historic event paddock. This is a supremely important 1950s/60s racing car transporter. Unlike the almost-as-distinctive Fiat-Bartolettis made famous by Ferrari, Maserati and Reventlow Scarab/Shelby Cobra – 'VSG 7' presented here has no siblings – it really is unique.... And simply gorgeous.

Refer department

END OF COLLECTION



13
Flag Metallic Blue
on circuit in the sun...
(© LAT)



14
Ecosse transporter –
precious cargo and
55mph cruising.
(© LAT)



012

1949 TALBOT LAGO T26 RECORD CABRIOLET

Registration no. VTO 26

Chassis no. 3432

Engine no. 26426

Car no. 100444



'The new "Lago-Record" was impossibly expensive but at 170bhp it was the world's most powerful production car, and a very fine one to boot.' – Lord Montagu of Beaulieu, *'Lost Causes of Motoring'*.

Talbot Lago's ultimate pre-war road car, the 4.0-litre Lago Special was revived in 1946 as the 'T26 Record' now sporting hydraulic brakes, a Wilson pre-selector gearbox and a 4½-litre, twin-cam version of the classic long-stroke overhead-valve engine producing 170bhp. Its 'T26' designation had been used before – for the 4½-litre GP racers in the late 1930s – and referred to the car's taxation rating of 26CV.

The Record was available with factory bodywork or as a rolling chassis for bodying by independent coachbuilders. Right-hand drive, like all French cars of quality up to this time, the example offered here has Talbot Lago's own undeniably handsome cabriolet body. With its 4½-litre engine and extremely elegant coachwork, this really was a 'Grand Routier' to be proud of and one that doubtless turned heads wherever it went. A proven chassis and running gear coupled to an under-stressed and long-legged engine made these very desirable cars in their day, and they still offer a very attractive package if one is looking for a car to enjoy on rallies and Grand Tours.

Copies of this T26's factory build sheets show that it was first owned by a Mr Galluzia. We are advised that the only lead to this family name is to be found on immigration documents in the USA, and as the vendor bought the car in the United States it is possible it was supplied there new.

The car was bought from a dealer in part-restored condition, having previously formed part of the collection belonging to the late Ed (Edgar Allen) Morgan. Ed Morgan had acquired the T26, which was in a parlous state, circa 1980. His son was unable to recollect where it came from but recalled that it had been caught up in a divorce dispute and left in the garage at the marital home. Apparently, the ex-wife had extracted retribution by having it pushed out and left in the open for a number of years! Hell hath no fury... It is therefore reasonable to assume that the car was taken off the road in the late 1960s or early 1970s. Ed Morgan's son was able to provide many photographs of the restoration, which the current vendor subsequently completed.

Works carried out include stripping and overhauling the chassis, suspension and brakes; rebuilding the wheels with new chromed rims, hubs, spinners and stainless steel spokes; and re-coring the radiator. The engine was stripped and then checked over by Formhalls Vintage & Racing Ltd and fitted with new piston rings. When stripped, engineer's blue was found on the crankshaft, suggesting either a recent rebuild or very little use since new, notwithstanding the state the body was in. The cylinder head was stripped and fitted with new hardened valve seats and new inlet valves. The carburetors were overhauled, the inlet manifold dismantled and fitted with new unions, and the exhaust manifold given a special heat-transfer coating. The exhaust system is a new custom-made stainless steel item.





Rebuilding the gearbox was entrusted to Cecil Schumacher, one of the UK's foremost experts in overhauling the pre-selector type, and the prop shaft renewed. A new wiring loom was installed, the dynamo and starter motor rebuilt, and the lighting upgraded. Flashing indicators have been incorporated in the sidelights using double-filament bulbs.

All the instruments have been rebuilt by Patrick Henry with new faces made from the originals by Bedford Dials. They are OS instruments with cream faces and black numerals, and appear to be unique to this car, as the style has not been seen in another Talbot Lago.

The body was totally dismantled and the timber frame replaced using the original as a pattern (see photographs on file recording the entire process). The body has been re-skinned using repaired original panelling and a new bonnet made to replace the badly rusted original. Painting was carried out with the body off the chassis to ensure no over-spray on any chassis parts prior to re-assembly. All the foregoing was done by Sean Watson of The Old Coachworks, Over Wallop. Sean has painted many top-level classics, some of which have won awards at Pebble Beach. The aluminium moulding along the centre of the body was replaced with new aluminium extrusion specially made for the car (the vendor had another 45 metres of it!). All the brightwork has been re-chromed, the most critical parts being the bumpers, which were entrusted to Derby Plating, arguably the best in the UK.

The interior has been totally re-trimmed throughout in finest quality leather by a retired Rolls-Royce coach trimmer, the spring bases being made by Charles Blyth & Co of Castle Donington. Top quality wool carpet has been used, the edges bound with leather, and a new mohair hood made. 'VTO 26' has covered a minimal mileage since the rebuild was completed earlier this year and is presented in commensurate condition, taxed and MoT'd to June 2014.

Accompanying documentation consists of the aforementioned photographs and factory build sheets, sundry restoration invoices and a more detailed synopsis of the works carried out and new parts used.

Representing the last glorious flowering of a great French marque, this T26 Record would be a welcome invitee at prestigious concours events around the world and is also eligible for important historic competition events such as the Mille Miglia.

£160,000 - 220,000

€190,000 - 260,000

013

No Lot



014

The first production right-hand drive

1959 ASTON MARTIN 4.2-LITRE DB4GT SPORTS SALOON

Registration no. 230 AYE

Chassis no. DB4/GT/0102/R

Engine no. 370/0102/GT







'For many Aston Martin enthusiasts the DB4 was the best of the post-war cars. Previous cars were lacking in power while the later DB5 and DB6 put on weight and were more like fast tourers than high-speed thoroughbreds – and amongst the DB4s the DB4GT was the most thorough all-round Grand Touring car of the lot...' – Mike Twite, *'Motors'*, 1967.

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

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

The new car's competition potential had been recognised from the outset and the factory lost no time in developing a lightweight version suitable for racing, the resulting DB4GT debuting at the 1959 London Motor Show. The model had already been proven in competition earlier that year when the prototype driven by Stirling Moss ('DP/199') won its first race at Silverstone. Extensive modifications to the standard car took 5" out of the wheelbase and replaced the rear seats with a luggage platform on all but a small number of cars. Together with lighter, 18-gauge bodywork, these changes reduced the car's weight by around 200lb (91kg).

The GT used a tuned engine which, equipped with a twin-plug cylinder head and triple Weber 45DCOE carburetors, produced a claimed 302bhp at 6,000rpm, a useful increase over the standard car's claimed 240bhp. Maximum speed, of course, depended on overall gearing but 153mph was achieved during testing with a 0-60mph time of 6.1 seconds recorded. The DB4 was also one of the first cars to go from standstill to 100mph and then brake to a dead stop on under 20 seconds, a tribute, in part, to its up-rated Girling brakes as used on Aston Martin's sports racers of the era.







Viewed from the front, the GT was readily distinguishable by its faired-in headlamps with Perspex covers, a feature later made standard on the DB5 and DB6. The rear screen and quarter windows were Perspex on many examples; bumper over-riders were deleted and the wind-down windows were frame-less within the doors. Twin Monza quick-release competition fuel fillers were added atop the rear wings, leading to a large-capacity fuel tank mounted flat in the boot. GTs were fitted as standard with lightweight Borrani 42-spoke wire wheels with alloy rims and three-ear 'knock-offs'. Trimmed to full Aston Martin road car specification, the interior boasted fine Connolly leather upholstery and deep-pile Wilton carpeting, while the GT benefited from the addition of an oil temperature gauge to the standard complement.

The DB4GT offered a strong challenge to the prevailing Ferrari dominance in GT racing, with examples entered by the works and John Ogier's Essex Racing Stable enjoying numerous victories. Driven by the likes of Roy Salvadori, Stirling Moss, Jim Clark and Innes Ireland, the DB4GT earned its stripes every weekend on the racing circuit. In December 1959, at the Bahamas Speed Week, Stirling Moss won driving a standard customer DB4GT 'borrowed' by the works following the demise of Moss's intended DBR2! The DB4GT was indeed a true dual-purpose car, equally at ease on both the racetrack and Grand Tour.

DB4GT chassis number '0102/R' is the first right-hand drive example completed, its 1959 build date making it eligible for pre-1960 historic events and thus all the more desirable. Delivered to Brooklands (Langley Motors) on 19th December 1959, the car was registered '230 AYE' and first owned by Noel Cunningham-Reid of Grosvenor House, London W1. According to the factory build sheet (copy on file) the original colour scheme was Bristol Red with off-white Connolly hide interior. Two subsequent owners are listed (prior to the current vendor): J D W Longden of Fulwood, Sheffield and P A Densham of Catherine-de-Barnes, Solihull.

In 1981 the Aston passed from Peter Densham to David Forrester Sorrell of Kensington, London and from Mr Sorrell to Frank Sytner of Nottingham in 1986. Some six years later, in May 1992, Mr Sytner offered the car for sale at Brooks' Monaco auction (Lot 88) where it was purchased by the current vendor, who was persuaded to buy the car by a good friend who happens to own the first left-hand drive DB4GT!

The car has been exceptionally well looked after at Aston Martin specialist Richard Williams. It has wanted for nothing and is kept in a heated garage when not in use. Upon purchase the Aston was sent straight to RSW and re-commissioned, receiving new timing chains, a carburettor overhaul, new water pump, new radiator, new clutch, new shock absorbers, refurbished wheels, suspension rebuild and brake overhaul.



Regularly serviced thereafter, the car was treated to extensive upgrading in 1997, the rear axle being rebuilt with a new crown wheel and pinion, new hubs and a 3.31:1 final drive ratio (previously 3.54:1) to improve its cruising capability. At the same time the engine was rebuilt with Carrillo con-rods and Cosworth pistons, being enlarged to 4.2 litres capacity and made unleaded compatible in the process. The transmission was also fitted with an up-rated clutch. In the course of the rebuild the odometer was zeroed; it currently displays a total of 8,500 miles.

Regularly serviced and immaculately maintained by RSW annually regardless of cost, the Aston took part in the 2003 Liège-Rome-Liège Rally, following which it went back to RSW for post-event works. In 2006, the doors and windows were overhauled, sound deadening and new seals installed, the wheels rebuilt and various trim works undertaken. Regular servicing and maintenance has continued annually at RSW. The car's most recent outing was on the Aston Martin Dover to Strasbourg Tour in May 2013.

As well as bills for the aforementioned works carried out by RSW, the history file contains copies of bills from Aston Engineering relating to Frank Sytner's ownership; most MoTs dating back to 1987 (at 90,000 miles); and a copy of a road test article about this very car published in *'Autocar & Motor'* in September 1990. Finished in RSW Green with Parchment leather interior, '0102/R' is presented in generally excellent condition and offered with current MoT/tax and Swansea V5C document.

Aston Martin built a mere 75 DB4GTs plus further 19 Zagato-bodied variants, one Bertone-bodied special and five 'Team' or 'Development Project' GTs. Of these 75 examples, 45 were supplied in right-hand drive form and 30 were left-hand drive. Amongst the most beloved of all Astons, the DB4GT remains unmatched for its unique combination of performance and roadability.

Despite its tremendous rarity and value, the DB4GT remains a popular entrant at major historic racing events such as the Goodwood Revival and the numerous (and highly competitive) Aston Martin Owners' Club Championship race meetings in the UK. The DB4GT was designed for competition and '0102/R' offers a rare opportunity to acquire an original right-hand drive example capable of competing with distinction in a variety of historic motoring events.

£1,200,000 - 1,500,000
£1,400,000 - 1,800,000



015

1948 ALLARD M-SERIES DROPHEAD COUPÉ

Registration no. JOF 189 (see text)

Chassis no. 705

Engine no. 7200726



Racing driver Sydney Allard's post-war cars combined the same virtues of light weight, independent front suspension and an abundance of American V8 power, which had been features of his first trials special of the mid-1930s. These favourable characteristics enabled Allard cars to establish a formidable competition record in the immediate post-war years; Allard himself finishing 3rd at Le Mans in a J2 two-seater and winning the Monte Carlo Rally outright in a P2 saloon.

Introduced in 1947, the M-type (retrospectively M1) was a more civilised version of the contemporary L model and employed Allard's trademark independently suspended 'split' front axle and transverse-leaf rear end in a chassis 6" longer than that of the K-type, the extra length being used to accommodate two rear passenger seats. Like the vast majority of production Allards, the M used Ford components, which were readily obtainable from Ford in the UK, its engine being the Blue Oval's famous 3,622cc 'flat head' V8. Approximately 500 examples were produced between 1947 and 1950.



Being top quality, hand-built, British cars with American mechanicals, Allards were very usable and relatively inexpensive to run and maintain. With their powerful and torquey V8 engine, three-speed manual gearbox and high overall gearing, they were fast and exciting cars to drive. Details of factory and retailer records (copies on file) supplied by Gavin Allard, historian and archivist of the Allard Owners Club, show that chassis number '705' fitted with engine number '7200726' was delivered new to Bristol Street Motors in October 1948. Its first owner was one J E Keightley of the White Lion, Bideford-on-Avon, while the original colour scheme was maroon with matching hood and brown interior. We are advised that the Allard went to the USA in 1990.

A most impressive example, this car was the subject of a total 'last nut and bolt' body-off restoration in the USA that cost the equivalent of almost £100,000. Purportedly, it was a Pebble Beach concours winner in 2003/2004 and undoubtedly would be a strong contender for top concours honours now. Equipped with triple carburettors, the engine has been totally rebuilt to run on Super Unleaded fuel and incorporates tuning parts made by the legendary Offenhauser company in the form of the latter's aluminium cylinder heads.

Fewer than 1,000 miles have been covered since the car's total rebuild circa 2000/2001 and we are able to report that it sounds wonderful and is said to drive superbly. The chassis is as clean underneath as the body is on top. It should be noted that after a further 500 miles the cylinder head bolts will need to be re-tightened to the correct torque setting (recommended figures enclosed with accompanying paperwork).

Chassis number '705' is finished in Flame Red with beige mohair hood, while the re-trimmed interior features beige leather upholstery, contrasting biscuit carpets bound in beige leather, and striking walnut woodwork. Chromed wire wheels have been fitted in preference to the standard steel disc wheels. Sold to a new owner in Germany in 2005, the car comes with a laminated sheet of starting instructions, its American title documents and German customs clearance certificate confirming EU duties paid and enabling EU registration (currently still in date). We are advised that the vendor has applied to the DVLA for a V5C document retrieving the original UK registration, 'JOF 189'. A fabulous car that has to be seen to be properly appreciated, this beautiful Allard soft-top must be one of the very finest of its kind currently available.

£45,000 - 55,000
€53,000 - 65,000

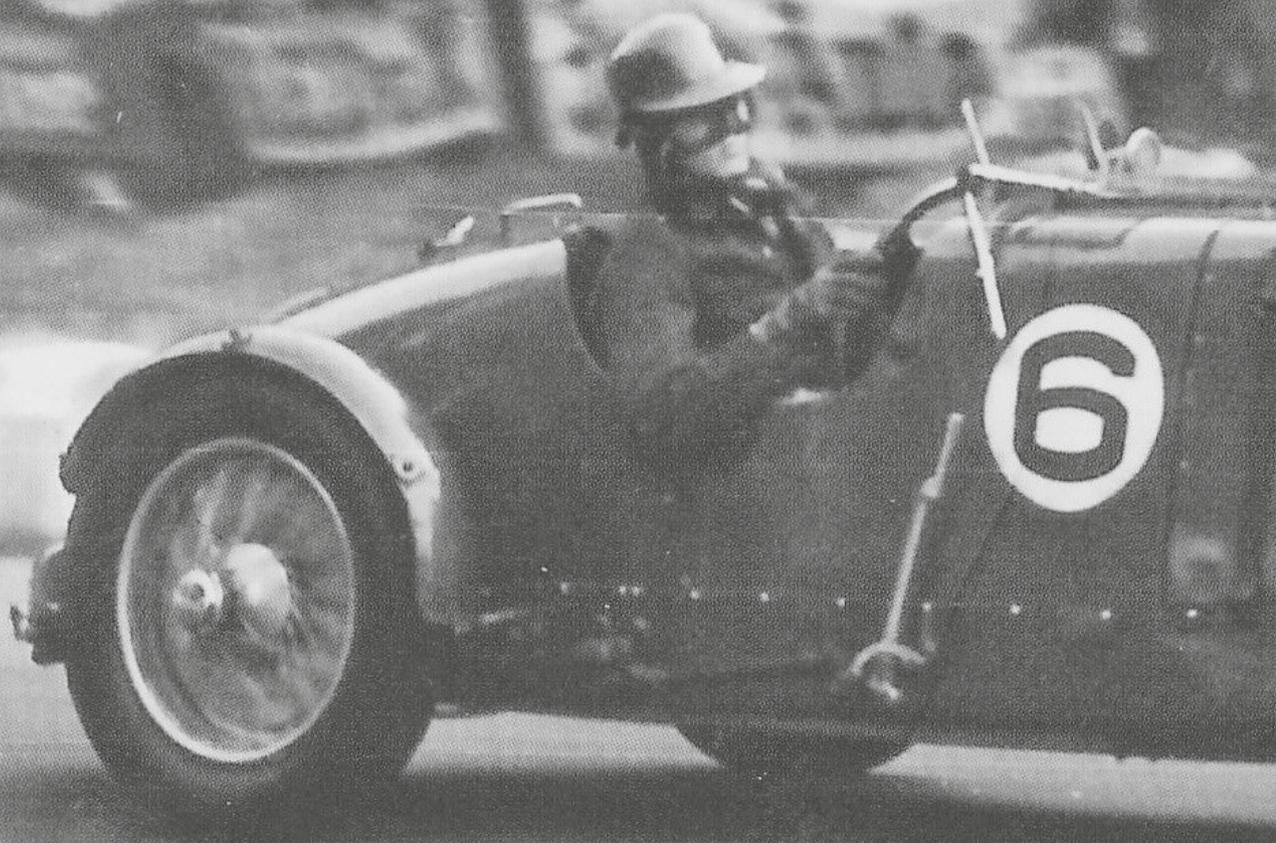
016

In the present family ownership since 1974

1934 ASTON MARTIN ULSTER TWO-SEATER

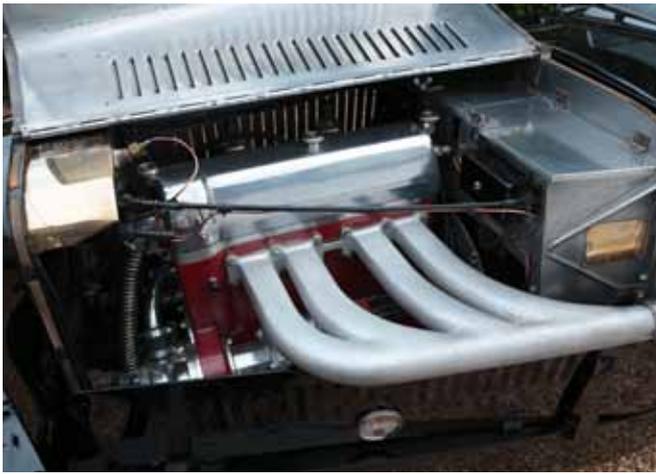
Registration no. DJA 554

Chassis no. L4/525/U



A.F.W ('Tony') Platt competing in the 1951 Bol d'Or





'Based on the MkII chassis, the Ulster was the apotheosis of the pre-war sporting Aston Martin. A replica of the 1934 team cars which had finished 3rd, 6th and 7th in the Ulster TT race, it was made available to amateur racers for just £750.' – Michael Bowler, *'Aston Martin – The Legend'*.

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

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Bertelli was an experienced automobile engineer, having designed cars for Enfield & Allday, and an engine of his design - an overhead-camshaft four-cylinder of 1,492cc - powered the new 11.9hp Aston. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia.

Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1½-litre road car, the duo featured dry-sump lubrication – a feature that would stand them in good stead in long distance sports car events – and this was carried over to the International sports model, newly introduced for 1929.

Built in two wheelbase lengths (8' 6" and 9' 10") the International was manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli.

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

The early 1930s was a period of economic recession and with sales of expensive quality cars falling off, some serious rethinking had to be done at Feltham. The prudent decision was taken to redesign the International chassis using proprietary components to reduce cost. A Laycock gearbox was adopted, mounted in unit with the engine, while the worm rear axle, which had never been completely satisfactory, was replaced by an ENV spiral bevel. There was a redesigned chassis frame and many other modifications resulting in what was virtually a new car, although it carried the same coachwork and was sold as the 'New International'. The original line-up of what would become known as the '2nd Series' did not last long, the New International and two-seater Le Mans disappearing from the range before the end of 1932. That year's Motor Show had ushered in the more familiar Le Mans 2/4-seater, which was also available on the long chassis as the Le Mans Special four-seater.





1
L4/525/U parades before Her Majesty the Queen and HRH Prince Philip at the Royal Windsor St George's Day Festival of Aston Martin, 2005. Peter Heath behind the wheel.

2
AMOC St John Horsfall Trophy Race, 1962
L4/525/U closest to camera.

3
AMOC St John Horsfall, Trophy Race, 1956



Introduced in 1934, the replacement Mark II model sported a new, stronger chassis and a revised engine with counter-balanced crankshaft. Short (8' 7") and long (10') wheelbase versions were built, the latter available with stylish four-seater sports saloon coachwork by Enrico Bertelli.

Racing was still at the forefront of company policy under the stewardship of new owners the Sutherlands, Robert Gordon Sutherland having assumed the post of joint managing director alongside 'Bert' Bertelli in March 1933. For the 1934 Le Mans race, three competition cars were constructed on the new MkII chassis, the frames being copiously drilled for lightness. In the race all three works Astons were sidelined by trifling mechanical problems, prompting Bertelli to try and un-jinx the team by painting the cars – previously always finished in various shades of green – in Italian Racing Red.

The next race on Aston Martin's calendar was the RAC Tourist Trophy at Ards in Ulster, regulations for which stipulated standard chassis. Three new cars were built on unmodified frames and the superstitious Bertelli was duly rewarded with a 100% finishing rate. The trio finished 1st, 2nd and 3rd in class, earning Aston Martin the Team Prize. In 1935 another works car, chassis number 'LM20', finished 3rd overall at Le Mans, winning its class and the Rudge Cup.

In October of 1934, Aston Martin exhibited the resulting spin-off model at the Olympia Motor Show, introducing it as 'a Replica of the three cars which ran so successfully in the 1934 TT race.' Built on the shorter of the two MkII chassis, the Ulster differed little from its more run-of-the-mill siblings, though the engine was subjected to tuning and more careful assembly. Modifications included polishing the inlet and exhaust ports, and raising the compression ratio to 9.5:1 by means of domed pistons and a 'stepped' cylinder head, the result of these changes being an increase in maximum power to around 85bhp. The Laystall crankshaft and the valves and valve springs were of higher specification than those of the other MkII models. Lightweight, door-less two-seater bodywork was fitted and every Ulster was guaranteed to exceed 100mph with full road equipment, a phenomenal achievement for a 1½-litre production car at that time.

A serious competition machine, the Ulster abounded in mechanical refinements resulting from the factory's years of endurance racing experience. These included painting the dashboard matte black and the radiator surround in body colour – reflected early-morning sunlight had been found to be a serious problem when flat out at Le Mans – and securing every chassis nut with a split pin.



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In his book 'Aston Martin 1913-1947', Inman Hunter comments: 'If ever a car looked right for its purpose it was the Ulster, but like all Bertelli Aston-Martins, with a dry weight of 18cwt, it was absurdly heavy in comparison with Rileys, Magnettes and Nashes, so lacked their acceleration. Yet its unique qualities of stamina and superb handling earned the respect of enthusiasts all over the world.'

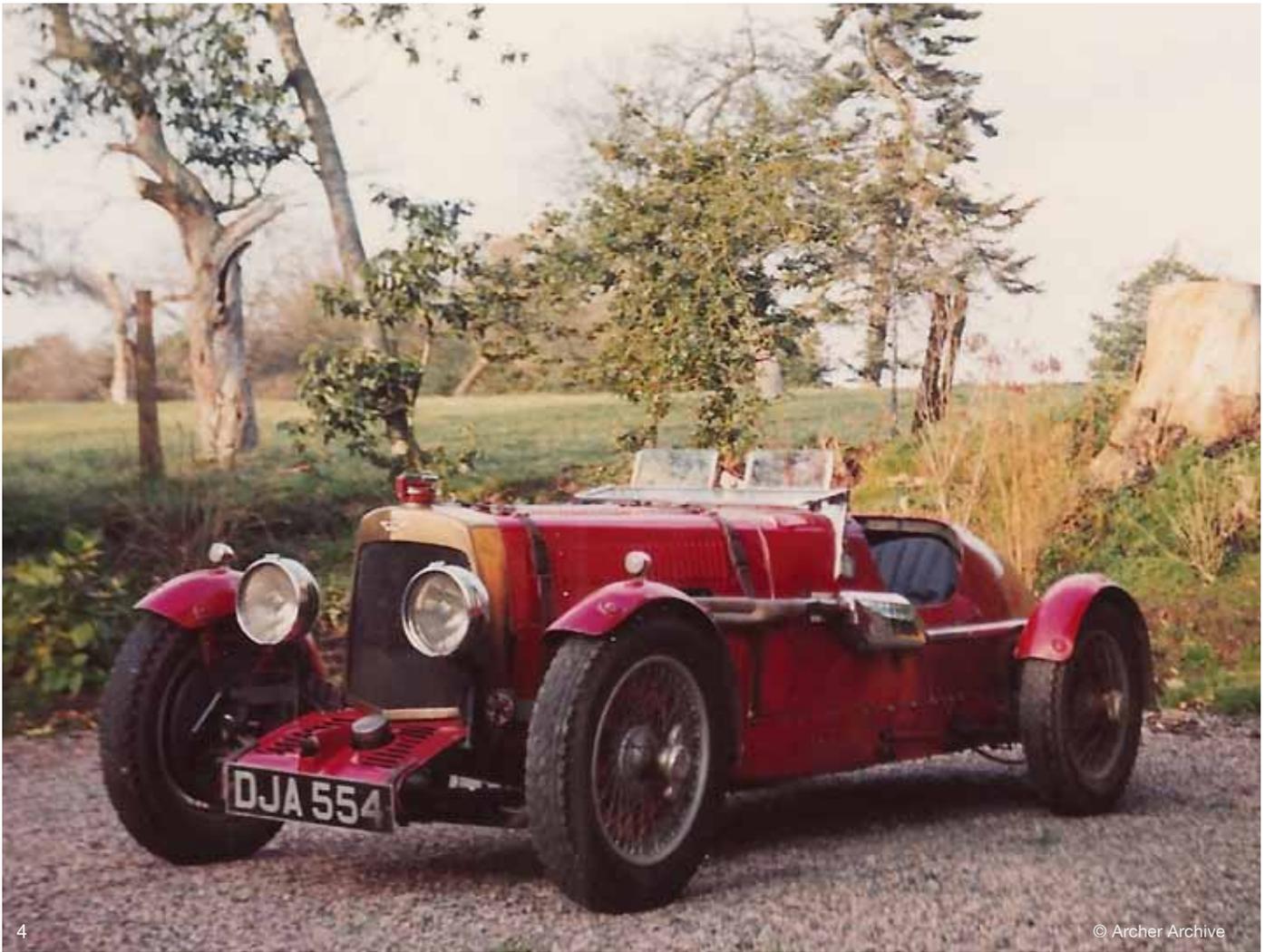
Of the 31 Ulsters built, including 10 team cars, 28 survive and the whereabouts of all are well known. No doubt the car's legendary robustness played a part in this quite exceptional survival rate. Chassis number 'L4/525/U' was registered on 31st December 1934 and delivered new via Winter Garden Garages on 23rd February 1935 to its first owner, one R A Brampton of Elstree, Hertfordshire. Like all fellows, this car is featured in Alan Archer's definitive book on the marque 'Aston Martin Ulsters', published by Palawan Press (pages 178-189). It also appears in Michael Bowler's aforementioned Aston Martin history.

Benefiting from an engine completely rebuilt around a new cylinder block in May 1936, 'L4/525/U' was next owned by one J E Kidd of Gullane and in July 1937 was reregistered as 'MAN 490' in the Isle of Man. Its next recorded owner, from 1947, was Percy D Kissack of Ronaldsburn, IOM, who used it as a course car for motorcycle races. Following Kissack's death in 1948, 'L4/525/U' was purchased by George P Bridge of Douglas, its last owner in the Island.

Owned briefly by one D Jackson in Manchester, the Aston was bought by Anthony 'Tony' F W Platt in October 1949. In 1950 the Manx registration was cancelled. Competitor number '6', Platt's car formed part of the AMOC's 'A' team of Ulsters entered in the 1951 Bol d'Or endurance race, held that year on a circuit in the St Germain Forest near Paris. Unfortunately, mechanical problems forced his retirement.

In January 1953 the Ulster was purchased by J A Bracegirdle of Cheadle Holme, who gained a 1st Class award with it at the AMOC's Snetterton meeting that year. The car then passed to one R Guest of Taunton and in 1955 was advertised in the August edition of *Motor Sport* by Chiltern Cars of Leighton Buzzard. Its new owner, Peter Manley, continued to participate in AMOC events with the Ulster, as did its next custodian, one T J Bennett of Beaconsfield, who in 1962 sold the car to one J S B Price of RAF Marham, Doncaster. The current owner's father, Dr Dudley Heath, purchased the Aston from Dan Margulies in 1974 (see advertisement and receipt on file).

Soon after acquisition the engine was overhauled by marque specialists Morntane Engineering (bills on file) and the car repainted in black by Faulkner Brothers of Birmingham. 'L4/525/U' resumed its competition career with the AMOC in 1978 at the annual St John Horsfall Trophy races. Its other public appearances during this period include the Windsor & Ascot Historic Vehicle Silver Jubilee meeting in Windsor Great Park (1977), the AMOC display at the Town and Country Festival, Stoneleigh (1978) and the VSCC Golden Jubilee meeting at Malvern (1984). A photograph in Alan Archer's book shows 'L4/525/U' undergoing further restoration in the mid-1980s.



4

© Archer Archive

During the late 1980s/early 1990s, the Ulster took part in several Norwich Union Rallies and in May 1994 was displayed at the International Vintage Car Exhibition at the NEC, Birmingham. In 2000 Dr Heath gifted the car to his son Peter, the current vendor.

Some 20 years having passed since its last restoration, 'L4/525/U' was by now due for further refurbishment. Mostly undertaken during 2008, this included restoration of the engine, body, chassis and running gear at a cost of circa £33,000, a gearbox rebuild and other works having been carried out a few years previously at a cost of circa £12,000 (bills on file). It should be noted that this car (like most pre-war Astons) has been fitted retrospectively with coil ignition. Rebuilt in 2009, the original magneto is included in the sale and could easily be refitted should the new owner so require.

Co-ordinated by Bruce and Jim Young, the engine rebuild being entrusted to Tim Abbott, the restoration continued into 2009 when the chassis and body, the latter still original, were restored and the interior re-trimmed by Bruce Young Coachworks. Invoices for the foregoing totalling over £15,000 are on file together with numerous others detailing general maintenance carried out over the years by Bruce Young and bearing witness to the fastidious care the car has received, the most recent being dated June 2013.

Recent landmarks and achievements include:

- 2004 St George's Day Windsor Castle timeline Parade of Aston Martins and drive past before HM The Queen and Prince Philip
- 2010 Runner Up Pre-War Class 75th Anniversary Concours of the AMOC at Blenheim Palace
- 2010 Winner of the Horace Wilmhurst Trophy for the most interesting newcomer to Concours events during the year
- 2011 Winner of the Derek Edwards Trophy at AMOC Spring Concours, Althorp, 1st in class (pre-war)
- 2012 4th Elite Class (AMOC) for previous winners of all classes at Spring Concours (Waddesdon Manor)
- 2013 Aston Martin Celebrity Celebrations at Kensington Palace Gardens, chosen as one of the 100 'iconic' Aston Martins for the timeline display.

As well as the aforementioned invoices, the substantial history file contains photographs of the Aston's first restoration in the 1970s, a quantity of expired MoT certificates, VSCC 'buff form' (listing it as standard) and Swansea V5C registration document. Also included in the sale is its individually chassis-numbered Owners' Edition of 'Aston Martin Ulster', leather bound and featuring an aluminium plate on the cover etched with the car's photograph. Only 31 copies of the Owners' Edition were printed.

Representing a once-in-lifetime opportunity to acquire a well-documented example of Aston Martin's finest sports car of the pre-war era, 'L4/525/U' is eligible for all the most important historic motor sports events including Le Mans Classic and the Mille Miglia.

£600,000 - 800,000
€710,000 - 940,000



4
L4/525/U shortly after Dr Dudley Heath
purchased the car from Dan Magulies.

5
T.J Bennett in DJA 554 AMOC
St John Horsfall, Trophy Race, 1962.

6
Dr Dudley Heath poses with the freshly
rebuilt DJA 554.



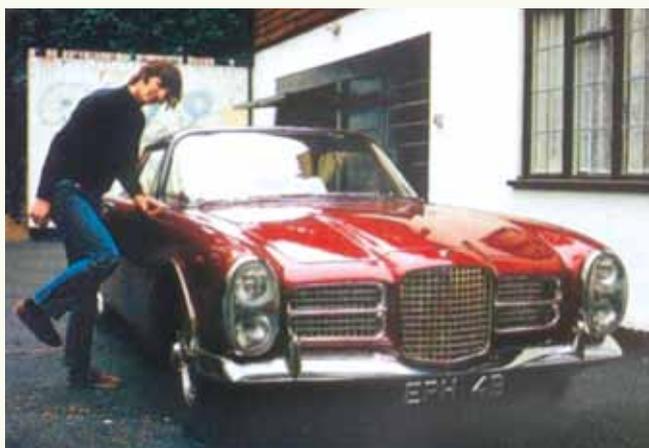
017

**Earls Court Motor Show, ex-Ringo Starr
1964 FACEL VEGA II COUPÉ**

Registration no. EPH 4B

Chassis no. HK2B 160

Engine no. 277614



Ringo Starr with his Facel outside
Sunny Heights, St George's Hill estate
in Weybridge, Surrey, England, 1966

'The HK500 was the most interesting car we ever made but the Facel II was the best. It was totally *elegant*.' – Jean Daninos.

In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious and fast. Hand built, they were, of course, necessarily very expensive – the Facel II was priced in Rolls-Royce territory – and were bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners includes royalty, politicians, diplomats and entertainers: Tony Curtis, Danny Kaye, Joan Fontaine, Ava Gardner and Ringo Starr – first owner of the car offered here - being counted among the latter. Confirming that there was high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing figures such as Sir Stirling Moss, Maurice Trintignant and Rob Walker.

Founded by Jean Daninos in 1939, *Forges et Ateliers de Construction d'Eure-et-Loir* (FACEL) specialised in the construction of aircraft components and metal furniture. After the war the company engaged in the supply of car bodies to Panhard, Simca and Ford France, before branching out into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon. Government legislation had effectively killed off France's few surviving luxury car manufacturers after WW2, but that did not deter Jean Daninos in his bold attempt to revive what had once been a great French motoring tradition.

A luxurious *Grande Routière*, the Vega took its name from the brightest star in the Lyra constellation and featured supremely elegant coupé bodywork welded to a tubular-steel chassis. There being no suitable French-built power unit, Daninos turned to the USA for the Vega's, that chosen initially being Chrysler's 4.5-litre, 180bhp V8, while there was a choice of push-button automatic or manual transmission.

Improvements to the first FV model were not long in coming, the FV1, introduced in March 1955, featuring a lengthened wheelbase for increased rear seat room and a 4.8-litre, 200bhp Chrysler V8. A few FV1 cabriolets were built but Daninos was not keen on soft-tops and production concentrated on fixed-head coupés, although there was also the Excellence, a limited-edition four-door saloon on an extended wheelbase.

An improved model, the HK500, appeared in 1957. Maximum power was now around 360bhp courtesy of the latest, 5.9-litre (later 6.3-litre) version of Chrysler's 'hemi' V8 and top speed rose to around 140mph, making the HK500 one of the fastest cars of its era and almost certainly the fastest four-seater. Power steering became an option and Dunlop disc brakes were adopted as standard equipment in 1960. Capable of effortless and virtually silent 120mph cruising, the HK500 possessed, according to *'The Motor'* magazine, 'a brilliant combination of good comfort and quite exceptional roadholding.' HK 500 production amounted to only 500-or-so units between 1958 and 1961, with circa 98 delivered to the UK.





1
The car retains its original interior as enjoyed by Ringo Starr in the 1960's



Launched in 1961, the successor Facel II was destined to be the last of the V8-engined models. Road testing one in 1962, *The Autocar* commented; 'A striking amalgamation of French, American and British components, the big Facel has a wonderful way of covering the miles extremely fast without mechanical fuss.' Following an unsuccessful venture into engine manufacture that effectively bankrupted the company, production ceased in 1964 after a mere 182 Facel IIs had been built. Today these rare Franco-American *Grandes Routières* are among the most highly sought after of post-war classics.

Chassis number 'HK2 B160' is the very last of only 26 right-hand drive Facel IIs made and the only one of five RHD examples equipped with the Pont-à-Mousson manual gearbox that also had the 6.7-litre, 390bhp, 'Typhoon' twin-carburettor engine. Other noteworthy original features include power assisted steering and the rare chromed disc wheels.

One of the last Facel IIs to be imported by HWM Intercontinental Cars Ltd, '160' was first registered by the importer as 'EPH 4B' in October 1964. Thirteen months later, in November 1965, the car was sold to its first private owner, Beatles drummer Ringo Starr, whose real name (Richard Starkey) appears in the accompanying original logbook. It cost over £5,000, putting it in the same league as a Rolls-Royce Silver Cloud III.

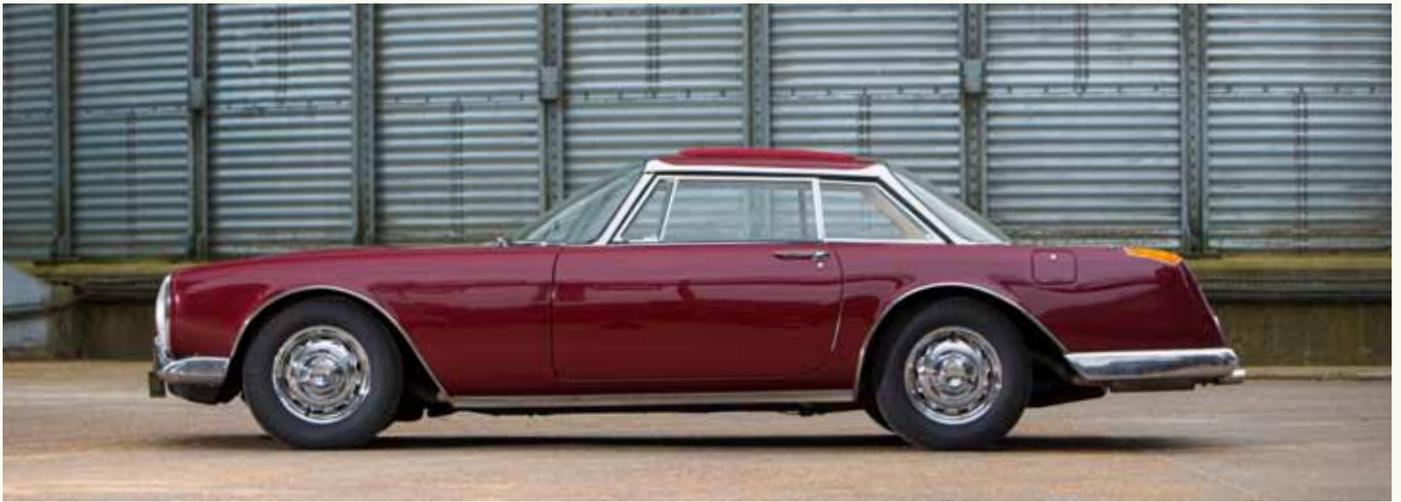
Although kept at Ringo's home in Weybridge, Surrey, the car was registered to him at Albemarle Street, London W1 where The Beatles Ltd occupied offices. A copy of the press release issued by Intercontinental Cars (George Abecassis) is on file, listing this car and another Facel II (finished in metallic silver-grey and fitted with automatic transmission) as its exhibits at the 1964 Earls Court Motor Show.

Born in July 1940, Ringo Starr was a member of another Liverpool group, Rory Storm and the Hurricanes, when The Beatles formed in 1960, only joining them when Pete Best left in 1962. He sang lead vocals on hits such as *'With a Little Help from My Friends'*, *'Yellow Submarine'* and *'Act Naturally'*, is credited as co-writer of *'What Goes On'* and *'Flying'*, and as the sole author of *'Don't Pass Me By'* and *'Octopus's Garden'*.

By the time Ringo took delivery of the Facel, the Beatles had had nine UK No.1 hits and eleven in the USA, and had just completed their second feature film – *Help!* – in which he played a central role. In only a few years the 'Fab Four' had gone from owning little more than their instruments and the clothes they stood up in to being the most successful pop group on the planet. Small wonder then that they felt the time was ripe to reward themselves with a few luxuries.



2
Ringo looks delighted alongside his beloved Facel II



In May 1968 ownership passed to one Reginald Kearsley of Wellingborough, chairman of United Carriers. Interviewed by the *Evening Standard* in March 1968, Ringo explained his reason for parting with it: 'I like the security of marriage and the family. In fact, I'm thinking of selling my Facel Vega and getting an ordinary family saloon, something like a Mercedes.'

The original logbook records various subsequent changes of registration and lists a further three owners, the last of whom – Mark Walker – acquired the car in 1970 and fitted the Webasto sunroof. Old-style V5 registration documents on file record the next owner as Eric Phillpott (from December 1988). The current owner acquired the car from the Phillpott family in March 2012.

Subject to a restoration in 2012/2013 costing over £40,000 (invoices on file), the Facel retains its original engine and beige leather interior, and is finished in metallic red. Said to drive perfectly, 'EPH 4B' has covered only some 1,000 miles since the rebuild's completion earlier this year and is presented in generally excellent condition.

Chassis number '160' is featured in various books on the marque, including Martin Buckley's definitive *'Facel Vega Grand Luxe Sportif'*, and appears in the current edition of *'Classic & Sports Car'* magazine in an article about cars owned by The Beatles. In 1981, while in Mark Walker's ownership, it featured in *'The Autocar'* magazine (6th June edition). A copy of the November 2013 edition of *'Classic & Sports Car'* is in the accompanying history file together with the aforementioned registration documents and restoration invoices. Also in the file are copies of the original History Sheet and chassis listing; DVLA and previous-owner correspondence; copies of press cuttings and marque-related literature; copy owner's manual; and a quantity of expired MoTs and tax discs, etc. The car is currently taxed and MoT'd and comes with current V5C registration document.

A unique example of an already exclusive model, this exquisite Facel Vega represents a once-in-a-lifetime opportunity for anyone who loves both fine cars and The Beatles.

£300,000 - 350,000
€350,000 - 410,000

018

1937 ROLLS-ROYCE PHANTOM III SPORTS SEDANCA DE VILLE COACHWORK BY GURNEY NUTTING

Registration no. ELL 584

Chassis no. 3CP62

Engine no. C68Z

Body no 1801



'The most captious critic is obliged to admit that a Phantom III provides all that can be wished for in a large luxury motor-car. The comfort, silence and road-holding with really impressive acceleration and maximum speed made a combination of virtues which few cars of the time could equal.' - Anthony Bird, *'Rolls-Royce Motor Cars'*, 1964.

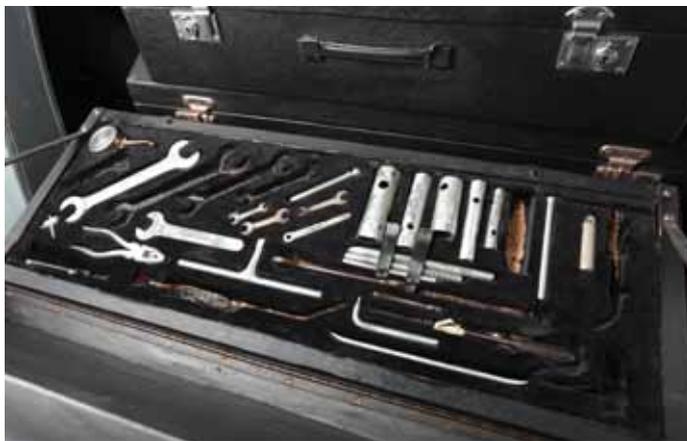
Perhaps the most outstanding luxury car of the 1930s - certainly on this side of the Channel - was the Rolls-Royce Phantom III. Introduced in 1936, the 7,340cc V12-engined Phantom III succeeded the Phantom II, the six-cylinder engine of which was considered to be at the end of its development life. The choice of a V12 configuration was a logical one for Rolls-Royce, the company already having had considerable experience of manufacturing V12 aero engines such as that used in the record-breaking Supermarine S6B seaplane. No doubt another consideration was the need to match the multi-cylinder opposition, notably the V16 Cadillac and V12 Hispano-Suiza.

A state-of-the-art design employing advanced materials and techniques such as 'skeleton' cylinder blocks with wet liners and aluminium alloy cylinder heads, the PIII V12 produced 165bhp in its debut form. The maximum output was subsequently raised to 180 brake horsepower, which was sufficient to propel later examples to 100mph, earlier models being capable of around 90. Its engine configuration aside, the Phantom III represents an important milestone in the history of Rolls-Royce cars, being the first with independent front suspension. A total of 710 had been manufactured when WW2 halted production, of which around 300 exist worldwide today.

The Rolls-Royce Phantom III was, of course, an exclusively coachbuilt automobile. Most of the great British coachbuilding firms offered designs, many of them unique, on the Phantom III chassis. Some of the most widely admired were the work of J Gurney Nutting, a company associated with quality marques - Bentley in particular - from its earliest days and a supreme practitioner of the coachbuilding craft in the late 1930s. Founded in Croydon, Surrey in 1919, Gurney Nutting had bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas.

Gurney Nutting's work had a sporting flavour from the outset and succeeded in attracting the attention of society's upper echelons; the Prince of Wales and Duke of York were clients, and the firm gained its Royal Warrant in the early 1930s. Daimler and Rolls-Royce had been added to the Gurney Nutting portfolio in the mid-1920s, and the fruitful association with the latter continued into the succeeding decade.

While most Phantom IIIs carried formal coachwork, '3CP62' is one of the very few bodied in streamlined 'Art Deco' style. A masterpiece of design and craftsmanship, the unique sports sedanca de ville body (number '1801') represents British coachbuilding at its zenith, incorporating a wealth of interesting features including a rear-compartment radio, rear electric blind, concealed interior lights, electric division, adjustable driver's seat back, supplementary (internal) windscreen wipers, and fitted tool trays beneath the front seats and in the boot.





Other original specification details include Metallic Dust paintwork and the 'F'-type low-rake steering column. An exceptionally versatile design, it affords the owner the options of driving in enclosed luxury one day and in top-down, wind-in-the-hair style the next. The car is featured in Lawrence Dalton's *Those Elegant Rolls-Royce*.

Accompanying copy chassis cards reveal that the Phantom was ordered via H R Owen by Brendan Bracken MP, the flamboyant Irish politician and ally of Winston Churchill, who would go on to publish *The Financial Times* and *The Economist*. However, although the car was on test in May 1937, it was not completed and the guarantee issued until February 1938, by which time Bracken would appear either to have had a change of heart or simply lost patience, for the first owner listed is one C Treherne Thomas of 3 Seamore Place, London W1 (presumably a misspelling of Seymour Place). Chairman of Richard Thomas & Co Ltd of Ebbw Vale, a haberdashery firm, its owner was a dedicated Rolls-Royce aficionado who owned at various times two 20/25hp models, a Phantom II, an earlier Phantom III and a Bentley 3½-Litre, all but one of which had Gurney Nutting bodies. He did not keep '3CP62' for very long though, its next owner, from 30th July 1938, being recorded as one Walter MacFarlane of Saracen Foundry, Glasgow, which at that time was an internationally renowned manufacturer of ornamental ironworks.

As is so often the case, no records exist of the car's ownership or whereabouts during WW2. In December 1945 it was advertised for sale in *The Times* by Hoffmann's Garage of Halifax, and later carried the registration 'ROH 1', a number associated with the Royal Opera House in Covent Garden.

In the mid-1970s the Phantom was sold via the well-known London Rolls-Royce specialists Frank Dale & Stepsons to the Hayashi Collection in Japan. From there it passed to the Matsuda Collection before returning in 1995 to the UK where it was owned by well-known collector, Terry Cohn, who undertook a major but sympathetic restoration and reregistered the car with its original 1938 plate: 'ELL 584'.

In June 2001, '3CP62' was among the selection of Rolls-Royce motor cars offered for sale by Bonhams at the Rolls-Royce Enthusiast Club's Annual Rally at Towcester Racecourse following Terry Cohn's death (Lot 718). The Phantom was purchased at Towcester by Andy Macgill, who carried out further maintenance – new radiator core, new dynamo, new engine mounts and overhauling the hydraulic jacking system – before parting with it in 2005 (details on file).

We are advised by the vendor that the Phantom's overall condition suggests that it has been very well maintained and that the recorded mileage of 69,000 miles may well be genuine. The coachwork is described as in very fine order and the car is said to drive beautifully. Every instrument works, as do the door locks, electric blind and division. '3CP62' retains its original engine and body, comes with most of its original tools, and is offered with a substantial history file containing its Swansea V5C registration document and the aforementioned copy chassis cards and restoration invoices. The sensible provision of an overdrive unit is the only notified deviation from factory specification.

£200,000 - 300,000
€240,000 - 360,000





FILLING

019

'The Most Original Car', Salon Privé Concours d'Élégance, 2012

**1970 DE TOMASO MANGUSTA COUPÉ
COACHWORK BY CARROZZERIA GHIA**

Registration no. GEE 5E

Chassis no. 8MA-1216





This outstandingly original de Tomaso Mangusta has had only two owners from new and was purchase by the current vendor, award-winning portrait photographer Jonathan Root, directly from the family of the deceased first owner, Alitalia pilot Giancarlo Furiosi.

One of the very first supercars, the Mangusta effectively established De Tomaso as a serious automobile manufacturer on its arrival in 1967. Alejandro De Tomaso had begun racing in his native Argentina in 1951 before moving to Italy to drive for Maserati and OSCA, the latter firm having been founded by the Maserati brothers after they sold up. This experience inspired him to form his own company - De Tomaso Automobili - in Modena, Italy in 1959. Racing was the order of the day to begin with, the fledgling firm building cars for Formula Junior, Formula 3, Formula 2 and Formula 1. De Tomaso's first road car - the Vallelunga - did not appear until 1965. A pretty, mid-engined coupé powered by a 1.5-litre Ford four-cylinder engine, the Vallelunga was built in small numbers and was not a success, but did contribute its short-wheelbase, backbone chassis, albeit extensively re-engineered, to the Mangusta.

Introduced in 1967, the Mangusta (mongoose) was powered by a mid-mounted 289ci (4.7-litre) Ford V8 engine. Also used to power Ford's GT40 Le Mans challenger, the iconic '289' produced 306bhp as installed in the Mangusta, which also used the GT40's early-type ZF transaxle. Later Mangusta production used the less desirable Ford '302' engine producing only 220bhp, together with a later ZF transmission.

Carrozzeria Ghia's Giorgetto Giugiaro contributed the striking coachwork featuring 'gull wing' engine covers, which had been intended for Giotto Bizzarrini.

There is much in Giugiaro's design that echoes his work when designing the Maserati Ghibli, Iso Grifo, Ferrari 250 *Berlinetta* Bertone and, of course, the timeless Alfa Romeo Giulia Sprint GT. With 300-or-so horsepower on tap, the aerodynamic Mangusta was good for a top speed in the region of 155mph. All-round disc brakes helped restrain this outstanding performance. De Tomaso enjoyed close links with the Ford Motor Company at this time and the American firm helped put the Mangusta into larger scale production than would otherwise have been possible. Nevertheless, only 401 examples were made between 1967 and 1972, compared with 765 examples of the contemporary Lamborghini Miura, and any Mangusta is extremely rare.

Jonathan Root first encountered a De Tomaso Mangusta at the Goodwood Revival Meeting in 2008 and was immediately smitten. 'I had never seen anything like it before,' he recalled. 'This was the only car I photographed that day.' The fact that the Mangusta was the work of one of Italy's finest automotive stylists struck a chord with Jonathan, who specialises in photographing designers and architects. Searching for Mangustas for sale, he came across the car offered here, 'MA-1216', which was advertised as a one-owner example with 30,000 miles recorded.

The car was in Italy, so with marque specialist Johnny Woods for company, Jonathan flew to Rome in March 2009. Its late owner's son took them to the medieval town of Spoleto to view the car, which was in the garage belonging to the mechanic that had looked after it from new. Johnny began examining the Mangusta and then whispered 'you have to buy this - it's so original' and the deal was done. Johnny later remarked that it was the most original Mangusta he had ever seen, a testimony to its unique provenance.



The late owner Giancarlo Furiosi had drunk champagne with Alejandro De Tomaso to celebrate collecting the car from him, so Jonathan and Johnny drank a champagne toast with the family and mechanics. Tragically, Giancarlo had died in 2007 while competing in a mountain cycle race. He had owned a Jaguar E-Type, a Maserati, a Cisitalia and a Cessna light aircraft but had kept only the De Tomaso. A typical Italian, he was obsessed with speed and style. His Argentinian flag key ring comes with car. On the journey back to the UK, the Mangusta was found to be a quiet and comfortable long-distance cruiser, though the original - and bald - Pirelli tyres made it difficult to keep it in a straight line!

Number '357' of the 401 built, '8MA-1216' has been kept in a low-humidity garage since acquisition. The car had been repainted in 1997 in its original colour scheme of Apple Green (see factory records) and since coming to the UK has never required any welded repairs to pass the MoT test. A further 10,000 miles have been covered since 2009, including outings to public events where the Mangusta never fails to attract favourable attention. These include the RAC Club, Pall Mall in 2010, the Auto Italia event at Stanford Hall in 2010 ('Car of the Day') and the prestigious Salon Privé Concours d'Élégance in 2012 where it was voted 'The Most Original Car'. '8MA-1216' has the four-headlight front end, bucket seats and air conditioning, the latter a vital addition. Other noteworthy original features include its - Mangusta unique - Ferrero steering wheel, carpets, rubber seals and rough-cast Campagnolo magnesium alloy wheels, the spare still shod with its 1970 Pirelli.

The car even retains its original tool kit and gold-embossed 1st owner's De Tomaso wallet, this combination of exceptionally rare items almost certainly making it unique. Used only for UK shows, the original Italian number plates are included in the sale.

Maintained by Mangusta expert Johnny Woods, the car benefits from an engine top-end rebuild and overhauled steering and brakes, and has been fitted with a new clutch, new Koni shock absorbers, a hand-built stainless steel exhaust system and B F Goodrich tyres. Upgrades include electronic ignition, a Holley carburettor, safety catches for the 'gull wings', and a protective skid plate for the ZF transaxle. Any original parts removed have been kept.

The three marque registries estimate that there are some 250 Mangustas remaining worldwide, with a total of only eight in the UK comprising both the early 'four headlight' and the later 'pop up' versions. Stunning to look at, exciting to drive and sounding just like a GT40, '8MA-1216' is offered with its original Italian registration papers, current MoT/tax, UK V5C registration document and sundry invoices relating to its recent mechanical overhaul. The appropriate cherished registration number GEE 5E is also included with the Lot. It is said to run 'like a Swiss watch' - driving better than new - and being left-hand drive would be the perfect companion on a fast run to the South of France.

£120,000 - 150,000
€140,000 - 180,000

JOHN COOMBS (1922-2013)

When John 'Noddy' Coombs died in Monte Carlo on August 3, he was one of the last of the great British motor racing team patrons whose career had begun as a private owner-driver.

He was 91 and until his very final few weeks looked probably twenty years younger. He had simply never seemed to change, his wavy silver-blond hair always brushed and set to perfection, his bright, piercing eyes always questioning, checking, supervising. He had a reputation for never being an easy man – but he was a firm friend to many, and he could be thoughtful, deeply caring and generous to a fault. He had grown up through the 1920s in the family home at St Catherine's just on the southern edge of Guildford in Surrey, where his father had been a wheelwright, blacksmith and coachbuilder. After building a few car bodies Mr Coombs Sr began trading cars. He converted the front of his St Catherine's premises into a four-car showroom with the family living upstairs, and it would be there – postwar – that the Coombs Jaguars would have their lair.

Mr Coombs Sr took his young son to Brooklands just pre-war and John was immediately hooked. He first competed postwar in an elderly Aston Martin, and then a variety of Formula 3 and Sports Cars in the early/mid-1950s.

As his increasing business commitments and burgeoning Jaguar dealership at St Catherine's weaned him away from driving he considered preparing and entering cars for others to drive. When Jaguar introduced the Mark II saloon Coombs of Guildford emerged as a regular, variably works-supported, entrant. The evolution of John Coombs's grey-liveried Jaguars registered 'BUY 1' and 'BUY 12' has become enshrined in the Jaguar legend.

Under his generalship Coombs of Guildford ran Jaguar saloons and the famous development E-Type '4 WPD', assorted Cooper Monaco sports-racing cars, the grey Ferrari 250GTO, and later Brabham, Lotus and Matra Formula 2 cars for such names as Salvadori, Graham Hill, Jack Sears, Mike MacDowel, Jackie Stewart, Michael Parkes and many, many more.

Into the Historic racing era he became a great supporter and regular fixture at Goodwood events and, living in Monte Carlo in semi-retirement, he also supported development of the *Monaco Historique*. He has left a widow, Ellie, whom he married in 1981, and a stepson.

That motor trading/racing coterie of John Coombs, Alan Brown, Roy Salvadori, Geoffrey Clarke (of Connaught), Tommy Atkins, Tommy Sopwith, Colonel Hoare, John Young and yes – Bernie Ecclestone – enjoyed nothing better than scoring points off one another. Perhaps Noddy scored more than most. Throughout his long life he also, quietly, probably helped more than most.

We at Bonhams are privileged to handle John's motor cars on behalf of the family.



Noddy waving Graham's TT-winning GTO to a halt at the pits during the 1963 Goodwood TT



020

Left-hand drive

1991 ROVER MINI COOPER SALOON

Chassis no. SAXXNNAMMBD023729

Not registered with DVLA



Fifty years ago the notion that the Mini might have a future as anything other than basic transport was anathema and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous.

Following the original's demise in 1971, John Cooper sold his own modified Minis under the 'Mini Cooper' name from the mid-1980s, before Rover's acquisition of the rights made it possible to officially re-launch the model in July 1990. The new Mini Cooper was based on the Mini 30, the most luxuriously equipped Limited Edition Mini to date, but fitted with the 1,275cc MG Metro A-Series engine rather than the 30's 998cc unit.

As a prelude to series production, which commenced in September 1990, Rover's Special Products division built a limited run of 1,650 cars in the summer of that year. More luxurious than the production version that followed, the 'RSP' or 'Limited Edition' Mini-Cooper featured a striped bonnet, leather trim, red leather-bound steering wheel, wooden dashboard and tinted glass. Little more than a year later, the engine was given fuel injection to enable it to meet tougher emissions legislation, the resulting model being known as the 'Mini Cooper 1.3i'. Power increased from 61 to 63bhp and there was a slight gain in top speed, which was now 92mph.

This left-hand drive, manual transmission Mini Cooper was purchased new in Monaco and was John Coombs' everyday car until circa 2002, when he replaced it with a BMW Mini. The car was sent over to the UK approximately three years ago and has remained in storage since then. Presented in generally good condition, it has covered only 25,000 miles from new and although not UK registered is MoT'd to September 2014.

£3,000 - 5,000
€3,600 - 6,000

021

The Earls Court Motor Show, ex-Briggs Cunningham, Sebring 12 Hours
1952 FRAZER NASH TARGA FLORIO SPORTS

Registration no. TYJ 999

Chassis no. 421/200/175

Engine no. BS1/109





'AFN Ltd were certainly living up to their reputation for building anything that the customer wanted, and perhaps even built things the customer didn't want, but bought just the same...' – Denis Jenkinson, *'From Chain Gang to Turbocharger'*.

One of only 14 Frazer Nash Targa Florios made, this particular car is arguably the most important, having been raced at the 1953 Sebring 12 Hours endurance classic by the Briggs Cunningham team. The model was named in honour of Franco Cortese's famous victory in the 1951 running of the eponymous Sicilian long-distance classic driving a Frazer Nash Le Mans Replica, the only occasion a British manufacturer won the race. It is worth noting that the Le Mans Replica was so called following the 3rd place overall achieved at the eponymous French endurance classic in 1949 by a High Speed model.

The Frazer Nashes of the late 1930s had been re-badged BMWs (parent company AFN Ltd were the official importers) but after WW2 the firm returned to producing the kind of uncompromising, competition-orientated sports car that had forged its reputation in the 'chain gang' era of the 1920s. Frazer Nash had used a variety of different proprietary engines in pre-war days and when production proper resumed in 1948 it was with Bristol power units, a particularly appropriate choice given the latter's BMW origins.

Introduced in 1952, the Targa Florio replaced the Mille Miglia model and used the new parallel-tube chassis frame around which was wrapped a beautiful full-width alloy body. The chassis boasted rack-and-pinion steering, torsion bar rear suspension and twin-leading-shoe brakes, while the 1,971cc six-cylinder engine came in either Gran Sport (120bhp) or Turismo (100bhp) variants, either of which was good for 110mph-plus.

Chassis number '421/200/175' was displayed at the 1952 London Motor Show alongside the company's Austin-engined prototype, and like many such show cars was built to a specification superior to that of the standard production model, though as the Frazer Nash was essentially a bespoke product there were, inevitably, many differences between individual examples. The accompanying copy of its entry in the AFN Archives shows that the car was completed with the lightweight (18swg) body, lightened wheels and brakes, lightweight Marston oil cooler and Hinduminium mainshaft housings, while the original colour scheme is given as Valentine Blue San Remo (French Racing Blue). Fourth completed and the second sold, this car was bought off the stand by famous American millionaire gentleman racing driver and team owner, Briggs Cunningham, and shipped to the USA aboard RMS Queen Mary on 28th December 1952. Its destination was Alfred Momo's premises in New York City where Cunningham had his competition cars prepared.





© James Trigwell



© James Trigwell

1
Outside the Isleworth factory prior to shipping to the USA, not exactly an art directed photo-shoot

2
Cumberland, May 1995, chassis '175' awaits Charles Moran

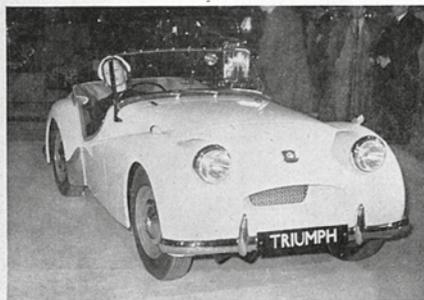
3
Extract from *Autosport* reporting on the 1952 Earls Court Motor Show

The Frazer Nash was entered in the 1953 Sebring 12 Hours race, held on 8th March that year, taking over entry number '58' that had been intended for one of its owner's Cunningham C4R Competition models. Driven by Messrs Bennett and Moran, the Frazer Nash completed 28 laps before retiring. The race was won by another Cunningham entry, the C4R driven by Walters/Finch.

Ownership records on file show that the Frazer Nash's next owner was one of the Sebring drivers, Charles Moran. New Yorker Charles Moran Jnr was president of the Sports Car Club of America (SCCA) in 1954/55 and bought several cars from Cunningham over the years. In 1954 he fitted wire wheels and over the next couple of years raced the Frazer Nash at various SCCA events and venues including Watkins Glen, Montgomery, Cumberland and Westover.

The car's next known owners were (in order) Verlon Praden and Edward Osbourne, who purchased it in the 1980s. Mr Osbourne had the car shipped back to the UK where it was totally rebuilt by recognised specialists for his own use, being fitted with a new body by Smith & Cave in the process. The next owner listed (from July 1986) is one Bill Roberts of Reading, followed by David Hargreaves of Surrey (from 1995). The car has been registered as 'TYJ 999' from 1994 and since its return to the UK has been campaigned in relatively 'gentle' forms of historic competition including the VSCC's Pomeroy Trophy and Shelsley Walsh hill climb.

John Coombs purchased the Frazer Nash at auction in the UK in September 2011, since when it has been prepared and repainted by his team headed by Barry Beeson, who has worked at the John Coombs Motor Garages for over 25 years.

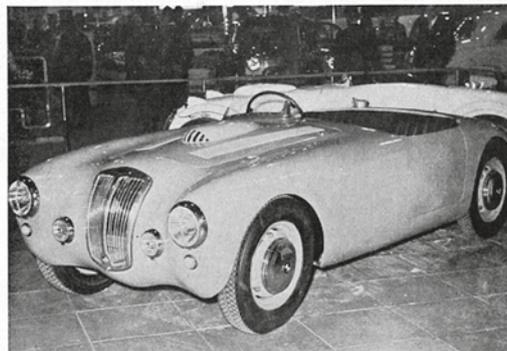


(Above) The new 2-litre sports Triumph has a modified Standard Vanguard engine.

gear lever has been arranged. The six-cylinder Bristol engine in the car at the Show had been passed off test with a reading of 148.3 b.h.p. at 5,700 r.p.m. By January, however, a new unit giving 175 b.h.p. is promised, and as the car is nearly 100 lbs. lighter than its predecessor, the performance should be quite phenomenal.

Having recently returned from Paris, one cannot avoid comparing Earls Court with the Grand Palais. It is inescapable that the Salon provided far more meat for those after high performance, and ours is very much a bread-and-butter show by comparison. Just at the moment, the divine ardour, which seemed to have inspired British manufacturers two or three years ago, has spent itself, and a dreary complacency has set in. A decadent formula has been evolved, whereby the traditional British upright style has been loosely amalgamated with the modern streamlined school, and only the bad points of both appear. Such cars are admittedly "respectable" but against almost any background they betray an impure artistic motive and a non-

functional fussiness. Let the builders of these over-decorated Christmas trees gaze upon the plain austerity of the 1952 Aston Martin, and they will realize that sheer beauty of line can be achieved without chromium's flashy aid! The sports-car of the future, as Paris showed, is an aerodynamic 2½-seater coupe, with plenty of luggage space and delightful contours. The 1952 Aston Martin and the Lancia Graa Turismo were certainly to be seen at Earls Court, as were the superb Fiat 8V and, in a lower price bracket, the Simca "S Sport". Panhard et Levassor, however, showed only their family saloon and Junior roadster, so the "DB" and "Callista" coupés were evidently considered too smart for us. It was most disappointing that the Singer coupe was not on view, for though the well-known roadster is a very worthy car, an attractive appearance is not one of its virtues. Nevertheless, Britain is leading in one new trend, and that is the development of the large-engined small car. It has been known, for many years, that this recipe could produce a vehicle of



(Above) A very fast two-seater, the new 2-litre Targa Florio Frazer-Nash.

(Left) Driver-manufacturer John Cooper demonstrates the driving position on the beautifully-made, 1953-type Cooper-Bristol.



charming manners and delightfully easy performance. In the past, though, a satisfactory combination of comfort and roadholding has not been achieved, and the heavy car of long wheelbase has been preferred. Modern suspension technique has now rendered possible the design of short, light chassis that are inherently stable and smooth-riding. In consequence, these sports-cars of the new school may well have 2½-litre engines, and yet be of a size and weight that was formerly only associated with 1,100 c.c. power units.

Shortly after acquisition, the engine lost oil pressure when hot so a full rebuild was undertaken. This included a new crankshaft, con-rods, shell bearings and piston rings, together with full balancing, valves reground, carburettors overhauled and a modification to incorporate a timing chain tensioner. The body was treated to a bare metal re-spray at the same time but unfortunately this is now showing signs of micro-blisters, etc, possibly resulting from contaminated paint. The interior was completely re-trimmed at the same time. The car was then set up and has seen very little use, covering fewer than 500 miles since restoration, which included a trip with John to the Goodwood Revival meeting in 2012. Accompanying documentation consists of a Swansea V5C document and an MoT that expired earlier this year, though the car's age means that it is now exempt from testing

'TYJ 999' retains its original Gran Sport specification Bristol engine, overdrive gearbox, Austin rear axle, lightweight brakes, Marston oil cooler and rear suspension adjustable for ride height. Other noteworthy features include dual-circuit braking and wet weather equipment, making it useable for touring as well as competition.

It could be argued that Frazer Nash's reputation is scarcely justified based on the number of cars built. However, it is greatly to the firm's credit that despite a lack of resources it achieved so much in international competition in the immediately post-war years. This well documented Targa Florio model affords the opportunity for the discerning collector to acquire part of the legend.

£250,000 - 300,000
£300,000 - 360,000

022

1938 BMW 328

Registration no. 928 XUX

Chassis no. 85302

Engine no. 85302







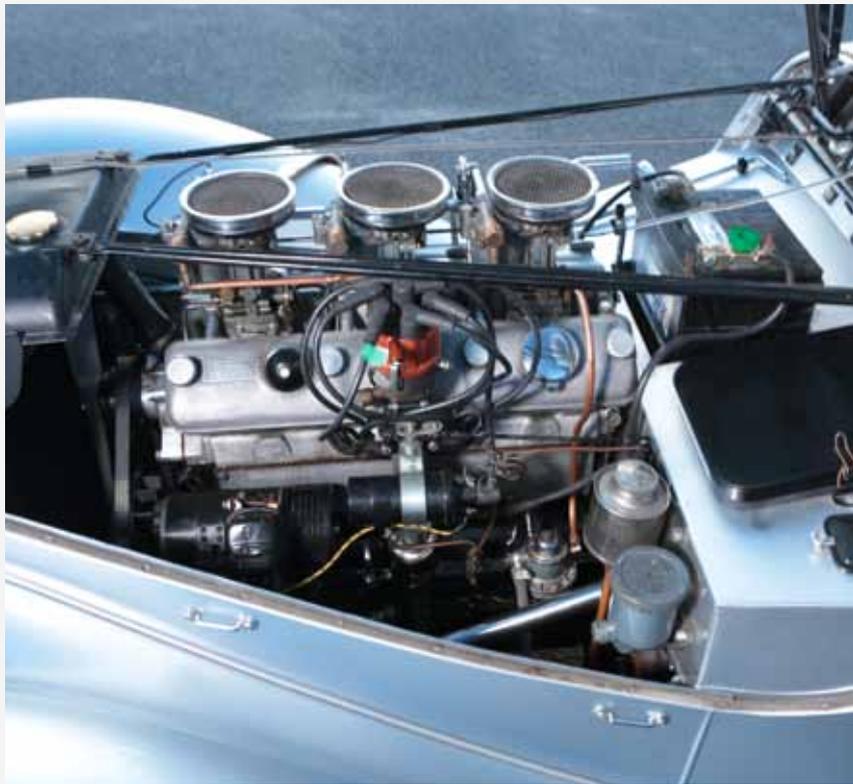


BMW's emergence as a manufacturer of fine sporting motor cars can be traced back to the annual Eifelrennen event held at the Nürburgring on 14th June 1936, when Ernst Henne beat a field that included 1½-litre monoposto racing cars driving the prototype of what would become one of the most iconic sports cars of all time – the legendary '328'. The fact that this overwhelming victory had been achieved only eight years after BMW's establishment as an automobile manufacturer is all the more remarkable.

Lacking the resources of larger and longer established rivals, BMW adopted an evolutionary, 'mix and match' approach to model development. Thus the 328 employed the tubular chassis, transverse-leaf independent front suspension and live rear axle of the 319; the cylinder block and hydraulic brakes of the 326; and a body incorporating stylistic elements of the 319/1 Sport and 329. With the 328, BMW's Chief Engineer Fritz Fiedler turned accepted chassis design on its head, coming up with a frame that combined lightness and stiffness in equal measure - virtues that permitted the use of relatively soft springing with all its attendant advantages. In short: the 328 was the first truly modern sports car.

The 328's six-cylinder engine featured an ingenious new cylinder head, designed by Rudolf Schleicher, which incorporated hemispherical combustion chambers and inclined valves without recourse to overhead, or twin camshafts. Instead, the Type 326, 1,971cc engine's single, block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Down-draught inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s. The 328 engine produced 80bhp, an exemplary output for a normally aspirated 2.0-litre unit at that time, with more available in race trim.

The two door-less 328 prototypes and the first batch of cars were lightweight racers with aluminium coachwork intended to establish the model's competition credentials before production proper got under way. Available from the late summer of 1936, the production 328s featured doors and a convertible hood, and were well equipped and very comfortable in the manner of the best Grandes Routières. On the racetrack the 328 reigned supreme, winning its class at the Mille Miglia, Le Mans, Spa 24 Hours and Britain's Tourist Trophy. In 1940 an example fitted with special aerodynamic bodywork won the Mille Miglia outright.



This particular BMW 328 was purchased by John Coombs in the USA in 2000. Information supplied by the BMW Historic Motor Club UK, obtained from the BMW Factory Archives held in Munich, states that '85302' was supplied new on 19th September 1938 to the Hopstein & Kaiser dealership in Köln (Cologne) Germany. Correspondence on file states that the car is believed to have gone to the USA in the 1970s. According to Club records it was owned there by one Russell Schwartz and then by Oscar Davis, the well-known and respected collector.

Once in the UK the car was completely stripped to the last nut and bolt, the work being supervised by Barry Beeson, who has worked for over 25 years at the John Coombs Motor Garages. The chassis was straightened and then the rebuilt suspension and axles were reinstalled. The rear axle retains its original crown wheel and pinion assembly, which was found to be in excellent order. In similarly good condition, the body's ash frame only required some new timber in a few places, while the metalwork was in good shape also, requiring only the bottom third of the radiator surround and door bottoms replacing. The all-important number stamps are still visible on the glove box lid, wing corners and scuttle.

The engine was rebuilt utilising the original block, which has been re-sleeved to restore the original 66mm bore size. New white metal bearings were fitted and the motor upgraded with Bristol con-rods and a later Bristol fin-type worm oil pump. The compression ratio is 9.0:1. The carburettors were rebuilt with new spindles, floats, etc and the gearbox overhauled, including new bearings and a new clutch. The brakes were totally rebuilt and new linings installed in the reground original drums. Contracta Paint (John's favoured painters) repainted the car while the interior was completely re-trimmed by Mike Thomas (another of John's favoured specialists) circa 2005/06. Additional works include fabricating and chroming a new windscreen frame, and fitting an after-market toolbox. Patrick Henry rebuilt the instruments. Registered in the UK in 2010 and issued with a V5C document, the BMW has covered only 200 miles since the restoration's completion and is presented in concours quality condition.

The most advanced sports car of its day, the BMW 328 remained competitive for years after the war, a state of affairs that has only served to further enhance its reputation, which is out of all proportion to the limited number produced. Indeed, it is generally regarded as one of the very few pre-war models that drives like a post-war car. Between 1936 and 1939 only 426 were made, of which fewer than 200 are believed to exist today. They come to market only infrequently; thus the availability of John Coombs' fully restored example represents a rare opportunity for the discerning collector to obtain one of these iconic sports cars, eligible for all the most important historic motor sports events: Le Mans, Mille Miglia, Tour Auto, etc.

£400,000 - 500,000

€480,000 - 600,000

END OF COLLECTION



023

**The ex-Earls Court Motor Show demonstrator
1955 AUSTIN-HEALEY 100M ROADSTER**

Registration no. TAC 620

Chassis no. BN2/228897

Engine no. 228897M



© John Wheatley

TAC 620 on display at Healey's London showroom, Grosvenor Square, 1956



The historically significant car offered here, 'TAC 620', is one of two used to launch the new Austin-Healey 100M at the 1955 Earls Court Motor Show. They both sported eye-catching liveries – with the black-and-pink sister car on the Austin-Healey stand, and 'TAC 620', painted Florida Green over white, used as a demonstrator for prospective customers.

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finishing in 12th and 14th places, a highly praiseworthy achievement for what were recognisably production sports cars. Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburetors plus 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.

From October 1955 the conversion was available factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, stiffer front anti-roll bar, special Armstrong front dampers and a louvred bonnet. Power increased to 110bhp and top speed, with windscreen folded flat, to within a whisker of 120mph. The number of BN1s converted by their owners is unknown, but 1,159 cars, mostly BN2s, were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory, some 544 of which were exported to the USA. When one considers the other left hand drive markets, it would appear just over 20 BN2s were to right hand drive specification, with as little as eight, yes eight, for the UK home market.

'TAC 620' is unusual in having been fitted when new with an un-louvred bonnet, although otherwise it was built to full 100M specification. The car features extensively in the definitive work on the model, *'Austin-Healey 100 In Detail'* by Bill Piggott. Piggott comments: 'Years later, Healey staff recalled that this particular car had very much above average performance.' Clearly, the factory had been determined that their demonstrator should impress!



After around nine months as a demonstrator, during which time it was occasionally driven by Donald Healey's son Brian, 'TAC 620' was fitted with a model-correct louvered bonnet and sold to the Goodwin family in nearby Leamington Spa, Warwickshire, who kept it for over 20 years. In 1978 the car was discovered and rescued by Austin-Healey Club member Hugh Ferris. Fully restored by him, the 100M became a regular concours winner at Austin-Healey Club events, and also benefited from further cosmetic and mechanical refurbishment by marque specialists MPH of Blockley, Gloucestershire. In more recent years, the car resided with a collector in Sussex, very near to Goodwood. The vendor acquired the car from him, via an intermediary, in 2010.

'TAC 620' is finished in correct Florida Green over Old English White with matching 'Special Green' interior trim and upholstery. It retains its original 'Motor Show finish' vinyl-covered dashboard (the stock item was painted) while other noteworthy interior features include a period-style Moto-Lita steering wheel, Halda Tripmaster and a fire extinguisher, the latter mounted in the passenger-side foot well. FIVA registered (number '038041'), the Healey took part in the 2010 Rallye International des Alpes (competitor number '820').

Although an older restoration, 'TAC 620' still presents well, with straight bodywork good shut lines and very clean unmarked brightwork. The interior too is holding up well, with minimal signs of use and wear.

Last taxed to Sept 2013, this historic Austin-Healey is currently owned by an Australian collector who has kept the car in the UK for occasional use. It has been well cared for by Mark Knight and his team at RetroMarques Ltd, near Tewkesbury, Gloucestershire. Works include an engine strip/rebuild and gearbox overhaul in 2012 for which invoices are available. Currently taxed, and offered with the aforementioned invoices, FIVA card, old style log-book (continuation book dated 1962), BMIHT certificate, and its V5 registration document.

'TAC 620' represents a rare opportunity to acquire an iconic first-of-the-line 'Big Healey', built by the factory to the desirable 100M 'Le Mans' specification. A UK delivered right hand drive 100M is about as rare as it gets and TAC 620 is arguably the most important of them all.

£70,000 - 80,000
€82,000 - 94,000

024

The Ex-Scuderia Filipinetti, Herbie Muller, Andre Knorr
1964 PORSCHE 904 GTS ENDURANCE RACING COUPÉ

UK Reg. No. DHJ 556B

Chassis No: 904 079

Engine Nos: 99071 / 99019









No medium-capacity Grand Touring car design better embodies the spirit of private-owner endurance racing in the mid-1960s than the pert and legendarily 'user-friendly' flat-4 cylinder air-cooled Porsche 904 GTS. Here we are delighted to offer a particularly well-presented and well prepared example with the most wonderful provenance and well-documented competition history.

This is the Porsche 904 GTS – chassis '079' – which was bought brand-new from the Stuttgart-Zuffenhausen factory in April 1964 by Swiss entrepreneur and racing team patron Georges Filipinetti. It was to be finished in his Scuderia Filipinetti team's bright-red racing livery and campaigned for the organization by promising young Swiss drivers Jo Siffert, Herbert Muller, Dieter Spoerry and Claude Sage.

We understand that '079' made its racing debut in the ADAC 1,000 Kilometres race at the Nurburgring, West Germany, on April 31, 1964. Co-driven by Herbie Muller and Andre Knorr it clamoured home impressively, sixth overall and 2nd in class. Just consider for one moment the only five cars to finish ahead of it. They were the outright-winning 3.3-litre V12-engined works Ferrari 275P of Scarfiotti/Vaccarella, the works' Ferrari 250GTO/64 of Parkes/Guichet, Ben Pon's sister Porsche 904 co-driven by Gerhard Koch, the Ecurie Francorchamps Ferrari 250GTO/64 of Lucien Bianchi/Gerald Langlois van Ophem and the Porsche works team's 904/8-cylinder shared by Formula 1 drivers Joakim Bonnier and Richie Ginther. Here we really are presenting a competition Coupe of truly International stature....

The Scuderia Filipinetti then ran their Chateau Grandson-prepared '079' in the tortuous World and European Championship hill-climb at Rossfeld on June 6, where Andre Knorr set 9th fastest time with it.

Third outing for '079' was then nothing less than the 1964 Le Mans 24-Hours in which Muller co-drove this claret-liveried Coupe with Claude Sage. They completed the full distance, finishing fourth in class and 11th overall, having completed 309 laps of the awe-inspiring Sarthe circuit.

From the wide-open expanse of Le Mans it was then back to the mountains for Scuderia Filipinetti as they ran '079' in the deceptively demanding European Mountain Championship hill-climb at the Gaisberg on June 28, where Andre Knorr placed 3rd in class before another classic endurance racing date came rushing upon the team...

This was the Reims 12-Hours, starting at midnight and finishing at mid-day on the Champagne circuit in northern France. The car was co-driven there by Muller and Knorr, finishing yet again – as endurance racing habitués had come to expect – this time 12th overall, and 5th within their class. Two weeks later, at Zolder in Belgium, Knorr added another 3rd in class result and a week later still on the home mountain climb at Cesana-Sestriere Knorr placed 5th overall and 2nd in class. The major Freiburg-Schauinsland 'climbposed another mountain challenge – Knorr 4th in class, 8th overall and at Sierre-Montana 3rd in class, 7th overall brought more silverware to the Scuderia's trophy cabinets in Geneva.



1



1

Embroiled in the Le Mans-start pack, the Scuderia Filipinetti's latest Porsche 904GTS bustles into the Dunlop Curve on the opening lap of the 1964 24-Hour race.

2

Herbie Muller and Claude Sage drove Porsche 904 chassis '079' home into 11th place overall and 4th in the 2-litre GT category at Le Mans '64.

3

Nimble, stable, lightweight and powerful – Porsche engineering at its 1964 finest accelerates out of Mulsanne Corner, Le Mans 24-Hours, 1964.



2



3

4



4
On the entry to Mulsanne at dusk,
Le Mans 1964

5
Left-right at high speed through Les Esses...,
Le Mans 1964

6
Porsche 904 '079' locking right into Tertre
Rouge Corner, Le Mans 1964



5



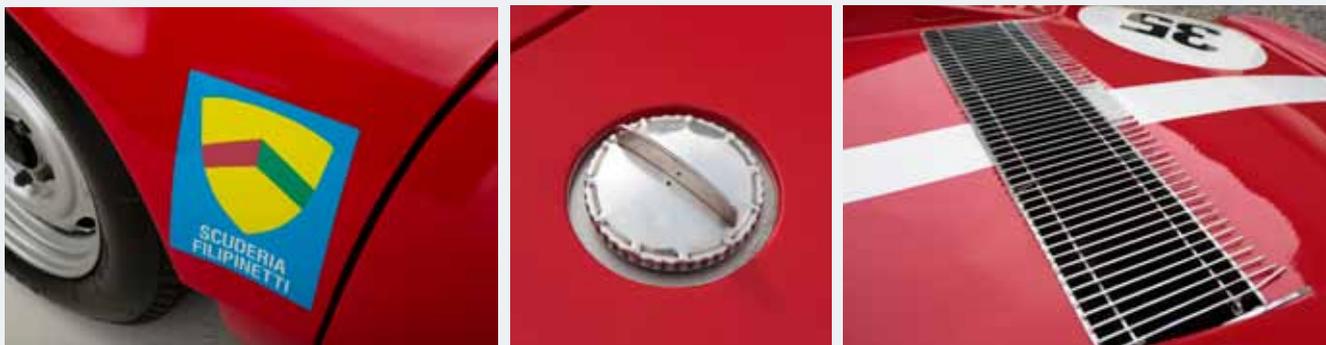
6

Into 1965 the Scuderia journeyed with high hopes to the Monza 1,000Kms classic outside Milan, but after their leading driver Tommy Spsychiger had crashed fatally in Filipinetti's Ferrari 365P their other entries were withdrawn from the race, '079' included. Its drivers on that sad day were the brothers Jacques and Robert Calderari, the former having apparently adopted ownership of the car although it continued to be prepared and entered by the Swiss Scuderia.

Thereafter, road rallying became '079's forte. It was sold to Jean-Marc Massoneri/Petetin this car won the 1965 Rallye de la Baule in France and placed 5th with the same pair in command in the Rallye Mont Blanc. Jacques Calderari was listed in this car for the 1965 Ollon-Villars mountain climb but does not seem to have competed there.

The car then lay fallow until March 1966 when, crewed by new owner Dumousseau and navigator Roques it won the Rallye de Lorraine in France, and the same crew subsequently repeated this success by winning the AGACI Rally that October. They continued to campaign the ageing Porsche into 1967, but failed to finish in both the major Rallye des Routes du Nord and the Criterium Neigeet Glace.

By 1968 the car had been acquired by Tourol Racing and in order to remain competitive '079's original 180bhp 4-cam engine had been replaced by a 6-cylinder Typ906 power unit. New owner Tourol raced the car at Magny-Cours and co-drove it with Pagani in the 1969 Tour de France Automobile. As late as July 1971 this widely campaigned old warhorse remained in harness – placing 7th overall in the AGACI 3000 event at Montlhery, south of Paris, France.



7



8



9



7

Heeling into Thillois Corner during the 1964 Reims 12-Hour race – Herbie Muller/Andre Knorr's Filipinetti-entered Porsche 904 '079'...

8

The Porsche 904 Coupe's classically sleek profile looks absolutely at home amongst the cornfields of the Champagne region, Reims 12-Hours, 1964.

9

At Muizon Corner on the Reims-Gueux Champagne circuit '079' heads towards 12th place overall and 5th in class during the 1964 12-Hour race.

German enthusiast Manfred Freisinger owned the car through the early 1970s, before it was acquired by Herbert Kuke in 1979. He commissioned former Scuderia Ferrari chief mechanic Franco Sbarro to restore the car at Chateau Grandson (Switzerland) while the engine and gearbox were overhauled and re-prepared by the Porsche factory. Upon completion of this work – carried out to extremely high standard, of course – the car was then entrusted to the Porsche Museum where it was preserved on display from 1982-2002.

It was eventually returned to competitive use in the 1982 Erding aerodrome race meeting, where rally star Walter Rohrl won in it. On the 1986 Targa Florio event in Sicily Rohrl and Dieter Glemser – another factory legend – placed 2nd overall and Walter Rohrl demonstrated the car at the opening of the Neue Nurburgring Formula 1 circuit in 1986.

Maintained in sparkling form, '079' was deployed by the Porsche Museum for a series of film and photo calls and in 1989 at the Nurburgring Oldtimer Grand Prix it was driven by Manfred Jantke, to finish 3rd in its race.

The car then remained on show within the Porsche Museum until 2009 when Manfred Freisinger sold it to leading British collector John Ruston. He had the car thoroughly prepared for Historic racing use, and '079' returned to the Sarthe circuit in the Le Mans Classic event of 2010. It competed in the Gstaad Rally and was then sold to its present UK vendor. It reappeared in the 2012 Le Mans Classic and has been maintained ever since in race-ready condition.







As offered here it is equipped with a 2-litre 6-cylinder engine, rebuilt by specialists Maxted-Page & Prill in 2011 and is accompanied by one of the rare and intensely desirable Porsche Typ 587/3 4-cam flat-4 engines rebuilt by specialist Karl Hloch in 2009 and unraced since. Two FIA Historic Technical Passports accompany '079' as offered here, enabling the car to be campaigned Internationally with either 6- or 4-cylinder engine installed. Adding even greater lustre to this extraordinarily high-specified Porsche 904 GTS is the fact that it is currently UK road-registered and that all EU taxes are paid.

And there is still more – this Lot includes a selection of spares, older parts and an early rear body section. Bonhams has seldom been able to offer any significant Porsche with such a comprehensive and continuous racing history, which has starred for so many, many years within the factory's own Porsche Museum, and which is accompanied by so many extras – not least the two alternative engines – as a true enthusiast collector/user's bonus. We recommend it most highly.

£1,300,000 - 1,600,000
€1,500,000 - 1,900,000

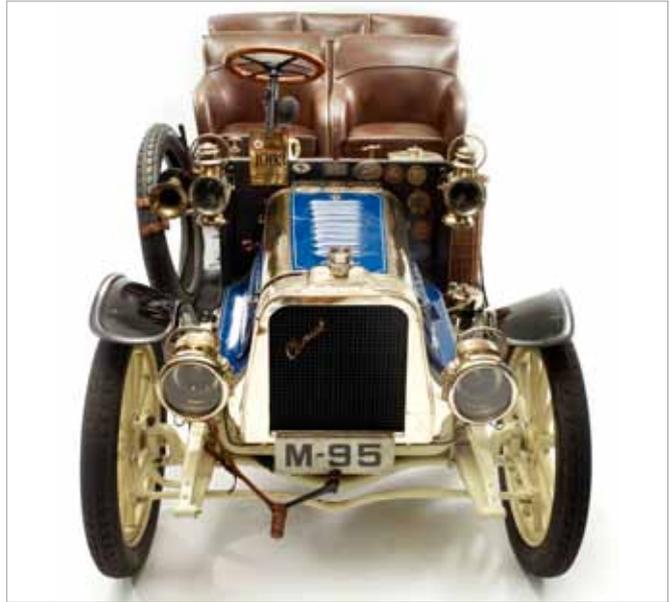
025

1903 CLÉMENT 12/16-HP REAR-ENTRANCE TONNEAU

Chassis No: AC4R 4010

Engine No: 166





In the annals of the pioneer years of motoring in Spain, few names rank higher than that of this car's first owner, Don Francisco Serramalera Abadal – familiarly known as Paco Abadal – who was a passionate enthusiast for all kinds of mechanised transport. Born in 1875, in the closing years of the 19th century Abadal won fame as an intrepid cycle racer, competing in events organised by the Sociedad de Velocipedistas de Cataluña and the Sportsmen Club de Barcelona. With the introduction of motor vehicles to Spain at the beginning of the 20th Century, he bought and raced a 1.75-hp Clément tricycle.

In 1902 Paco Abadal opened the Auto-Garaje Central at 343 Calle Consejo de Ciento in Barcelona, selling cars, motorbikes, cycles and accessories. He proudly boasted of its “modern machinery powered by electricity for every kind of repair for automobiles and bicycles”. He soon numbered among his clients Spain's youthful King Alfonso XIII, to whom in April 1905 he introduced the new Hispano-Suiza marque for which he had held the concession since November the previous year (and after whom, thanks to Abadal's influence, one of its most famous models would be named). The business thrived, and in 1908 its headquarters were transferred to larger premises in the Calle Aragón and a coachbuilding business opened under the name of Carrocería Francisco Abadal y Cia, while further branches were opened at Calle Sepúlveda, Plaza Letamendi and Carretera de Sarriá.

When a dispute with Hispano-Suiza led to the cancellation of his contract in 1913, Abadal introduced his own make of 15/30 and 45-hp luxury “Abadal” sporting cars – closely copied from the Hispano-Suiza “Alfonso XIII” – that were built for him by Impéria of Belgium; the venture was ended abruptly by the outbreak of war in 1914. Personally responsible for the collection and delivery of the cars he sold, Paco Abadal brought his clients the pick of French automobiles. In July 1903 a press report noted: “Sr Abadal, owner of the Auto-Garaje Central, has arrived in our capital driving a magnificent 12-hp Clément, completing the journey from Paris to here without the slightest difficulty. The car has been purchased by a well-known inhabitant of our city, well aware of the fact that our friend Abadal has had several orders for this particular model.”

The 2121cc 12/16-hp Clément, introduced at the beginning of 1903, well deserved the adjective “magnificent”, for it was one of the most advanced cars of its day, with a pair-cast L-head four-cylinder engine, four-speed transmission and channel steel chassis, at a time when many of its rivals still had the old-fashioned flitch-plated wooden chassis. An ingenious lubrication system fed oil pressurised from the pump-fed cooling system to oil baths for the big-end bearings. An example of the basically similar 20-hp model (sold in Britain under the Clément-Talbot marque) achieved a price including premium of £606,300 at the November Bonhams Veteran Motor Cars sale.





The Clément parades through the streets, Barcelona to Sitges Rally, Spain, 9th February 1959

The owner informs us that this car – chassis 4010 – has been certified by the Asociación Cultural Paco Abadal as being the one driven by Paco Abadal when he won the 6.5 km Vista Rica (Rabassada) hillclimb in Barcelona in a record 9 min 43 sec on 26 February 1904. He was pictured on the front cover of the magazine *Los Deportes* at the wheel of the victorious Clément.

Abadal subsequently sold the car, fitted with a coachbuilt rear-entrance tonneau body, to a customer in Madrid, where it was registered as “M-95” when number plates were introduced in 1907; it still carries that historic registration.

The veteran Clément survived the turmoil of the Spanish Civil War, and around 1950 was acquired by the pioneering Spanish collector Juan Puigcerver of Barcelona, who apparently found it in a scrapyard on the outskirts of Madrid. He kept the car for some 30 years before it entered the Vilanova Brothers Collection, also in Barcelona.

An older (c1970) restoration, the Clément is in good overall condition, finished in blue lined out in cream; it has been retrimmed in leather to the original pattern, with the old upholstery preserved underneath. It comes with a detachable canopy and windscreen as well as a custom made cover and has a full set of lamps (BRC lenticular parabolic acetylene headlamps and Besnard generator plus Blériot paraffin sidelamps).

Since 1959 the Clément has been a regular entrant in the Barcelona to Sitges Run, and has also taken part in the Tour du Lac Lemman in Switzerland; it was the oldest car in the 1998 International Madrid-Lisbon rally. In 2006 the Clément was entered for the London to Brighton Veteran Car Run, which it successfully completed. It has recently been on exhibition at the Museu de la Ciència i de la Tècnica de Catalunya as part of an exhibition celebrating the life and work of Paco Abadal.

With four cylinders, four-speed transmission and four seats, as well as a proven record of reliability in long-term family ownership, this handsome veteran ticks every Brighton Run box!

£300,000 - 400,000
€350,000 - 480,000

026

The ex-Lord Langford

1956 BENTLEY S-SERIES CONTINENTAL SPORTS SALOON

COACHWORK BY H J MULLINER

Registration no. VKD 460

Chassis no. BC11BG

Engine no. BC11B

Body no. 5945





Bentley's magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. Unlike the ordinary, factory-bodied, 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, wind tunnel-developed fastback of H J Mulliner.

The Continental's performance figures would have been considered excellent for an out-and-out sports car but for a full four/five seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds and effortless cruising at the 'ton'. Built for export only at first, the Continental was, once delivery charges and local taxes had been paid, almost certainly the most expensive car in the world as well as the fastest capable of carrying four adults and their luggage. 'The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started,' declared *Autocar*.

With the arrival of the final generation of six-cylinder cars - the all-new Silver Cloud and Bentley S-Type - the Continental lost some of its individuality but none of its exclusivity. Eulogising about the new S-Series cars, introduced in April 1955, *Autocar* wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.'

Later, in October that same year, the Bentley Continental became available on the 'S' chassis. 'It brings Bentley back to the forefront of the world's fastest cars,' *Autocar* remarked of the H J Mulliner-styled fastback which, arguably, was the quickest four/five-seater saloon of its day. The S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms.



The Continental version came with shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand 'change, manual transmission. As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car, the designs produced by independent coachbuilders for the S1 Continental chassis being among the era's most stylish, although – arguably – none ever improved on H J Mulliner's sublime original.

Right-hand drive chassis number 'BC11BG' was specified with automatic transmission and delivered to its first owner, Richard Silcock Esq of Myerscough House, Lancashire with the registration 'VKD 460', the number it retains to this day. Throughout its life the car has maintained its original colour scheme of Carriage Green coachwork with matching leather and carpets.

In 1962 the Continental passed to its second owner, Geoffrey Alexander Rowley-Conwy, 9th Baron Langford, who kept the car for over 40 years during which period it was serviced mostly at the Bentley factory in Crewe. The very extensive and well-maintained history file, extending to hundreds of pages, includes correspondence with the factory's Service Department documenting Lord Langford's fastidious attention to detail and exemplary level of care over the long term, which has resulted in the manner in which the car performs today. Though designed and built by Bentley for the owner-driver, 'BC11BG' benefited from the care and attention of the family chauffeur for much of its time with Lord Langford.

This is possibly the last un-restored example of the model available. While most have been restored once, or even twice, in the 50 and more years since they left the factory, 'BC11BG' is refreshingly different, reflecting the singular nature of its long-term ownership. It retains its original interior leather, wood and headlining, and much of its paintwork, though the combination of age and use have resulted in stone chips to the front and cracked paint on the boot lid, with some areas polished through to the undercoat. The result is an irreplaceable piece of motoring history that generates a high level of interest and respect from even the most seasoned observer. With originality, preservation and impeccable provenance now determining which cars are most sought after, 'BC11BG' can only become increasingly appreciated and valued for these ever scarcer qualities.

The car maintains its original specification with just one update, electronic ignition, which is reversible. It will cruise effortlessly at 90 mph and more, needing no concessions to cope with modern traffic conditions, and is capable of carrying its occupants over vast distances in a high level of comfort. Currently taxed and ready for its next journey, 'BC11BG' comes with its full tool kit, owner's handbook, the aforementioned extensive history file and Swansea V5 document. This wonderful Bentley Continental is a car worthy of any collection and will bring great pride to its next discerning owner.

£270,000 - 330,000
€320,000 - 390,000



027

**1912 ROLLS-ROYCE 40/50HP SILVER GHOST
'LONDON-TO-EDINBURGH' LIGHT TOURER
COACHWORK TO THE DESIGN OF HOLMES OF DERBY LTD.**

Registration no. R 4690 (see below)

Chassis no. 2015

Engine no. 8





The Hon. Charles Stewart Rolls, British gentleman adventurer, aviator, racing driver and astute businessman and Frederick Henry Royce, engineer and innovator, were indeed an indomitable partnership, creating a motoring legend with a reputation for unsurpassed excellence. It says much for the business acumen of Rolls that, despite his inborn desire for things to happen quickly, he tolerated the pedantic and at times frustratingly slow attention to detail of his mechanical genius partner. From this pedantic attention, the Rolls-Royce 40/50hp, 'The Silver Ghost', was to emerge and to earn for itself and the company the accolade "The Best Car in the World".

In production from 1907, the Rolls-Royce 40/50hp, (only later named 'The Silver Ghost'), was powered by a 7,036cc, six-cylinder engine from 1907-1909, later enlarged to 7,428cc. The 40/50hp car passed every test to which it was subjected, whether in service as a formal town carriage in the Capital, sprint racing on Saltburn Sands or competing in the arduous Scottish Trials. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby and no chassis was delivered until it had been rigorously tested. Rolls-Royce, unlike other contemporary manufacturers, steadfastly refused to build their own coachwork, taking the view that their speciality was engineering excellence and leaving the coachwork to the exclusive group of dedicated coachbuilders who had made the seamless change from carriage manufacture to motor car body building.

Contemporary Rolls-Royce advertising in 1911 featured Rolls-Royce Silver Ghost Chassis no.1701 and its remarkable London to Edinburgh and return journey that year, describing the feat in the following terms:

The car.... was a standard Six-Cylinder Rolls-Royce chassis of 40/50h.p.

The trial... was to demonstrate that the car could travel from London to Edinburgh and back entirely on the top gear, that at the same time it could show an exceptionally economical petrol consumption, and yet attain considerable speed when required.

The result..... the car travelled from London to Edinburgh and back on top gear on a petrol consumption of 24.32 miles per gallon, afterwards without alteration or adjustment attaining a speed of 78.26 miles per hour on the Brooklands track.

Some factory wag mischievously noted the factory records for 1701 with the words 'The Sluggard' but clearly nothing could have been further from the truth for here was an up-to-the-minute and very fast model of the 40/50 hp car which had already earned for Rolls-Royce the soubriquet – 'The Best Car in the World'.



1701, the car that gave the new model its 'London-to-Edinburgh' name, was just the second chassis built to the new specification with a massive torque tube to carry the propeller shaft, strengthened rear axle casings and, in the case of the first two cars in the series, inverted semi-elliptic rear springs. 1701 carried an elegant light tourer body by Holmes of Derby Ltd., carriage builders since the nineteenth century. With engine compression ratio upgraded, a larger carburettor and a skimpy wind-cheating body, 1701 was later to record a spectacular 101mph over the flying half mile at Brooklands with Edward W. Hives (later to become Chairman of Rolls-Royce) at the wheel. So not only could Rolls-Royce satisfy the market that demanded the most comfortable formal cars built in the best traditional coach-building traditions, but here was a sporting car with few, if any equals, from a very small and exclusive peer group of manufacturers.

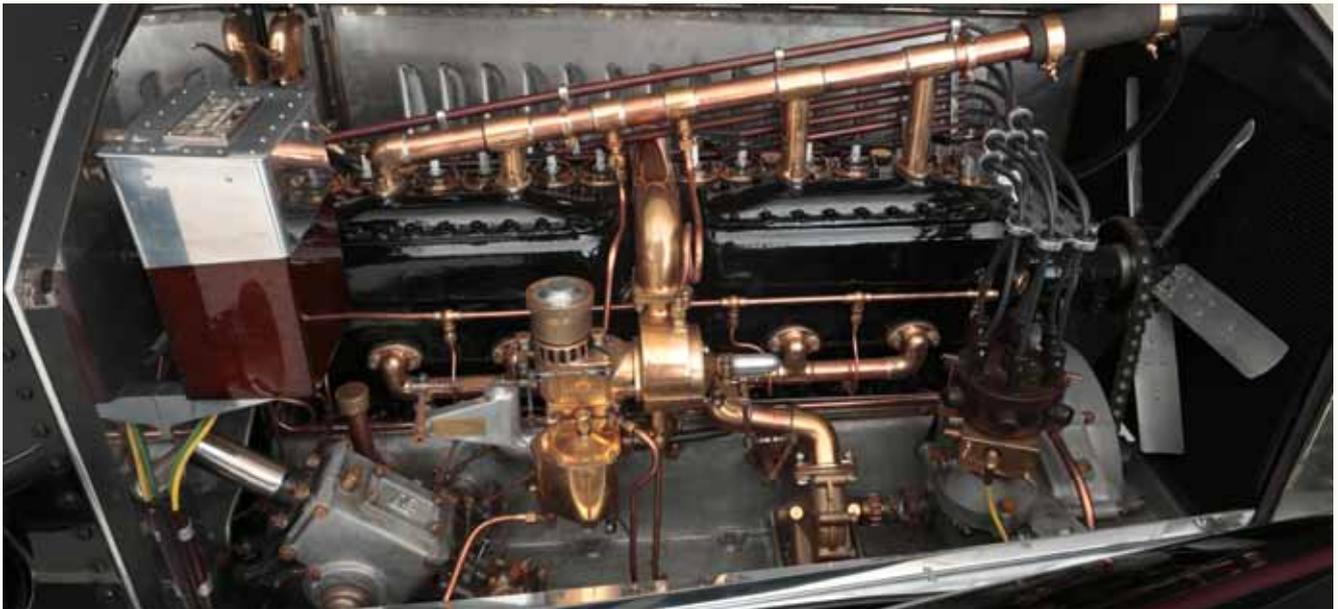
All these much publicised promotional exploits were driven by the similar stunts promoted by arch self-publicist S.F.Edge at the helm of Napier who were perhaps Rolls-Royce's most serious rival for the luxury car market. That Rolls-Royce were more effective in their marketing exploits and in their engineering excellence is substantiated by Edge's retirement from Napier in 1912 and the withdrawal of Napier from motor car manufacture in 1924. Arguably the introduction of the new 'London-to-Edinburgh' Silver Ghost was one of the final nails in Napier's coffin.

The London to Edinburgh and return run – some 800 miles travelling north mainly via The Great North Road and returning down the west side of the country – had captured the headlines and Rolls-Royce's subsequent order book, with a raft of new more sporting owner-drivers, undoubtedly put pressure on the manufacturing facilities at Derby. In all some 188 of the 'London-to-Edinburgh' cars were built, the first production models being delivered to the coachbuilders in the Spring of 1912 and the last, no. 2699, in October 1913.

Chassis no. 2015 is recorded in John Fasal and Bryan Goodman's standard work 'The Edwardian Rolls-Royce' as the twenty-second car built to 'London-to-Edinburgh' specification and the eighth car with overslung suspension. The vendor believes this car to be the ninth oldest survivor of about thirty-five surviving 'London-to-Edinburgh' cars.

Detailed records for the construction of chassis no. 2015 show that it was on test on 11th June 1912. The specification included 'D' rake (low) steering column, dynamo installation as 1800E (the third underslung car) and London-to-Edinburgh brake mechanism, side levers, bonnet and dash and springs suitable for Holmes body. Other details listed were larger wheels, twenty gallon petrol tank, low twenty inch radiator and CAV lighting. Initially the car was fitted with standard springs as these were 'the only springs obtainable' and plain wheels (wooden artillery) were fitted.





2015 was back in the depot in August 1914 when correct springs were fitted and 935x135 Dunlop wire wheels and hubs were fitted in Madrid Depot in March 1915. In Paris later that year a new type rear axle and improved type torque tube and sphere were fitted, providing much superior foot pedal braking and side by side handbrake, both to the rear axle 19inch drums. Chassis no.2015 conforms exactly to these specifications today with the exception of 35x5 split rim wheels and straight-sided tyres now fitted for convenience and safety.

Factory records show 2015 was 'despatched from the works complete with body, spares and accessories as fitted by Holmes' on 7th October bound for Parisian concessionaires Autos Rolls-Royce (France), in turn for their customer the Marquis de Linares in France. By 1915 2015 was in Spanish ownership, that year belonging to aristocrat Conde del Real of Madrid, later in 1917 it belonged to Juan Victoria of Madrid and in 1923 it was in the ownership of Sr. D. Ricardo Trelles of Madrid. In post war years the car belonged to Jose Manuel Rodriguez de la Vina of Madrid in 1969. It was around that time that the original Holmes of Derby coachwork was replaced with replica skiff style coachwork.

Repatriated to England some six years ago, 2015 has been the subject of a painstaking five year professional restoration to concours standard, only finished this year. Complete mechanical restoration of chassis, engine and gearbox was entrusted to Rolls-Royce specialists David Hemmings and Alexander Delbarre, with machining entrusted to Archers of Dunmow.

It was decided to re-clothe the restored chassis with long wing light tourer coachwork to a London-to-Edinburgh design to Holmes of Derby, (the original coachbuilders of this car), the ash framing being entrusted to Roger Wing and the aluminium panelling to Steve Mcfarlane. Now fabulously presented, the coachwork is finished in black livery with maroon coachlining to the wings and is upholstered in best English tan hide with deep-buttoned seat backs and plain knee roll squabs, complemented by brown leather-bound carpets. The strikingly handsome coachwork features the Colonial louvred bonnet and is furnished with a magnificent three piece cranked windscreen, C.A.V. lighting and double Elliott speedometer/mileage recorder. The car has full weather equipment including cantilever hood, front and rear tonneau covers and hood envelope. The twenty inch radiator proudly carries the Spirit of Ecstasy mascot. The nearside running board accommodates a practical toolbox while the offside running board carries the spare wheel and an electric Klaxon horn

The registration number R 4690, originally issued in Derby, is currently held on a retention certificate and is offered with the car, which comes also with an original owner's handbook and a Dunlop wheel brace.

With Rolls-Royce engineering finesse combined with London-to-Edinburgh specification and Holmes of Derby style coachwork, 2015 surely represents the pinnacle of sporting motor car design in 1912. Now fresh from restoration by carefully selected renowned experts in their field, 2015 is ready to be paraded on the world's most exclusive concours d'elegance lawns or to be driven in swift and grand style, whether on The Great North Road to Edinburgh or much further afield.
£700,000 - 900,000
€830,000 - 1,100,000



028

**1961 ALFA ROMEO GIULIETTA SZ BERLINETTA
COACHWORK BY CARROZZERIA ZAGATO**

Chassis no. AR1012600107

Engine no. AR0012001108





Alfa Romeo's successful Giulietta range debuted in 1954 with the arrival of the Bertone-styled Sprint coupé, the berlina (saloon) not appearing until the succeeding season. Veloce models with improved performance followed, and the agile Giulietta SV quickly established an enviable record in production car racing, notable victories including a Gran Turismo class win in the 1956 Mille Miglia. Nevertheless, to fully exploit the car's potential, lighter and more aerodynamic bodywork was deemed necessary, a requirement which resulted in the ultimate Giuliettas: Bertone's Sprint Special and the Sprint Zagato (SZ), both built on the short-wheelbase Spider platform and powered by the 116bhp version of Alfa's classic, 1.3-litre, twin-cam four.

Conceived as an out-and-out competition car, the Sprint Zagato coupé adopted lightweight aluminium-alloy coachwork and demonstrated its designer's commitment to weight saving in every detail, tipping the scales at an astonishing 785kg. With a top speed of around 125mph, the SZ was easily the fastest of the Giuliettas and even today there are few 1.3-litre cars capable of matching this level of performance. The SZ's inherent stability and instantaneous response to steering input made it a driver's car par excellence. On the racetrack it proved virtually unbeatable, and the Sprint Zagato remains a major force to be reckoned with in historic motor sport, being eligible for a wide variety of the most prestigious events, including the Le Mans Classic.

One of the 'Coda Tonda' (round tail) first-series SZs, chassis number '0107' was first owned by Bruno Fascetti in Rome, Italy, passing in 1965 to a Mr Compoli in that same city. Mr Compoli was followed by Enrico Congredo of Lecce, Italy (from 1976 to 1987) and then by London-based American, Dr Tony Standen. In 1999 the Alfa was acquired by Nick Savage. Its restoration completed while in his ownership, the car was raced in Continental Europe and the UK throughout the next few seasons, including an appearance at the Goodwood Revival meeting.

Between 2008 and 2010, '0107' was owned by Richard Frankel and raced by him and his brother, Andrew. During Richard Frankel's ownership the Alfa was prepared by Vernon Mackenzie. The engine was rebuilt, incorporating a lightened steel flywheel, steel con-rods, 75mm JE pistons, a gas flowed cylinder head and Jim Evans camshafts. Boasting a full race exhaust system in stainless steel (including manifold) by Torque Techniques and a correct distributor by Bob Dove Motorsport (both fitted only 200 kilometres ago) it produces a claimed 130bhp (revving to 9,000rpm) and has run for only five hours since the rebuild. A lightweight unit by ProAlloy replaces the original radiator (included in the sale).



Power is transmitted via a Sachs single-plate competition clutch to an Alfa Romeo close-ratio five-speed gearbox and thence via a race prop-shaft to the rear axle, which incorporates a limited-slip differential (841) and heavy-duty drive shafts. Only 200 kilometres have been covered since the clutch was replaced. The magnesium alloy wheels are shod with Dunlop racing tyres, while the brakes are finned alloy drums all round: triple-leading-shoe at the front, twin-shoe at the rear, similar to those used in Alfa Romeo's 1½-litre Grand Prix cars. All six front wheel cylinders have been replaced with matching units and all front/rear shoes relined in high-performance material by Friction Services, while the master cylinder has been overhauled by Past Parts.

The original fuel tank has been replaced with an aluminium race tank, sectioned and foam filled. (Fuel level is determined by dipstick as the gauge is disconnected). A subsidiary electric loom runs from the dashboard to the switch panel affording the driver easy access when strapped into the seat, a modification easily removed or reversed. Both seats are original. A full Safety Devices roll cage is fitted and it should be noted that the dashboard ends have been cut away to enable the roll bar to be mounted as far forward as possible in order to facilitate access/egress.

While in the vendor's possession, '0107' has competed in the Spa Francorchamps Trofeo Nostro for pre-'66 GT cars (2011 and 2012); the Silverstone Classic for pre-'63 GTs (2011 and 2012); the HRDC pre-'68 Historic GT event at Castle Combe; and the Equipe GTS event at Brands Hatch (2013).

The spares package includes the aforementioned original radiator; a dynamo (checked and OK); and a set of five original steel wheels. A full race engine (number 'AR00530*39729') by Bob Dove ('BD307') that has run for only three hours since last rebuilt is available via separate negotiation with the vendor (specification sheet on file). The installed engine ('BD408') had its top end rebuilt by Bob Dove Motorsport only 200 kilometres ago, the transmission being overhauled by BDM at the same time. Additionally, a full pre-sale check over has been carried out by Coopersport.

Unusual in possessing fully documented history from new, this well sorted example of Zagato's 'little jewel' comes with FIA Historic Technical Passport (Class GTS4) and is ready to race. It is eligible for a variety of the most prestigious historic motor sports events including the Goodwood Revival, Tour Auto, Le Mans Classic, etc and is a potential class winner in the right hands.

£200,000 - 250,000
€240,000 - 300,000



029

RREC concours-winning, over £365,000 spent on restoration

1928 ROLLS-ROYCE 40/50HP PHANTOM I TOURER

COACHWORK BY JAMES YOUNG

Registration no. UC 5050

Chassis no. 92UF

Engine no. SJ45





'As regards detail, it is practically hopeless to go into any one point, for there is not a single minor component of the chassis which has not its interest and is not carried out in a manner suggesting that the designers were able to deal with every problem, great or small, unhampered by the possible cost of solution, intent only on making the best mechanism for the job in hand.' – 'The Autocar' on the New Phantom, 22nd May 1925.

Rolls-Royce's 'single model' policy had proved to be an outstanding success for the company but immediately after the end of the Great War the recession in the motor trade prompted the introduction of a smaller, cheaper, 20hp car to be built alongside the existing 40/50hp Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, the advanced newcomer's arrival only serving to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.

Long-awaited successor to the 'Ghost, the New Phantom arrived in 1925 and retained many Ghost features despite the name. 'After seven years of experiment and test, in the course of which no promising device had remained untried, the 45/50hp Phantom chassis emerged, and is offered to the public as the most suitable type possible for a mechanically propelled carriage under present-day conditions,' announced Rolls-Royce.

Retrospectively known as the 'Phantom I', the newcomer boasted an entirely new pushrod overhead-valve, 7,688cc, six-cylinder engine with detachable cylinder head, a unit considerably more powerful than that of its Edwardian predecessor. Rolls-Royce had experimented with various types of engine configuration during development, a V12, straight-eight and overhead-camshaft six all being rejected, as was the option of supercharging. Effectively a larger version of the 'Twenty' power unit, the design settled upon employed two blocks of three cylinders with valve gear and combustion chamber shape similar to those of its smaller sibling. In its May 1925 test, 'The Autocar' observed that the New Phantom's greatly improved acceleration and 80mph top speed 'had not been bought at the expense of the traditional Rolls-Royce silence and smoothness.' It was also discovered that the newcomer could go virtually anywhere in top gear, a characteristic inherited from its Silver Ghost predecessor.



The New Phantom, like the 20hp, adopted a disc-type clutch and adjustable radiator shutters; its chassis though, remained essentially the same as that of the later four-wheel-braked 'Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame. *'The Autocar'* found the brakes steering and suspension 'above reproach' and took pains to praise the exceptional ride quality, achieved by the use of shock absorbers adjustable for varying road conditions.

The New Phantom's introduction coincided with the start of an upturn in the general economic climate resulting in a healthy order book that saw 2,258 chassis delivered during the four-year production run, many going to the farthest corners of the British Empire.

It would be no exaggeration to say that the beautiful Phantom I tourer offered here is one of the very finest we have ever seen. Chassis number '92UF' was delivered new to Jarvis Ltd of Edgware Road, London W2 on 27th January 1928, but although the Paddington company was a coachbuilder as well as a motor dealer, the Rolls-Royce was sent on for bodying to James Young. One of the handful of British coachbuilding firms still active after WW2, the Bromley-based carriage-maker had bodied its first automobile in 1908, affiliating itself with a succession of quality marques throughout the 1920s and 1930s before being acquired by Jack Barclay in 1937.

Accompanying copy build sheets show that '92UF' was erected on the long chassis and fitted with engine number 'SJ45', which it retains to this day. Springs suitable for an open touring body were specified together with a polished bonnet, side lamps on the wing tops, two spare wheel carriers and a luggage grid. '92UF' was finally tested at Young's on 30th March 1928. The Phantom is pictured in *'Coachwork on Rolls-Royce'* by Lawrence Dalton (page 362), the dual cowl open tourer body, complete with its unusual rear decking and screen, giving the car a rakish, sporting look.





Registered 'UC 5020', the Phantom was first owned by one H E Swallow Esq of Kensington, London and appears to have remained in the capital for almost the next 50 years. An accompanying old-style logbook (issued May 1958) records the next owner as George Clarke of Bayswater, London. The next ownership record is found in another old logbook listing John Warth of London (from March 1973) followed by marque-specialist motor dealer Frank Dale Ltd (now Frank Dale & Stepsons) of London in May 1977. Frank Dale then sold the Rolls-Royce to James E Magin of Chicago, Illinois.

It is not known for how long James Machin kept the car, or of any subsequent owners in the USA apart from Cornelius and Mary Wentges of Naples, Florida, whose Certificate of Title (issued 2006) is in the history file. It appears that the couple had owned the car since at least 1999. In March 2007 '92UF' returned to the UK (C&E Form 386 on file) and after a very brief period in the ownership of Charles Anthony Howard of Gloucestershire was acquired by the current vendor on 20th May of that same year.

Shortly thereafter, in September 2007, the mammoth task of completely restoring the car commenced. Co-ordinated by Brigade Motors of Stroud, Gloucestershire, the restoration is recorded in their accompanying Customer Reports (most recent dated October 2013) listing work carried out by various specialists since September '07 and totalling £365,314.05. These include the highly respected Ashton Keynes Vintage Restorations, which undertook the bulk of the work; T A & J M Coburn; Autoshop; Vintage & Classic Restorations; Thornley Kelham; and The Vintage & Classic Paint Shop. The rebuild is recorded photographically in an accompanying ring binder while the other binder's invoices section is approximately 1½" thick. Close inspection is essential to fully appreciate the vendor's fastidious, no-expense-spared approach to the rebuild. Additional history on file includes copies of old V5C registration documents; assorted correspondence; SORN paperwork; and a quantity of old MoTs (most recent expired February 2013).

Since completion, '92UF' has amassed an impressive haul of concours trophies at the R-REC's Annual Rally, winning the 'Touring Class 2' and 'Elegance' awards in 2012 and picking up a second-place award in the 'Class 2, Phantom I' category in 2013. Finished in blue with matching leather interior, the car comes equipped with cocktail cabinet and full wet-weather gear, and is presented in quite exceptional condition, wanting for nothing and ready for the fortunate new owner to enjoy.

£270,000 - 360,000
€320,000 - 430,000



030

Fully restored to Concours condition
1928 ROLLS-ROYCE 20HP COUPÉ CABRIOLET
COACHWORK BY BARKER & CO LTD

Registration no. YX 4303

Chassis no. GXL2

Engine no. F7A (see text)



'This model was introduced to meet requests for a smaller, less expensive car in keeping with the trend after the First World War towards smaller cars for a wider market. Construction was simplified - but standards of workmanship were not compromised.' - Edward Eves, *Rolls-Royce, 75 Years of Motoring Excellence*.

Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unit construction of engine and gearbox, the latter featuring the modern innovation of a central ball change, and 'Hotchkiss drive' rear axle. The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. Favourably received as the Twenty was, its three-speed transmission's central gearchange was not well liked, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

The Twenty's introduction enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The car proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, updated the concept with significant improvements, featuring an enlarged (from 3,127 to 3,669cc) and more-powerful cross-flow version of the Twenty's six-cylinder overhead-valve engine. This increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Apart from the revised engine, early 20/25hp chassis were identical to those of the last 20s, both models being produced during 1929.

A late example of the 20hp Rolls-Royce, chassis number 'GXL2' was sold to Rossleigh Ltd of Dundee on 1st August 1928 and first owned by a Miss M L Corsar of Arbroath. Copies of factory build sheets show that production of the coupé cabriolet body was entrusted to Barker & Co Ltd of London, one of the finest of all British coachbuilders and a firm associated with Rolls-Royce from the latter's earliest days. The original finish is recorded as light blue with black wings and brown leather upholstery.





Copy chassis cards on file record the next owner as Messrs David Rosenfield (probably a dealer) in October 1929 followed by one E C Steward Esq in November 1929, F W Collins of Bilston in 1940 and finally J Shaw Esq of Lancashire in October 1941. There is then a gap in the history, the next ownership record being an old-style V5 registration document listing one J Coates of Burnley as owner. The date of acquisition is not stated but must have been prior to 1978.

The Rolls-Royce's next owner was a Miss Alyson Jayne Evans of Cirencester, who acquired it from Coates on 6th January 1987. Accompanying history files contain numerous invoices and correspondence dating from the Evans family's period of ownership, including a substantial number of bills relating to extensive restoration carried out during the late 1980s.

The current vendor acquired the Rolls-Royce from Alyson Evans in November 2003 and immediately commenced a programme of restoration. Co-ordinated by Brigade Motors of Stroud, Gloucestershire, the rebuild is detailed in their accompanying Customer Report (dated October 2013) listing work carried out by various specialists (mainly during 2011/2012) and totalling £81,788.29. These include the highly respected Ashton Keynes Vintage Restorations, which undertook the bulk of the work; T A & J M Coburn; Holbrook Garage, Bisley; Thornley Kelham; and The Vintage & Classic Paint Shop. Some aspects of the rebuild are recorded photographically in an accompanying ring binder.

It should be noted that during restoration the engine, which was rebuilt with a replacement cylinder head, was found to be of the later and more powerful 20/25hp type (number 'F7A'). Additional history on file includes copies of old V5C registration documents; assorted correspondence; SORN paperwork; and a quantity of old tax discs MoTs (most recent expired February 2013).

Presented in quite exceptional condition, effectively 'as new', 'YX 4303' represents a wonderful opportunity to acquire a fully restored Rolls-Royce Twenty benefiting from installation of the successor model's superior engine.

£75,000 - 85,000

€90,000 - 100,000



031

**1972 FERRARI DINO 246GT BERLINETTA
COACHWORK BY PININFARINA**

Registration no. MDP 266K

Chassis no. 02062





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 Alfredo 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 example was restored in the 1980s (including an interior re-trim) and comes with invoices dating back to 1983, the work having been undertaken by Maranello Concessionaires, Modena Engineering and other specialists. 'MDP 266K' was owned by a lady from 1994 until its acquisition by the current owner in 2009. Since then it has spent most of the time in storage and will, therefor, require re-commissioning before returning to the road. The car is offered with aforementioned documentation, MoT to October 2014 and Swansea V5C.

£150,000 - 180,000

€180,000 - 210,000



032

The ex-Michael Schumacher
1994 FIA Formula 1 World Championship-Winning
1994 BENETTON-COSWORTH FORD B194
FORMULA 1 RACING SINGLE-SEATER

Chassis No: B194-05

Engine No: ECA025







Only very occasionally during its entire history has the Bonhams motoring department – undeniably the world’s most widely experienced classic and Historic racing car auction house – had the opportunity to offer a ‘modern-era’ World Championship-winning Formula 1 car of the stature embodied within the remarkable – and fully operable – machine we now present here.

This exquisitely well-presented 1994 Benetton-Cosworth Ford B194 is the very car in which living legend Michael Schumacher – seven-times Formula 1 World Champion Driver – amassed the highest points score of any of the individual works team chassis in which he competed during that so-momentous racing season. Importantly, this was the first and therefore his most significant World Championship.

Chassis ‘B194-05’ offered here was used by the great German superstar driver to score four World Championship-qualifying Grand Prix race wins and to add two further second-place finishes.

This car as prepared and rebuilt from race to race employs the actual monocoque fuselage in which Michael Schumacher won the 1994 Grand Prix of San Marino at Imola, plus the Canadian Grand Prix on the Ile Notre Dame circuit at Montreal, the Monaco Grand Prix around the streets and quaysides of Monte Carlo, and in the French Grand Prix at Magny-Cours.

At Imola Michael Schumacher – as the new upstart talent within Formula 1- qualified this car second-fastest on the front row of the starting grid alongside triple-World Champion Ayrton Senna’s Williams-Renault. As motor racing history tragically records, the race was stopped and restarted after the fatal accident which took Ayrton Senna’s life, and which occurred mere yards ahead of this Benetton B194’s shapely nose cone as Senna and Schumacher had committed their cars at 180mph-plus into the Tamburello Curve. After the restart Michael Schumacher took the lead from Gerhard Berger’s factory Ferrari on the sixth lap. For a brief period when Schumacher made his pit stop Ferrari’s second-string driver Nicola Larini inherited the lead but the young German quickly reasserted his superiority and went on to dominate the remainder of the Grand Prix. In fact this Benetton B194 won by over 50secs from the second-placed Ferrari, providing its youthful driver with the first of his eight World Championship round victories that season, albeit in the most tragic circumstances most enthusiasts could imagine.

In qualifying for the Monaco Grand Prix Michael Schumacher and McLaren’s Mika Hakkinen fought for pole position, with this Benetton B194 winning the duel. The German star made his customary good start, pulling clear of any threat from Hakkinen who soon tangled with Damon Hill’s Williams. This left Michael Schumacher well clear of all pursuers and he would not be headed for the rest of the afternoon...

In mid-race oil was spilled at Ste Devote corner. Schumacher in B194-05 offered here slid and nearly hit the barrier, but without further alarms he tore on around the Principality to win from Martin Brundle’s McLaren-Peugeot by some 37 seconds...







2

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4

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3

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- 1
Michael Schumacher ahead by 30 seconds leading in the Principality - Monaco Grand Prix.
- 2
Michael Schumacher takes the chequered flag having lead from the start - Monaco Grand Prix.
- 3
B194-05 sat on the grid before the start - French Grand Prix, July 1994.
- 4
Michael Schumacher celebrates becoming World Champion with Flavio Briatore, Tom Walkinshaw and the rest of the Benetton team - Australian Grand Prix, November 1994.



For the Canadian Grand Prix further rule changes were applied as a result of the Imola accidents, the most significant being the decision that teams must use pump fuel. Until then they had used specially formulated 'rocket fuel' which bore no relation to ordinary gasoline available at the roadside service station.

This change seemed to have a dramatic effect on the relative performance of various leading team cars and Michael Schumacher in 'B194-05' only just bettered the times set by Ferrari drivers Jean Alesi and Gerhard Berger to take yet another pole position. At race start the top three maintained grid order and Michael Schumacher maintained firm control while behind him Alesi began to edge away from his team-mate Berger, the Austrian having to work hard to keep Coulthard and Hill behind him.

Rain began falling at mid-race but Schumacher and his carefully prepared Benetton B194 displayed remarkable pace regardless of track condition and duly won from Damon Hill, Jean Alesi and Gerhard Berger – the Benetton-Cosworth Ford in the German star's hands having asserted complete dominance over the best that Williams-Renault and Ferrari could provide. Three weeks later, qualifying for the French GP at Magny-Cours saw a pulsating deciding session in which Damon Hill beat his team leader Nigel Mansell's Williams-Renault time to take a dramatic pole position, while Michael Schumacher in 'B194-05' was third fastest on the inside of row two.

But as the lights signaled the start it was Schumacher in this green, blue and white -liveried Benetton B194 who made a simply amazing getaway, slotting its sleek nose between the two Williams-Renault FW16s to take an immediate lead with the younger Briton in hot pursuit as Mansell fell back, third. This order up front remained stable until Mansell went into the pits for new tyres on lap 18. With some drivers planning three stops and others going for two the order ebbed and flowed. On lap 37 Schumacher swept into the pitlane for his second stop leaving Hill in the lead. But after rejoining, within five laps, Schumacher was on Hill's tail again.

Damon Hill then made his second pit stop and rejoined 20secs behind Schumacher's Benetton, 'B194-05' purring home thereafter to record its fourth victory of the season, by 13secs from the Williams-Renault. This Formula 1 car was also driven by Michael Schumacher that season to finish second in both the Spanish and British GPs, being headed both at Barcelona and at Silverstone by Damon Hill's Williams-Renault FW16.

The car's 1994 season World Championship points score, therefore, totaled no fewer than 46 out of the 92 that Michael Schumacher accumulated during his entire title-winning campaign that year. It has been pointed out that the only car which could rival 'B194-05' here in terms of importance in Michael Schumacher's career is the 2004 Ferrari chassis '234' with which he won the opening five Grand Prix races of his seventh and final World Championship-winning racing season.



After the conclusion of the 1994 season, 'B194-05' was retained at Benetton's base at Enstone, Oxfordshire where it was kept in secure dehumidified storage apart from a few static displays. In 2000, the Benetton team was sold to Renault, and two years later was officially re-branded as the 'Renault F1 Team'. This car, together with a number of others, was sold in 2000 to Matthew Mortlock, from whom it was purchased by the current owner in January 2008. In July of that year 'B194-05' was statically exhibited at the Goodwood Festival of Speed.

At the end of 2008 its rebuild commenced with a strip down and inspection followed by crack testing of all suspension parts, rims and wings. All suspension uprights, drive shafts, master cylinders, gearbox and dampers were fully rebuilt. In 2009 Langford Performance Engineering completely rebuilt the engine with new pistons, valves, valve springs and bearings, after which it was dynamometer tested. Meanwhile, historic Formula 1 car specialists Team Ascari of Banbury fitted new front brake calipers; a new fuel tank; new engine starter, battery trolley and water heater; new carbon clutch (Tilton); updated electronics including ECU and harness, chassis loom, engine loom (Pectel and Viper electronics) and dashboard (GEMS); and a new paddle shift system (Equipmake), a process that consumed approximately 800 hours of engineering work.

Fred Goddard Racing Ltd undertook final assembly and testing, and at the end of 2010 the Benetton was shipped to the Ascari Race Resort in Ronda, Spain. In 2011 the car completed a few laps of testing for final engine mapping and setting up the electronics, with a further ten laps of testing in 2012. A video and photo-shoot run for Bonhams was completed earlier this year. (www.bonhams.com/benetton)

Presented in its original 1994 Mild Seven livery, this Benetton-Cosworth Ford B194 is offered here in complete running condition following more than two years of painstaking restoration, and is described by its vendor as race-prepared. The car is offered here with a completely rebuilt Cosworth-Ford Zetec engine, a fresh gearbox and a modernised high-speed paddle-shift gear change system.

The package proposed for sale includes a race-ready car with spares and complete pit equipment. It is offered with a post-sale testing opportunity at its current home base, the Ascari Race Resort in Ronda, Spain, and in recent running there for Bonhams' camera team the car performed in every respect as its illustrious as-new history would suggest – to perfection.

This is in every respect one of the most significant Grand Prix racing cars of recent history. Its record confirms its supreme historical importance, and for any collector/enthusiast who grew up during the long, long frontline racing career of world record-breaking, seven-time Formula 1 World Champion Driver Michael Schumacher, this is the perfect iconic centerpiece, his first World Championship winning car. We recommend the closest inspection and consideration.

Refer department

033

Property of a deceased's estate

1934 BENTLEY 3½-LITRE TOURER

COACHWORK BY LANCEFIELD/CORSICA

Registration no. AXB 2

Chassis no. B39AE

Engine no. X4BC

'... the ability to traverse the rapidly crowding roads of Great Britain in less time, and with less, effort were points strong in its favour.' Johnny Green on the 3½-Litre, Bentley, 50 Years of the Marque.

Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched at Ascot in August 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name. Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the former's overhead-valve six. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence. 'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

The Derby Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward. Of the 2,442 examples manufactured (including the subsequent 4¼-Litre model) almost 50% were originally bodied by Park Ward, that offered here being one of them.

The 19th Rolls-Royce-built 'Derby' Bentley to leave the factory, chassis number 'B39AE' was registered as 'AXB 2' on 3rd March 1934 and delivered new to Ernest Leopold Payton, an Austin Motor Company executive, who would go on to own a further three Derby Bentleys. The car was originally bodied by Park Ward as a 'standardised', four-door, four-light saloon.

After Mr Peyton, the '3½' was next owned by one H Swann from 30th April 1935. Subsequent owners listed on accompanying paperwork are (in order): Nigel Brooke of Compton Valence, Dorchester (1958/59); Neil Edwards of Chaffcombe, Somerset; Brian Walton of Henley (1959); Paul Foulkes-Halbard of Wannock Polegate, Sussex (to 1985) and Peter Crisp of Witheridge, Devon (1985 onwards). By this time 'AXB 2' had lost its original body and was in rolling chassis form, though it retained its original engine. The Bentley was still in this state when the late owner, VSCC and BDC member Robert Jensen of South Petherton, Somerset, purchased it from Peter Crisp circa 1988.







Robert Jensen purchased the current body separately from George K Dodds, apparently at around the same time (see correspondence on file). Built by Lancefield, this coachwork had started out in saloon configuration on the 'W O' Bentley Speed Six, chassis number 'SB2775', originally delivered in 1930 to bandleader Bert Ambrose. It was cut down and modified along more modern lines by Corsica in 1938. Based in North London, Corsica was a relatively small firm that allowed clients considerable freedom in determining their cars' final appearance – surely the ultimate in 'bespoke' – an approach that endeared it to wealthy sporting motorists. Many years later the Speed Six came back to the UK from the USA where it had been owned by well-known collector, the late Henry Petronis. The new owner wanted to turn the car into a Le Mans Replica so the Corsica body was removed and sold off, eventually passing to Robert Jensen.

It would appear that Robert was in no hurry to start the restoration, as the earliest of the numerous related invoices on file dates from 2007. The accompanying history consists of a 2"-thick ring binder of paperwork and bills, mainly from Vintage and Sports Car Services of Chard, Somerset and other marque specialists including Fiennes Restoration Ltd.

Close inspection is essential to fully appreciate the late owner's fastidious, no-expense-spared approach to the rebuild. The most recent bills relate to a gearbox rebuild (2012) and repair of the rear axle pinion assembly (2013). Additional documentation on file includes assorted correspondence; insurance paperwork; current Swansea V5C; and a couple of old MoTs (most recent expired December 2012).

In August 2010 the project was said to be 'nearing completion' and the finished car was later pictured in the BDC Review (August 2011 edition). 'Looks sensational' was how Robert Jensen described the reborn Bentley, and few would disagree. It is a great shame that he did not have longer to enjoy this unique and wonderful car.

£100,000 - 140,000
€120,000 - 170,000

034

1936 BENTLEY 4¼-LITRE SPORTS SALOON COACHWORK BY PARK WARD LTD

Registration no. DNU 105

Chassis no. B170HK

Engine no. J7BZ



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

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, almost 50 percent were bodied by Park Ward in a limited number of styles and this example is typical of the firm's popular sports saloon. 'B170HK' was sold new to Thomas Leonard (Len) Ward of Cokhay near Repton, son of the famous steel magnate, Thomas William Ward of Sheffield. He purchased 'B170HK' from Hugh Keller of Paddon Bros, Cheval Place, London SW7 whose nameplate is on the inner sill. The car is pictured on page 61 of 'Rolls-Royce – the Derby Bentleys' by Alec Harvey-Bailey.

Registered 'DNU 105', the Bentley was finished in dark grey with black wings, plain un-louvered front apron painted black, black horns fitted beneath the apron, black radiator shutters, black head and side lamps, and dark grey leather trim and carpets. Hugh Keller favoured black-finished shutters and lamps and must have influenced Mr Ward in deciding the final specification, details of which are recorded on copies of the original order form and chassis cards on file. Instructions were given for the plated parts of the stop lamp and driving mirror to be sprayed to match the body. The car was still in this colour scheme when bought by subsequent owner William Morrison (see below), much of the original paint being faded and worn through to the primer.

Len Ward and his wife, Constance, undertook a number of Continental tours with the car and a number of the early trips featured in various issues of 'On The Road', the pre-war Bentley factory publication sent to owners. The car was serviced at the Derby works pre-war and at Crewe thereafter. Len died in 1960 but 'Connie' kept the Bentley, only parting with it in 1979. She regretted this and bought it back in 1983, keeping the car in the heated garage at Cokhay and occasionally running the engine. In 1988 the Bentley was offered for sale at auction and purchased by rally/racing driver Peter Harper, who passed it on in January of the following year to a Mr Howell, who owned it but briefly. Its next owner (from July 1989) was Peter Riley, the ex-BMC works Healey driver and husband of Ann Wisdom.



Previous owner William 'Will' Morrison bought the Bentley from Peter Riley in November 1995 at 95,200 miles. Peter Riley had had the engine rebuilt by A B Price at 93,800 miles but the body remained highly original. A modern oil filter conversion was fitted at this time. Will Morrison started the rebuild himself but had to pass the car to John Williams of Chesterton Restorations for repair work to the extreme tail, front doors and front wings. New running boards (steel as original) were made by John and new rear wings by a company in Bicester.

The Bentley was then sent to Clanfield Restorations who removed the body, meanwhile Fiennes Restoration Ltd carried out the chassis work required. All four road springs were tested and reset, new shackles and bushes being fitted. New kingpins were fitted together with other pins and bushes. A new pinion bearing was installed, the radiator re-cored and the Bijur system checked. The body was stripped to bare metal and repainted in the original colours, matched by ICI. A new sunroof frame (the largest ash section in this steel body) was made.

After re-assembly, the car was re-commissioned. Alpine Eagle fitted a new headlining but did not have the time to re-trim as the 2001 rally season was approaching, so Gary Wright of Milton Keynes trimmed the interior. The original grey leather on the door panels, seat bases and front seat backs was retained but the faces of the seats had to be re-upholstered in Connolly hide. Made and fitted by Gary Wright, the new Wilton carpets were matched to the grey originals. Much enjoyed since the rebuild's completion, 'DNU 105' took part in Neil Fraser's 70th Birthday weekend in 2003. There is an excellent water-splash picture in 'Flying Lady' (March/April 2004 edition).

Over the winter of 2003, the oil and water pumps were rebuilt, new rear hubs fitted and the prop shaft balanced. On 22nd May 2004, 99,999 miles was recorded on the odometer, this momentous occasion being photographed by Will Morrison on the roads near his home, since when a further 6,000-or-so miles have been covered. The current owner bought the Bentley from Will Morrison in January 2012.

Exceptionally well documented, 'DNU 105' comes with several files of paperwork, close inspection of which is strongly recommended. These contain invoices for restoration and maintenance between 1995 and 2012 totalling almost £100,000; a photographic record of the extensive restoration works carried out by Fiennes; copies of old V5 registration documents; current V5C; and 18 MoT certificates covering (incompletely) the period from 1991 to 2012 when the car had covered 105,000 miles. In addition, 'DNU 105' comes with the original owner's handbook (stamped with the chassis number by the factory); a rare 'condensed' version of the handbook, appropriate to the 1936 model year; a complete Derby Bentley Technical Manual; a bound edition of 'On The Road' magazines featuring photographs of the car on tour; and many original photographs of it with the Ward family in the 1930s/1940s. Also included in the sale is the original 'town' radiator cap, which was specified by the first owner (the one currently fitted is a genuine 1936 'Flying B' pressurised radiator cap and mascot).

£70,000 - 80,000
£82,000 - 94,000

035

Only 7,200 miles from new

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

Registration no. 128 YUH

Chassis no. 875103

Engine no. R1137-9





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 sub-frame 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. Only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

Despite the E-Type's gorgeous appearance, taller drivers could find its 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.



Its accompanying Jaguar Daimler Heritage Trust Certificate confirms that left-hand drive chassis number '875103' was despatched from Browns Lane on 27th June 1961 bound for Jaguar Cars, New York. The original colour scheme was opalescent dark green with Suede Green leather interior, which the car retains. Its first owner is listed as G E Kling of Dayton, Ohio.

George Kling owned the cement manufacturing company, Moraine Materials. According to correspondence on file, he bought the Jaguar on a whim after seeing a newspaper advertisement in the local paper announcing the new XKE Roadster at the local dealer, J-V Motors. It was the second XKE sold in Dayton. Approximately two or three years later, with the odometer showing 3,374 miles, Mr Kling drove the car to the home of Dayton industrialist, George Walther, for cocktails. George Walther's company was a major manufacturer of steel wheel assemblies for the trucking industry. Their race team, 'Dayton Steel Wheel Specials' competed in the Indianapolis 500 for over 25 years, though with little success. Mr Walther showed interest in the Jaguar and offered to buy it if Mr Kling wanted to sell.

Mr Kling confessed that he did not fit in the car very well and would sell it for \$1 for every mile shown on the odometer. A deal was struck for that amount. After driving the E-Type infrequently himself for several years, George Walther put the car in a storage barn at his family's marina/race-car shop. It sat there with several Duesenbergs, Ferraris, assorted Indianapolis cars, 'unlimited' hydroplanes and other Walther family interests. The car was retrieved from the building after George Walther's death and subsequently passed via his son, D'Arcy, to John E Higgins, President of Lexus of Dayton. It subsequently came to the UK and was purchased by the current owner from the highly respected marque specialists, JD Classics, circa two years ago. Since acquisition the car has been kept in professional storage.

Effectively unused since 1965, although it has been MoT'd, this very early E-Type retains matching numbers and is completely original and un-restored – a rare find indeed. Representing a wonderful opportunity to acquire an unmolested example of the Jaguar E-Type in its earliest and purest form, the car is offered with aforementioned documentation, current road fund licence, MoT to June 2014 and Swansea V5C document.

£130,000 - 150,000
€160,000 - 180,000



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The Tailor's Car
1951 Ferrari 212 Export Berlinetta
Coachwork by Touring

Photo credit: Marcel Massini

This exceptional, racing-bred Ferrari was delivered new to famous Italian tailor and racing driver, Augusto Caraceni, the preferred clothing designer for the Agnelli family and Mr. Enzo Ferrari himself.

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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 shown from the chest up, looking slightly to the right. The background is dark and indistinct.

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NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “*you*”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

In its role as *Auctioneer of Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams*' job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller's* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with the *Buyer*. The terms of that contract are set out in our *Buyer's Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*. This will govern *Bonhams'* relationship with the *Buyer*.

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such

items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams'* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

Estimates

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

Condition Reports

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. Nor does the *Seller* owe or agree to owe you as a *Bidder* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

The Seller's responsibility to you

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

Bonhams' responsibility to you

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller's* agent only (unless *Bonhams* sells the *Lot* as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams'* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams'* behalf which is in any way descriptive of any *Lot*

or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer's Agreement*.

Alterations

Descriptions and *Estimates* may be amended at *Bonhams'* discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE *SALE*.

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder* Registration Form, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

Bidding in person

You should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone (only available on lots with a low estimate greater than £400)

If you wish to bid at the *Sale* by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee *Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your Absentee *Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the *Sale*.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the *Sale* unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the *Sale*, we are entitled to assume that the person bidding at the *Sale* is bidding on his own behalf. Accordingly, the person bidding at the *Sale* will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the

identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable *VAT*. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale*. You should be alert to this possibility of changes and ask if there have been any.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to *VAT*. For this *Sale* the following rates of *Buyer's Premium* will be payable by *Buyers* of *Lots*:

- (a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*
- (b) Automobilia
25% up to £50,000 of the *Hammer Price*
20% from £50,001 to £1,000,000 of the *Hammer Price*
12% from £1,000,001 of the *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*.

3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus *VAT* per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams' order* and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT		
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.	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.
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .		9.2.2 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
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS		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> .
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>):	7.3	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.
7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.
7.1.2	to retain possession of the <i>Lot</i> ;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	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:
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;	8.1.1	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
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;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or
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;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
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;	8.2	The discretion referred to in paragraph 8.1:
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;	8.2.1	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
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;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
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> .	9	FORGERIES
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.
		9.2	Paragraph 9 applies only if:
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and
		9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
		9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
		9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
		9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
		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.
		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> .
		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> .
		9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
		9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
		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> .
		10	OUR LIABILITY
		10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <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> .
		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:
		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

- 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* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

"Reserve" the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

"Sale" the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

"Sale Proceeds" the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), **"Seller"** includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a *Lot* by a specialist on the *Lot*.

"Stamp" means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

"Storage Contractor" means the company identified as such in the *Catalogue*.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"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."

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)

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

Credit and Debit Card Payments

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INDEX

Lot No	Year	Model
28	1961	Alfa Romeo Giulietta SZ <i>Berlinetta</i>
15	1948	Allard M-Series Drophead Coupé
14	1959	Aston Martin 4.2-Litre DB4GT Sports Saloon
1	1968	Aston Martin DB6 Vantage Sports Saloon
16	1934	Aston Martin Ulster Two-Seater Sports
23	1955	Austin-Healey 100M Roadster
4	1961	Austin-Healey Sprite Two-Seat Grand Touring Coupé
32	1994	Benetton-Cosworth Ford B194 Formula 1 Single-Seater
33	1934	Bentley 3½-Litre Tourer
34	1936	Bentley 4¼-Litre Sports Saloon
26	1956	Bentley S-Series Continental Sports Saloon
22	1938	BMW 328 Sports Two-Seater
25	1903	Clément 12/16-hp Rear-Entrance Tonneau
11	1960	Commer TS3 Three-Car Transporter
9	1960	Cooper Monaco-Climax 'Mark II' Type 57 Prototype
19	1970	De Tomaso Mangusta
17	1964	Facel Vega II Coupé
31	1972	Ferrari Dino 246GT <i>Berlinetta</i>
21	1952	Frazer Nash Targa Florio Sports
5	1952	Jaguar C-Type Two-Seat Sports Racing Roadster
7	1956	Jaguar D-Type 'Shortnose' Sports-Racing Two-Seater
2	1964	Jaguar E-Type Series I 4.2-Litre Roadster
35	1961	Jaguar E-Type Series I 'Flat Floor' 3.8-Litre Roadster
3	1937	Jaguar SS100 2½-Litre Roadster
6	1953	Jaguar XK120 Roadster
24	1964	Porsche 904 Carrera GTS,
30	1928	Rolls-Royce 20hp Coupé Cabriolet
29	1928	Rolls-Royce 40/50hp Phantom I Tourer
27	1912	Rolls-Royce 40/50hp Silver Ghost 'London-to-Edinburgh'
18	1937	Rolls-Royce Phantom III Sports Sedanca de Ville
20	1991	Rover Mini Cooper Saloon
12	1949	Talbot Lago T26 Record Cabriolet
10	1962	Tojeiro EE-Buick Endurance Racing Coupé
8	1959	Tojeiro-Jaguar Sports-Racing Prototype



1793

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