

Collectors' Motor Cars
and Fine Automobilia
Goodwood Revival
Saturday 13 September 2014
Chichester, Sussex

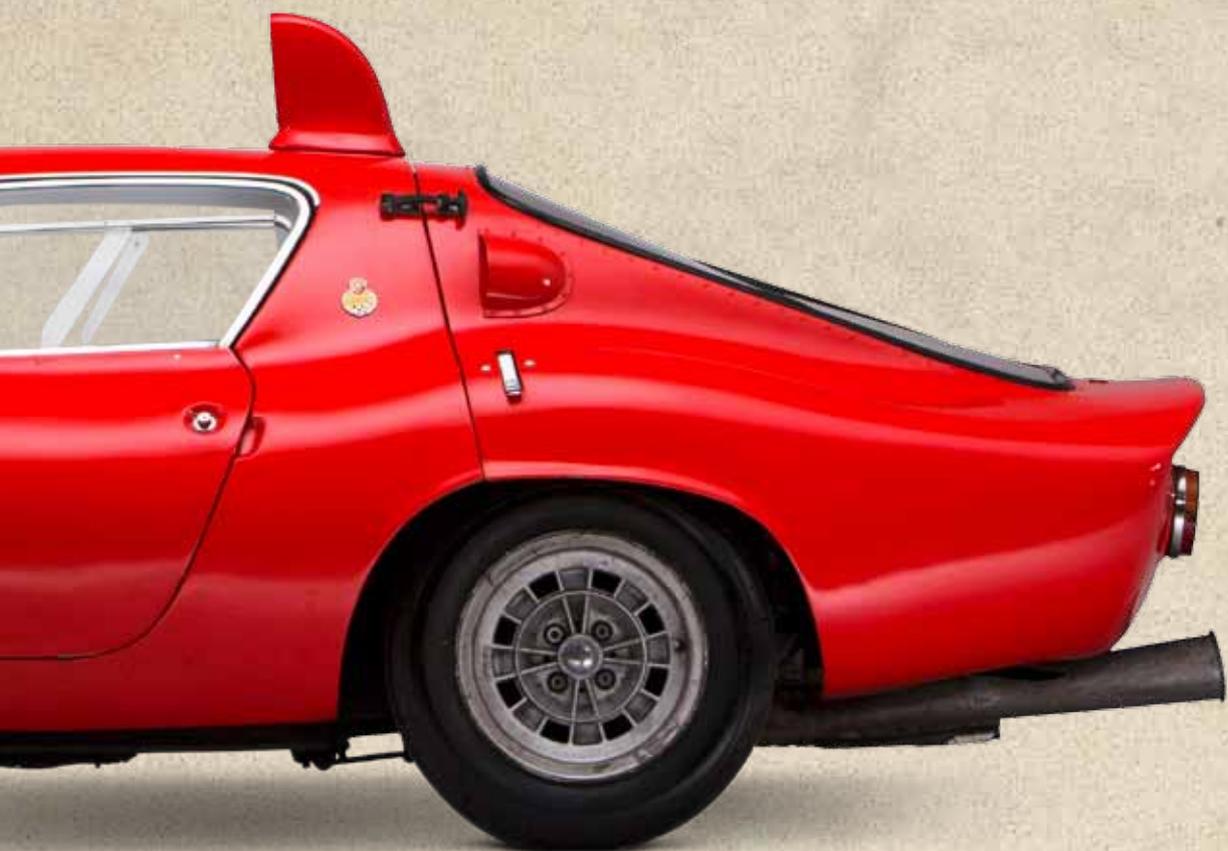


GOODWOOD REVIVAL SALE

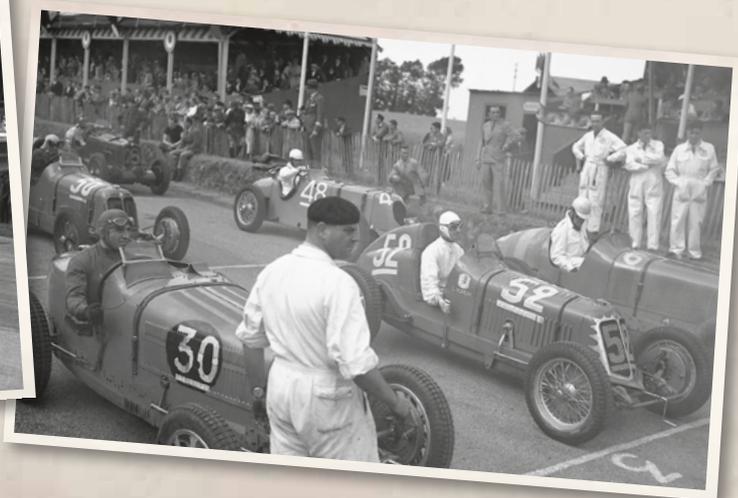


Bonhams





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



GOODWOOD REVIVAL SALE

Important Collectors' Motor Cars and Fine Automobilia

Saturday 13 September 2014 at 11:00 and 14:00
Chichester, Sussex

VIEWING

Friday 12 September
09:00 to 17:00
Saturday 13 September
from 09:00

SALE

Saturday 13 September:
Automobilia 11:00
Motor Cars 14:00

SALE NUMBER

21907

CATALOGUE

£30.00 + p&p
(admits two)

BIDS

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

Please note that bids should be submitted no later than 4pm on Thursday 11 September. Thereafter bids should be sent directly to bids@bonhams.com

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

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

Automobilia
+44 (0) 8700 273 618
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

ENQUIRIES ON VIEW AND SALE DAYS

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

IMPORTANT INFORMATION

The United States Government has banned the import of ivory into the USA. Lots containing ivory are indicated by the symbol Φ printed beside the lot number in this catalogue.

CUSTOMER SERVICES

Monday to Friday 09:00 - 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

ILLUSTRATIONS

Front & Back cover: Lot 240

PLEASE NOTE

Admission to the sale by catalogue only (admits two)

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

Bonhams 1793 Limited

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

+44 (0) 20 7393 3900
+44 (0) 20 7393 3905 fax

Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling Global CEO,
Patrick Meade Global CEO,
Geoffrey Davies, Jonathan Horwich,
James Knight, 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,
Richard Harvey, Robin Hereford, Asaph Hyman,
Charles Lanning, Sophie Law, 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, Ralph Taylor,
Shahin Virani, David Williams,
Michael Wynell-Mayow, Suzannah Yip.

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 on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

Damage

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

Important changes to V5C Registration Document procedures

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle, Bonhams has now changed their policy on the handling of V5C Registration documents, upon full payment by the buyer.

If we have not received confirmation of the new keeper's name and address 14 days from the date of the sale, we will write to you requesting this information.

If, after 28 days from the date of sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account.

Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported.

If you wish the new keeper details to be updated in any other way please make contact with the Sale Administrator as soon as possible.

Please Note: Once the V5C has been updated by the DVLA it cannot be reversed.

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.
Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank
Account/Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.
Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

VAT

The following symbols are used to denote that VAT is due on the Hammer Price and buyer's premium:
† VAT at 20% on Hammer Price and buyer's premium
Ω VAT on imported items at 20% on Hammer Price.
* VAT on imported items at 5% on Hammer Price.
• Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

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

Artists Resale Right Regulations 2006

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

NOVA

Certain motor car Lots, which will be marked "N" in the Catalogue, if purchased by a UK resident will be subject to a NOVA Declaration, undertaken by Bonhams to facilitate its registration here in the UK.

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.

Guide for Buyers

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

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

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

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional).

A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

Absentee/Commission bidding

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

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can 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 and faxed/mailed to us no later than 48 hours before the sale.

How fast will the auctioneer go?

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

Are there any warranties offered with the 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 2% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

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

Bank transfer

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

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

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For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse at 6pm on the day of sale.

For Motor Cars payment can be taken up to 12pm on Monday 15 September at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However representatives from Polygon Transport will be present at the sale and can quote a price to deliver the vehicle to you. Their contact details can be found on the collections page.

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 Jane Hogan.

Can someone arrange insurance for me?

Representatives of Hagerty insurance will be in attendance at the sale. They can assist with any insurance requirements for agreed value road risk, storage and transportation cover. Contact 0844 824 1134.

Hagerty International Limited

The Arch Barn

Pury Hill Farm

Towcester

Northamptonshire

NN12 7TB

0844 824 1134

Web: www.hagertyinsurance.co.uk

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

Worldwide Motoring contacts

UK Motor Cars

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Mainland Europe Motor Cars

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Administrator

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Additional contacts

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

Automobilia

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

Buyers/Sellers Accounts UK

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+44 (0) 20 7447 7430 fax

Bill To
+44 (0) 20 8963 2822
bill.to@bonhams.com

Administrator

Robert Burner
+44 (0) 20 8963 2802
robert.burner@bonhams.com

Buyers/Sellers Accounts US

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

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 16 September 2014 by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2840 or automobilia@bonhams.com to make an appointment.

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

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

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

All lots marked with a $\diamond\diamond\diamond$ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects.

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

Motor Cars

Vehicles must be collected from the sale venue by 12pm on Monday 15 September, at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility (please see Guide for Buyers).

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

Removal and Storage of Vehicles

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

Vehicle Removal charges

£220 + 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, 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).

Polygon Transport
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hants SO40 4BL
02380 871 555
02380 862 111 fax
polygon@polygon-transport.com

Vehicle Insurance

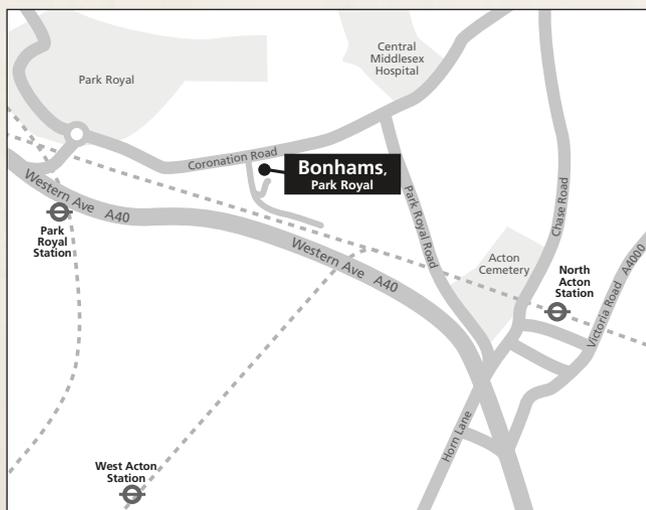
Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
0844 824 1134
www.hagertyinsurance.co.uk

Motor Car Preparation

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

Professional Catalogue Photography

Simon Clay
Tom Wood
Nathan Morgan
Peter Gadsby



Directions to Goodwood Revival

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

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

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

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

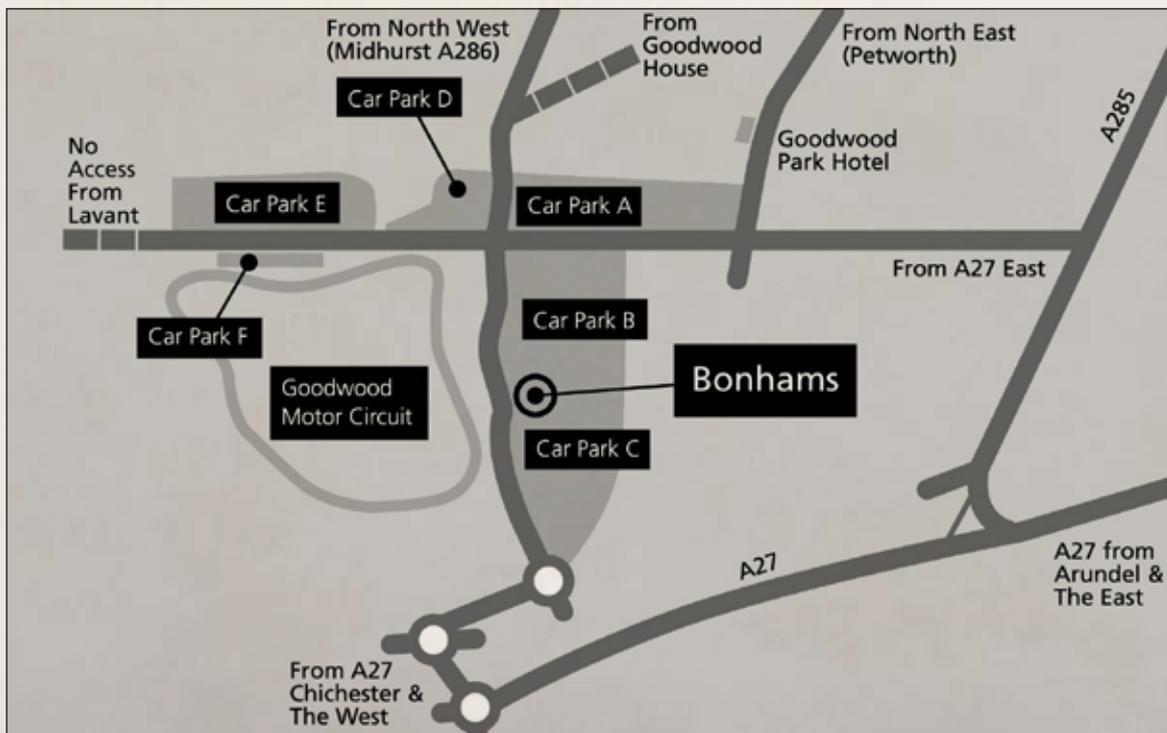
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth. From here follow the AA signs and you will be directed to the most appropriate car park.

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

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

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

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

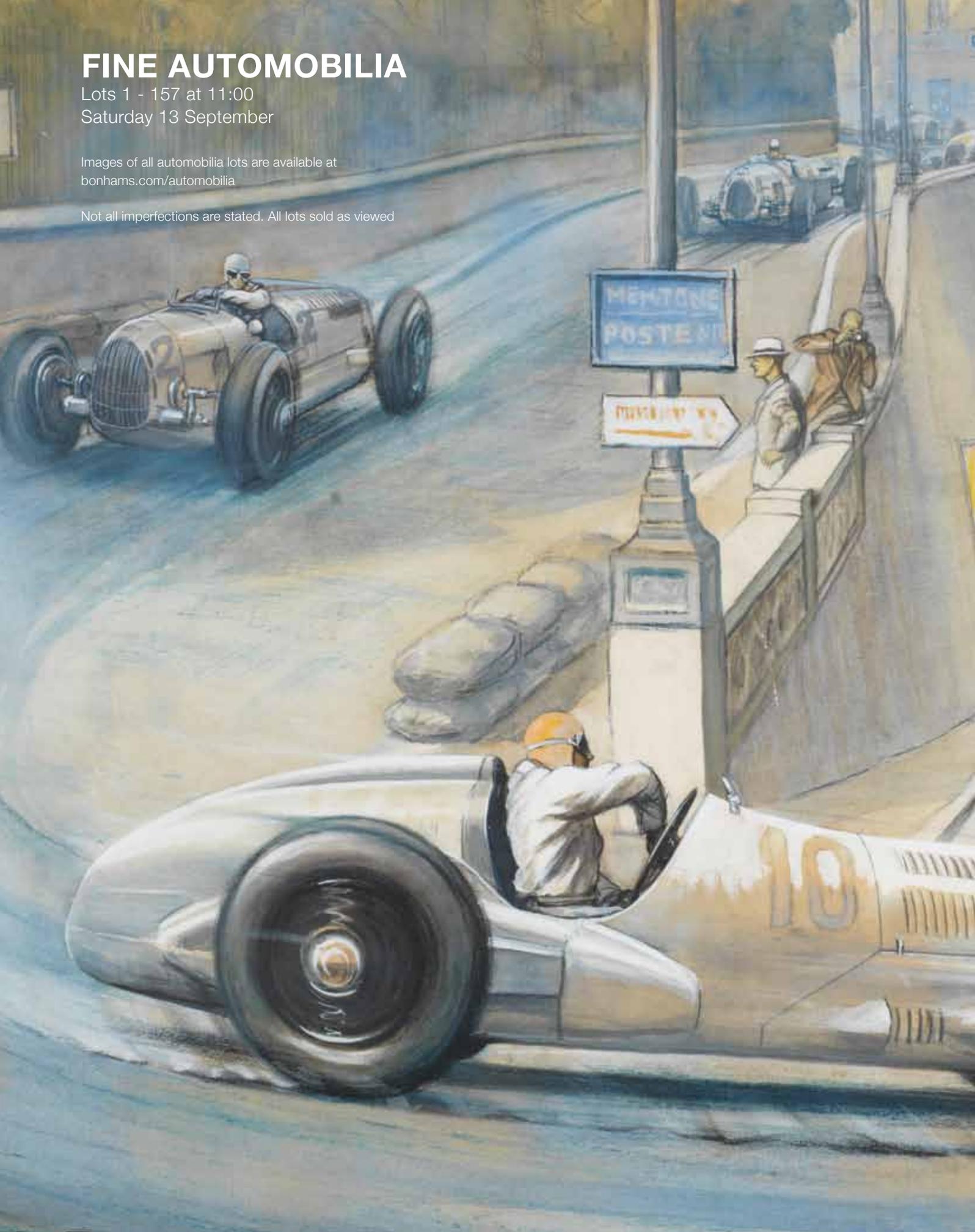


FINE AUTOMOBILIA

Lots 1 - 157 at 11:00
Saturday 13 September

Images of all automobilia lots are available at
bonhams.com/automobilia

Not all imperfections are stated. All lots sold as viewed





5



6

1 ◊

A 'LOTUS' ILLUMINATING SIGN,
modern, single-sided, aluminium frame with Perspex panel, 69 x 69cm.
£500 - 600
€630 - 750

2 ◊

A 'JAGUAR' ILLUMINATING SIGN,
modern, single-sided, aluminium frame with Perspex panel, 69 x 69cm.
£500 - 600
€630 - 750

2A ◊◊

A HAND-PAINTED 'MR BIBENDUM' STANDING FORECOURT FIGURE,
modern, fibreglass construction, 120cm high.
£600 - 800
€750 - 1,000

3 ◊

AN 'ASTON MARTIN ZAGATO MILANO CARROZZERIA' ILLUMINATING SIGN,
modern, single-sided, aluminium frame with painted Perspex panel, 61 x 81cm.
£500 - 600
€630 - 750

3A ◊◊

A HAND-PAINTED 'MR DRIP' STANDING FORECOURT FIGURE,
modern, fibreglass construction, 120cm high.
£600 - 800
€750 - 1,000

4

A LAGONDA METAL SIGN,
steel rectangular panel with dark blue ground and gilt Lagonda emblem, 36 x 66cm, together with a cast alloy Lagonda emblem with raised lettering, 67cm wide.
(2)
£200 - 300
€250 - 380

4A ◊◊

A HAND-PAINTED 'MISS DRIP' STANDING FORECOURT FIGURE,
modern, fibreglass construction, 120cm high.
£600 - 800
€750 - 1,000

5

A SET OF TOOLS SUITABLE FOR A VINTAGE BENTLEY, WITH TOOLBAG,
brown leather box-bag with interior base tray, containing various tools including eight BSA spanners, five Abingdon King Dick adjustable spanners, a box spanner and six other spanners, a small hand drill, three 'perfect pattern' screwdrivers, three Dunlop tyre levers, a small hammer, a large hammer, two different types of pliers, three files, a small funnel, a soldering iron, a Braime oil can, a boxwood folding rule, five Tecalemit grease guns, a Dunlop tyre gauge, together with a Lake & Elliot jack and a Kismet Junior foot pump painted green.

(Qty)

£800 - 1,000
€1,000 - 1,300

6 ◊◊

AN EARLY ENGLISH-MADE BOWSER SKELETON HAND-OPERATED PETROL PUMP,
restored in Shell livery, fitted with Shell "When You Think Of Speed Think Of Shell Motor Spirit" brand plate, Shellmex Guaranteed 1/4d price plate and a Shell transfer to the pump cylinder, polished steel pump lifting rack, working rack stop bar for delivering 1 pint, ½ gallon or 1 gallon measurements, gallon trip meter, original Goodyear delivery hose with polished bronze nozzle & fittings, 193cm high overall.
£1,400 - 1,800
€1,800 - 2,300



7 †
AN EARLY FOUR-NOTE 'TENOR' 6 VOLT ELECTRIC BRASS TRUMPET HORN, BY CICCÀ, FRENCH,
 four brass trumpets of different sizes, with hinged connection to compressor unit bearing maker's plaque and numbered '1260', 43cm long overall.
£900 - 1,200
€1,100 - 1,500

8 †
A VETERAN EIGHT-NOTE TRUMPET HORN, FRENCH, CIRCA 1910,
 nickel-plated, with three valves, complete with bulb, approximately 65cm long overall.
£1,000 - 1,500
€1,300 - 1,900

9 †
AN EARLY FOUR-NOTE 'TENOR' 12 VOLT ELECTRIC BRASS TRUMPET HORN, BY CICCÀ, FRENCH,
 four brass trumpets of different sizes, with hinged connection to compressor unit bearing maker's plaque and numbered '1218', with mounting bracket, 43cm long overall.
£1,200 - 1,500
€1,500 - 1,900

10 †
A RARE VETERAN SIXTEEN-NOTE TRUMPET HORN, FRENCH, CIRCA 1910,
 nickel-plated, with three valves, complete with bulb, approximately 67cm long overall.
£1,500 - 2,000
€1,900 - 2,500

11
A FINE MOTOR ANEROID BY CURTIS & HORSPOOL OF LEICESTER, BRITISH, CIRCA 1930,
 nickel plated dial with scale from 27-31 millibars, the dial marked 'to H.M. the King.', rotating outer ring dial with ascent and descent scales from 0-2000 feet, blued steel needle, 6.5cm diameter bevelled lens, plated outer case with mounting ring.
£700 - 900
€880 - 1,100

12
THREE WEBER TYPE 36 DR3 CARBURETTORS,
 bronze, each applied with brass plaque, numbered 3906, 3959 and 3976 respectively, each with some fittings, two cast linkages cracked and loose.
 (3)
£1,000 - 1,500
€1,300 - 1,900

The Weber 36DR3 was fitted to the Fiat 1100S Mille Miglia and some Cisitalia cars.

13
A BADGE-BAR MOUNTED WITH THREE BADGES,
 chromed solid bar, 69cm long, with pre-drilled positions for two more badges, currently fitted with National Motorists Association enamelled badge by Collins, number 1816, enamelled Junior Car Club by Elkington, number J2526, and an RAC Associate Member's badge with blue enamelled centre.
£500 - 700
€630 - 880



14



15



16



17

14 †

A JUNIOR RACING DRIVERS' CLUB ENAMEL BADGE, 1920S, nickelled shield-shaped badge, possibly suit radiator mounting, in green, red, white, blue and black enamel, some overpainting to lettering, 8cm high.
£900 - 1,200
€1,100 - 1,500

15

AN EXTREMELY SCARCE LE MANS 24 HOURS 'PILOTE' COMPETITOR'S CAR BADGE, CIRCA 1959, original badge, with decorative enamel on chromed brass design by Geo.Ham, pierced-format relief-design depicting 24-hour clock with racing sports-car motif within steering-wheel border, stamped number 285, and with applied inscription 'Pilote' to top, good condition condition, on polished hardwood easel-mount.
£1,000 - 1,200
€1,300 - 1,500

16 †

A 'NASSAU BAHAMAS' ENAMELLED CAR BADGE, chromed, with enamelling in six colours, 14cm high, mounted on a wooden base.
£1,500 - 2,000
€1,900 - 2,500

17 †

AN EARLY ROYAL AUTOMOBILE CLUB FULL MEMBER'S BADGE, BY ELKINGTON OF 22 REGENT ST, 1907, hollow-cast brass badge numbered B689, with 'double-winged' Mercury, with good enamelled Union Jack centre to front and brass disc bearing right-facing King Edward VII profile to rear, surmounted by Royal crown, marked with Registered Design No.513135 to side, believed to be a November 1907 issue of the badge and with rare extended bracket for radiator bar mounting, 17cm high, mounted to a wooden display base.
£3,000 - 4,000
€3,800 - 5,000

18 †

A STERLING SILVER AND ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE, BY TURNER & SIMPSON, 1926, hallmarked Birmingham to reverse, in pale and dark blue enamel with central depiction of the patron saint of travellers, 52mm wide.
£700 - 900
€880 - 1,100

19 †

AN ENAMELLED ST BARTHOLOMEW DASHBOARD PLAQUE, 1920S, circular plaque, in scarlet, black and amber coloured enamel, with central depiction of the patron saint, 57mm wide.
£700 - 900
€880 - 1,100

20 †

AN ENAMELLED ST BARTHOLOMEW DASHBOARD PLAQUE, 1930, by the Birmingham Medal Co., Registered Design No.753589 to reverse, of Art Deco design in pale blue, green, black and white enamel with central depiction of the patron saint, 80mm wide.
£800 - 1,000
€1,000 - 1,300

21 †

AN ENAMELLED ST CHRISTOPHER DASHBOARD PLAQUE, 1920S, nickelled plaque, of Art Deco design, enamelled in seven colours, with central depiction of the patron saint of travellers, 59cm wide.
£500 - 600
€630 - 750



22 †
AN ENAMELLED ST BARTHOLOMEW DASHBOARD PLAQUE, 1930,
 silver-coloured base metal plaque by the Birmingham Medal Co., with Registered No.753589 to reverse, inlaid with blue, white and black enamel with central depiction of the patron saint in pale turquoise enamel, 69mm wide, screw to one lug.
£500 - 600
€630 - 750

23 †
AN ENAMELLED ST BARTHOLOMEW DASHBOARD PLAQUE, 1920S,
 circular plaque, in pale blue, mauve and white coloured enamel, with central depiction of the patron saint, 57mm wide.
£500 - 600
€630 - 750

24 †
AN ENAMELLED ST CHRISTOPHER DASHBOARD PLAQUE, CIRCA 1930,
 square nickelled mount, with pale and dark green enamel decoration and central depiction in brown enamel of the patron saint of travellers, hinged to allow for discreet messages to be hidden under front panel, 40mm wide.
£600 - 800
€750 - 1,000

25 †
AN ENAMELLED ST BARTHOLOMEW DASHBOARD PLAQUE, 1930,
 metal plaque by the Birmingham Medal Co., with Registered No.753589 to reverse, inlaid with blue, white and black solid enamel with central depiction of the patron saint in blue enamel, 69mm wide, some loss to enamel in places.
£500 - 600
€630 - 750

26 †
A STERLING SILVER AND ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE, BY TURNER & SIMPSON, 1959,
 hallmarked Birmingham to reverse, circular silver plaque with central depiction in relief of the patron saint of travellers, with decorative cream enamel surround, 62mm wide.
£600 - 800
€750 - 1,000

27 †
AN ENAMELLED ST CHRISTOPHER DASHBOARD PLAQUE, 1920S,
 square nickelled mount with machined decoration, with central depiction in blue enamel of the patron saint of travellers, hinged to allow for discreet messages to be hidden under front panel, 41mm wide.
£600 - 800
€750 - 1,000

28 †
A SILVER AND ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE, FRENCH, 1920S,
 silver mount marked 'France' to reverse, with central depiction in relief of the patron saint of travellers, and with pale and dark blue enamel surround, 56mm wide.
£700 - 900
€880 - 1,100



33



34



31



30

29

A GOOD QUANTITY OF GOODWOOD 'FESTIVAL OF SPEED' AND 'REVIVAL' COMPETITORS' MEMENTOS AND SOUVENIRS 1994-2012, INCLUDING ENAMEL BADGE PASSES,

including class-winner's award, driver's club pass-tags, tickets, brassards and related memorabilia, many contained in original packaging, together with Goodwood Aero Club members' lapel badges and ephemera, and two original roadside advertising-sign posters from the inaugural Festival of Speed Meeting, pasted on board with wooden fixing-stakes from the very first "garden-party" themed event in 1994.

(Qty)

£500 - 600

€630 - 750

30

A PAIR OF 'WINGED SPHINX' MASCOTS BY RUFFONY, FRENCH, 1920S,

mounted as a pair of bookends, each signed plated hollow-cast white metal figure, 11cm high, mounted on a light green marble base. (2)

£800 - 1,200

€1,000 - 1,500

31 †

A RARE 'MR JORROCKS' CAR MASCOT, BY 'SNAFFLES' (CHARLES JOHNSON PAYNE), BRITISH, 1922,

signed 'Snaffles' and with Registered Design No 692157 to base, 'cire perdue' cast silver-plated bronze mascot, depicting the comical cartoon character 'Mr John Jorrocks' in huntsman's full dress sounding his bugle and mounted on his galloping horse, complete with riding crop and reins, 12cm high, mounted on a wooden display plinth.

£2,000 - 3,000

€2,500 - 3,800

Mr John Jorrocks was a fictional comical character created by English novelist and sports writer Robert Smith Surtees (1805-1864) who serialised in pictorial form the exploits of 'Mr Jorrocks of St. Botolph Lane and Great Coram Street', a vulgar urban Cockney grocer with a taste for country life, sports and hunting, in his sporting editorial New Sporting Magazine between 1831 and 1834, which were later collated and published by George Routledge & Sons in the 1838 title 'Jorrocks's Jaunts and Jollities'.

Charles 'Snaffles' Johnson Payne (1884-1967) was an English artist, painting mainly military, racing and equestrian scenes, and was the sculptor of the 'Mr Jorrocks' mascot offered for sale here today.

32 †

A FINE HISPANO-SUIZA DESKPIECE, BY F.BAZIN, FRENCH, 1920S,

signed 'F.Bazin' to left side of base, nickel-plated bronze, in the form of the flying stork above a stylised cloud formation, 22cm long, mounted on a black painted tiered wooden display base. £3,000 - 4,000
€3,800 - 5,000

33 †

A RARE 'SNAKE GIRL' MASCOT BY RENI PALMIER, FRENCH, CIRCA 1910,

signed to rear of base, nickel-plated bronze, depicting a nude female with a snake wrapped around her upstretched arms, 22cm high, mounted on a period radiator cap above a turned wooden display base.

£5,000 - 6,000

€6,300 - 7,500



32



35

34 †

A 'YOUTH WITH EAGLE' MASCOT, BY JULIUS SCHMIDT-FELLING, GERMAN, CIRCA 1910,

signed to rear of base and with RKB German foundry mark, nickelled bronze mascot depicting a naked youth carrying a club with an eagle perched on his shoulder, 22cm high, mounted on a turned wooden base.

£2,000 - 3,000

€2,500 - 3,800



36

35 †

A 'PELICAN' MASCOT, BY L. ARTUS, CIRCA 1930,

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

£1,500 - 2,000

€1,900 - 2,500

36

AN 'ARCHER' GLASS MASCOT, BY RENE LALIQUE, FRENCH, INTRODUCED 3RD AUGUST 1926,

moulded 'R Lalique' to lower edge, in clear glass featuring deep impressed moulded depiction of a kneeling archer, 12cm high, two minor internal bubbles to base.

£1,200 - 1,600

€1,500 - 2,000



37

37

A 'TETE D'AIGLE' GLASS MASCOT BY RENE LALIQUE, INTRODUCED 14TH MARCH 1928,

faintly moulded 'R. Lalique' to left side of neck and 'France' to right side, in the form of an eagle's head, 11 cm high.

£1,000 - 1,500

€1,300 - 1,900



38



40



39

38
A FINE 'LEVRIER' GLASS MASCOT WITH FAINT AMETHYST TINT, BY RENE LALIQUE, FRENCH, INTRODUCED 14TH MARCH 1928,

intaglio moulded 'R.Lalique' with double-tailed 'Q' and 'France' to lower edge, with deep impressed depiction of a running greyhound, 19.7cm wide, some minor internal bubbles.
£5,000 - 6,000
€6,300 - 7,500

39
A 'TETE D'EPERVIER' MASCOT IN FUMÉE GLASS, BY RENE LALIQUE, FRENCH, INTRODUCED 21ST JANUARY 1928,

moulded 'Lalique France' with double-tailed 'Q' to rear of base, depicting a hawk's head, some surface scratches in places, mounted within a nickelled display mount, 8cm high, above a turned wooden display base.
£1,200 - 1,600
€1,500 - 2,000

40
A 'VITESSE' GLASS MASCOT BY RENÉ LALIQUE, INTRODUCED 17TH SEPTEMBER 1929,

moulded 'R. Lalique' and 'France', lettering partially removed by mounting notch cut into glass above base, letter 'A' in Lalique missing due to chip, other multiple chips and loss to base, toes on left foot ground down, 19cm high.
£2,500 - 3,500
€3,100 - 4,400

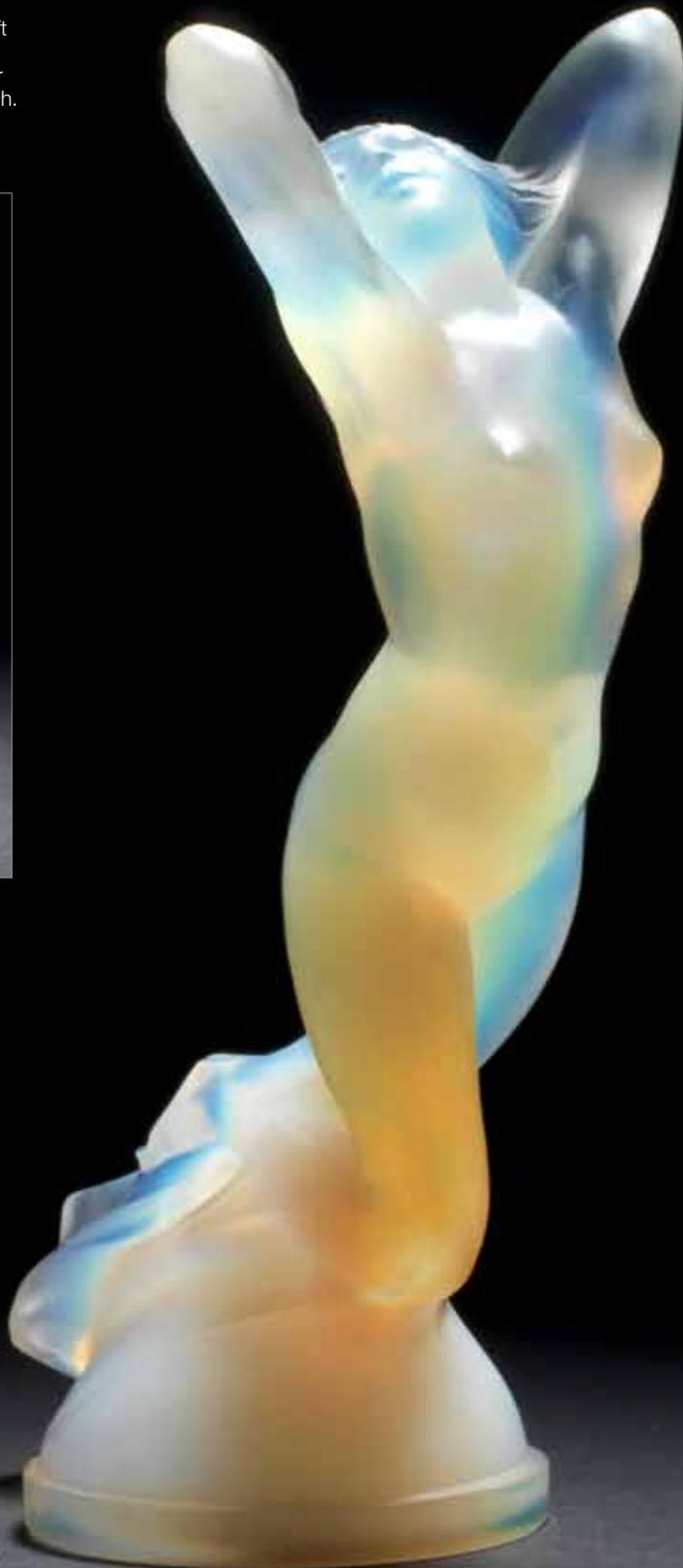
41 †

**A FINE AND RARE 'VITESSE' MASCOT IN
OPALESCENT GLASS, BY RENE LALIQUE,
FRENCH, INTRODUCED 17TH SEPTEMBER
1929,**

moulded 'R Lalique' with double-tailed 'Q' to
right side of base and moulded 'France' to left
side of base, in the form of a forward leaning
stylised female nude, her hands caressing her
hair, in blue/white opalescent glass, 19cm high.

£25,000 - 35,000

€31,000 - 44,000





42



43



44



45



46

42 †
AN ILLUMINATING RADIATOR MOUNT FOR RED ASHAY GLASS MASCOTS, CIRCA 1930,

chromed, with square mount surrounds to fit Red Ashay glass mascots, inside fitting approximately 57mm wide, with socket, bulb and with rotating filter unit fitted with green, red and blue celluloid filters (warped, one filter missing), some wear to plating in places, mounted on a turned wooden base.

£900 - 1,200
 €1,100 - 1,500

43
AN ILLUMINATING MOUNT SUITABLE FOR LALIQUE GLASS MASCOTS,

nickel-plated, marked 'Breves Galleries Knightsbridge S.W.3. Pat App for 9865/28', with single-split ring surround and socket to underside, smaller version to fit various pre-War Lalique or similar mascots, including Comete, Frog, small Dragonfly and Archer, approximately 54mm inside diameter.

£900 - 1,200
 €1,100 - 1,500

44 †
AN ILLUMINATING RADIATOR MOUNT SUITABLE FOR LALIQUE GLASS MASCOTS,

nickel plated, marked 'Breves Galleries Knightsbridge SW3 Pat.No. 309301', with double-split ring surround, complete with socket, larger version to suit various pre-War Lalique or similar mascots including Vitesse, Victoire, Coq Nain and Large Dragonfly, approximately 72mm inside diameter, mounted on turned wooden display base.

£900 - 1,200
 €1,100 - 1,500

45 †
AN ILLUMINATING RADIATOR MOUNT SUITABLE FOR LALIQUE GLASS MASCOTS,

nickel plated, marked 'Breves Galleries Knightsbridge SW3 Pat No. 309301', with double-split ring surround, complete with socket, smaller version to suit various pre-War Lalique or similar mascots including Comete, Frog, small Dragonfly and Archer, approximately 54mm inside diameter, mounted on black painted turned wooden display base.

£600 - 800
 €750 - 1,000

46
AN AUTOGRAPHED GOODWOOD RACE PROGRAMME FOR SATURDAY 25 SEPTEMBER 1954,

printed colour cover, 56 numbered pages, contains article written by Miss A F Hobbis entitled 'Three Young Men' signed by Mike Hawthorn and Peter Collins in blue biro and by Stirling Moss in black biro, some wear to cover and pages, 8vo.

£500 - 700
 €630 - 880

Miss A F Hobbis is listed as the Race Information Press Officer, (Press Office, Paddock Tower) in the front of the programme.

46A
A 2003 GRAND PRIX DE MONACO RACE PROGRAMME, SIGNED BY ALL COMPETING DRIVERS AND TEAM MANAGERS,

French edition of the programme, signed within in black marker by the drivers to their respective profiles, comprising Michael Schumacher, Barrichello, Montoya, Ralf Schumacher, Coulthard, Raikkonen, Trulli, Alonso, Nick Heidfeld, Frentzen, Fisichella, Ralph Firman, Mark Webber, Antonio Pizzonia, Jacques Villeneuve, Jensen Button, Justin Wilson, Verstappen, Olivier Panis, and Christiano Da Matta, also signed by Ross Brawn, Jean Todt, Adrian Newey, Ron Dennis, Flavio Briatore, Peter Sauber and Eddie Jordan, together with several photographs of James Hunt, one signed by the driver with 'Best Wishes', a 1st edition of James Hunt: Against All Odds, a 2004-2005 Autocourse annual, and several other race programmes.

(Qty)
 £600 - 800
 €750 - 1,000



48

47

A SMALL AUTOGRAPH BOOK, 1950S-60S

includes autographs of Mike Hawthorn (x2), Ron Flockhart, Innes Ireland, Roy Salvadori, Tony Brooks, Stirling Moss, Les Leston, Stuart Lewis-Evans and many others, the book, 8.5 x 5.5cm, spine worn and some pages loose.

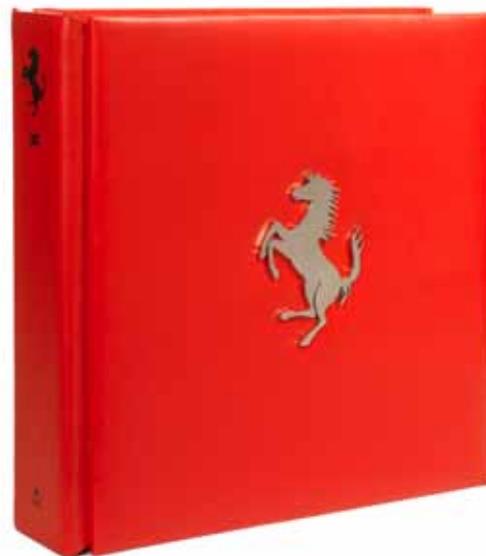
£600 - 800
€750 - 1,000

47A • ♦♦

MOTOR SPORT; BOUND VOLUMES 4 TO 68 (JULY 1927 TO DECEMBER 1992) AND EARLIER LOOSE ISSUES,

a near complete run, also including earlier loose issues for Brooklands Gazette Vol 1, No.2 (Aug 1924), Vol 2 No.12 (June 1926), nine loose issues for Vol 3, No. 3 (Sept 1926), and Nos 5-12 (Sept 1926-June 1927), some with covers, an index for Vol 3, bound Volume 4, a combined part-complete bound Volume 5-6 containing Vol 5 No. 1 (Oct-Nov 1928) and No.3 (June 1929), a further loose issue for Vol 5 No.1 with covers in slipcase, followed by a complete run of bound volumes 6 to 68, in publisher's black leather-cloth bindings, majority with covers and advertisements.

(Qty)
£2,500 - 3,500
€3,100 - 4,400



49

48

A COLLECTION OF 17 ORIGINAL FERRARI YEARBOOKS,

comprising 1951, 1952, 1954 to 1969/69/70 with years 1959, 1961 and 1968/69/70 all with Enzo Ferrari calling cards, together with a 1949 American re-print and a 1950 Italian re-print.

(19)
£3,800 - 4,500
€4,800 - 5,600

49 •

A FERRARI OPUS, ENZO EDITION NUMBER 41/400, OFFERED ON BEHALF OF THE HENRY SURTEES FOUNDATION,

signed by multiple Ferrari world champions, 851 numbered pages, first published in 2010, a beautiful Ferrari reference work, in packing box with protective gloves, cleaning cloth and instructions for protection of the Opus, large format.

£4,000 - 6,000
€5,000 - 7,500

50

A PHOTOPRINT WITH SIGNATURE OF MICK JAGGER AND HIS ASTON MARTIN DB6,

monochrome image on photographic paper, dated with copyright Daily Mail 2008, after the original photograph taken 25th August 1966, depicting Jagger with his car, talking to a Police motorcyclist, 44 x 58cm, mounted together with a Mick Jagger autograph in blue ballpoint, framed and glazed.

£500 - 600
€630 - 750



50



55



51



52

51
A COLLECTION OF PHOTOGRAPHS AND EPHEMERA RELATING TO THE CAREER OF ROY SALVADORI, 1949-1960S,

including original contemporary press race photographs featuring Salvadori, at various events including Goodwood, DBR1 at Silverstone 1959 and Maserati 250F, two signed by the driver, also including a signed copy of Anthony Pritchard: Roy Salvadori – Racing Driver; a 1955 Silverstone programme with separate autographed sheet acquired at the meeting, together with an unused original Motor Racing Register member's enamelled chrome car badge (numbered 10) and related ephemera.

(Qty)
 £500 - 700
 €630 - 880

52
A QUANTITY OF ASSORTED MOTORSPORT PHOTOGRAPHS,

mainly 1960s-70s, taken by Jim Gleave, approximately 60 monochrome and colour images of race and pit-scenes featuring sports, Grand Prix and other race cars at various events including Ferrari Grand Prix, 250 GTO, Gold Leaf Lotus, Lotus Ford, Cooper, McLaren, Brabham, Owen Racing, and featuring various drivers including Jim Clark, James Hunt, Graham Hill, Jo Siffert, Jackie Stewart, and others, all contained in a folder, offered for sale without copyright.

£1,000 - 1,500
 €1,300 - 1,900

53
TWO ORIGINAL BRM POSTERS, CIRCA 1950,

two rare surviving posters exhorting Membership Subscription to the BRM Association and ORMA (Owen Motor Racing Association), colour lithograph on paper with artwork imagery depicting early versions of the V-16 racing car, together with original members' enamel lapel badges for BRMA and ORMA respectively dated 1950, also with a BRM – Owen Racing Organisation Presentation Dress-Set circa 1958, comprising cuff-links, tie-pin & lapel-pin badge, gold-plated and enamel with BRM logo badge and initial "O" design motif, unused condition in presentation-box.

(Qty)
 £500 - 600
 €630 - 750



58

54
A VERY RARE AND ORIGINAL 'GOODWOOD MOTOR RACES' BRITISH RAIL SOUTHERN REGION RAILWAY CARRIAGE DESTINATION BOARD, DATED 6/62,

painted wood with copper-sheathing to end-tips, inscribed 'Goodwood Motor Races' to front and 'Worthing' to reverse, for special excursion carriages from London to the circuit, black lettering on cream ground, 92cm wide, together with two original early post-war Goodwood Motor Circuit posters for events at the circuit circa 1950, letterpress format including the 'Goodwood Trophy Race' and 'Vintage Sports Cars' events, original postal fold-marks, 76 x 57cm.

(3)
 £500 - 600
 €630 - 750

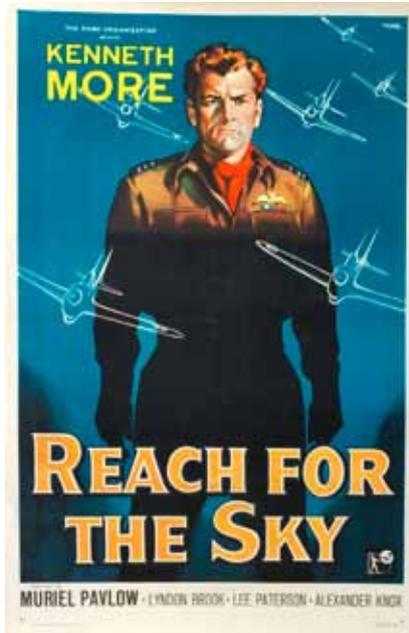
55
A 'GRAND PRIX' FILM POSTER, 1966, with artwork featuring a race scene from the film starring James Garner, some minor fold lines, 76cm x 101cm.

£600 - 1,000
 €750 - 1,300

56
A 'REACH FOR THE SKY' FILM POSTER, BY GIULIANO NISTRÌ, 1957

powerful colours, fold lines, minor repair and restoration, linen backed, 105cm x 69cm.

£1,000 - 1,200
 €1,300 - 1,500



56

57
A '2ME GRAND PRIX AUTOMOBILE MONACO 6 AVRIL 1930' ADVERTISING POSTER BY FALCUCCI, 1997 REPRINT, depicting a racing car at speed, printed on a 1910 press, one colour at a time, 142cm x 100cm, mounted, framed and Perspex glazed.

£1,000 - 1,200
 €1,300 - 1,500



57

58
A 'SHELL OIL AND PETROL, THE QUICK STARTING PAIR' ADVERTISING POSTER BY JEAN D'YLEN, 1927,

extremely bright colours, printed on paper with minor repair and restoration, 74cm x 100cm, laid on linen.

£3,000 - 4,000
 €3,800 - 5,000



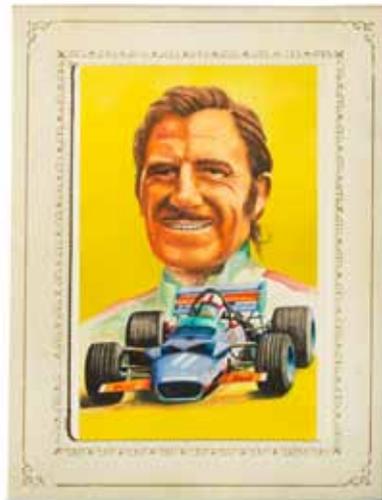
59



59



64



59 AR

GEORGE LANE (BRITISH), 'THE FIRST RACE MEETING AT GOODWOOD', A PAIR OF ILLUSTRATIONS FOR THE MOTOR, 1948, each signed 'lane', pen and ink with blue shading, each a trackside scene of the inaugural race held at the circuit on 18th September 1948, one depicting firemen standing on their truck, the other of flag marshals, as race cars speed past, measuring 18 x 30cm and 21 x 25cm respectively, both double-mounted for framing. (2)

£500 - 700
€630 - 880

Both these illustrations were reproduced in the 22nd September issue of The Motor in 1948.

59A ◊

A 'FERRARI SPARK PLUG' FOR GARAGE DISPLAY, modern, cold-cast resin and aluminium composite, featuring the Ferrari logo, 120cm high.

£500 - 600
€630 - 750

60 ◊◊

TONY UPSON, 'BIRKIN BENTLEY', signed, acrylic on board, featuring a front view of the 4½-Litre Supercharged Blower Bentley, framed, 120 x 200cm.

£500 - 600
€630 - 750

60A ◊

A 'MASERATI SPARK PLUG' FOR GARAGE DISPLAY, modern, cold-cast resin and aluminium composite, featuring the Maserati logo, 120cm high.

£500 - 600
€630 - 750

61 ◊◊

TONY UPSON, 'BARC 1952 GOODWOOD RACE MEETING',

signed, acrylic on board, commemorating the International Car Race Meeting held on 14th April 1952 and featuring Mike Hawthorn in the Cooper Bristol, framed, 120 x 200cm.

£500 - 600
€630 - 750



62



67

61A ◊

TWO 'FERRARI' GARAGE DISPLAY EMBLEMS,

modern, both cold-cast resin and aluminium composite, comprising a 'Cavallino Rampante' emblem, 150cm high, and a 'Ferrari' script, 150cm wide.

(2)

£500 - 600

€630 - 750

62 AR

FRANCESCO SCIANNA, 'LANCIA AT SPEED',

signed, mixed media abstract, 61 x 85cm, framed and glazed.

£500 - 600

€630 - 750

62A

TWO GARAGE DISPLAY EMBLEMS FOR 'CARROZZERIA TOURING MILANO' AND 'SUPERLEGGERA',

modern, both cold-cast resin and aluminium composite, in the form of the badge and script, each 150cm wide.

(2)

£500 - 600

€630 - 750

63 AR

DEXTER BROWN (BRITISH, 1942 -), SEVEN PRELIMINARY ILLUSTRATIONS, comprising assorted Dexter Brown sketches, designs and studies for a poster artwork design depicting Jack Sears in the 4.7 litre AC Cobra during the 1964 season, common mounted with the Autoart poster featuring the finished artwork, framed and glazed, 80 x 60cm overall.

£500 - 600

€630 - 750



68

64

A WATERCOLOUR PORTRAIT OF GRAHAM HILL, AN ORIGINAL DESIGN USED FOR AN AJMAN POSTAGE STAMP, 1971,

artist unknown, on artist's board, for the 1971 set of stamps 'Champion Racing Drivers of the World', in cardboard photographic frame mount, 21.5 x 16.5cm overall, together with a set of six stickers showing an image of the completed stamp, depicting Graham Hill, Jacky Ickx, Jackie Stewart, Dennis Hulme, Clay Regazzoni and Jack Brabham, and another Ajman stamp sticker from a later series depicting Mario Andretti.

(Qty)

£500 - 700

€630 - 880

64A ◊

TWO GARAGE DISPLAY EMBLEMS FOR 'ZAGATO MILANO' AND 'DB4',

modern, both cold-cast resin and aluminium composite, in the form of the badges, one 70 x 100cm, the other 100cm high.

(2)

£500 - 600

€630 - 750

65 ◊◊

TONY UPSON, 'FERRARI 250GTO',

signed, reverse painted on Perspex, featuring a front view of the car, framed, 95 x 180cm.

£500 - 600

€630 - 750

65A ◊

TWO GARAGE DISPLAY EMBLEMS FOR 'ASTON MARTIN' AND 'DB5',

modern, each cold-cast resin and aluminium composite, comprising the winged Aston Martin badge 150cm wide, and the DB5 badge, 100cm high.

(2)

£500 - 600

€630 - 750

66 ◊◊

TONY UPSON, 'JAGUAR E-TYPE',

signed, acrylic on board, a side view of the car, framed, 120 x 200cm.

£500 - 600

€630 - 750

66A ◊

A HAND-PAINTED 'CARROZZERIA ZAGATO AND ASTON MARTIN' GARAGE DISPLAY ROUNDEL,

modern, with fibreglass raised laurel wreath surround, celebrating the collaboration of Aston Martin and Zagato, 100cm diameter.

£500 - 600

€630 - 750

67 AR

ROY NOCKOLDS (BRITISH, 1911-1979), 'BENTLEY AT HOME',

signed, oil on canvas, depicting a Bentley R-Type Continental parked on the drive at a country residence, 49 x 59cm, within a gilt wooden frame.

£600 - 800

€750 - 1,000

68 AR ◊

ROY NOCKOLDS (BRITISH, 1911-1979), 'BENTLEY AT HOME',

signed, watercolour and gouache on artists paper, atmospheric late evening scene depicting a Bentley R-Type Continental with headlights blazing, drawing up to a country residence, 50 x 75cm, glazed within a gilt wooden frame, offered together with two small monochrome photographs of a similar car.

£700 - 900

€880 - 1,100

68A

A HAND-PAINTED 'LE MANS 1953 JAGUAR C-TYPE' CELEBRATORY OVAL PLAQUE,

modern, for garage display, with fibreglass raised laurel wreath surround, celebrating Jaguar's success at the event, 120cm wide.

£500 - 600

€630 - 750



69

69 AR

**ROY NOCKOLDS (BRITISH, 1911-1979),
'1937 MONACO GRAND PRIX',**

signed and dated 1938, watercolour and gouache on artists' paper, race scene at the Fairmont Hairpin depicting Caracciola in the Mercedes-Benz W125, leading eventual winner Manfred von Brauchitsch also in the W125, and Bernd Rosemeyer in the Auto Union C-Type, 52 x 75cm, mounted, framed and glazed.

£800 - 1,200

€1,000 - 1,500

70 AR

**BRYAN DE GRINEAU (BRITISH, 1883-1957),
'ENGLAND'S PRIDE ON LAND AND SEA',
1936,**

signed, dated, mixed media on artist's paper, dockside scene depicting the two leading examples of British engineering of the mid-1930s, the Queen Elizabeth Ocean Liner and the Rolls-Royce Phantom III, 40 x 50cm, framed and glazed.

£900 - 1,200

€1,100 - 1,500



70



73



71

71 AR
ROY NOCKOLDS (BRITISH, 1911-1979), 'JOHN COBB - NAPIER RAILTON MOBIL SPECIAL', signed and dated 1947, oil on canvas, depicting the Napier Lion engined car driven by Cobb to a new Land Speed Record at the Utah Salt Flats on 16th September 1947, averaging a speed of 394.19mph over the measured mile, 40 x 50cm, in wooden frame.
£900 - 1,200
€1,100 - 1,500



72

72 AR
DEXTER BROWN (BRITISH, 1942-), 'AUTO UNION C TYPE, BERND ROSEMEYER AT NURBURGRING, 1938', signed, watercolour and gouache on artist's board, 27 x 37cm, mounted, framed and glazed, 52 x 62cm overall.
£1,000 - 1,500
€1,300 - 1,900

73 AR
FORMERLY THE PROPERTY OF OLIVER BERTRAM, BRYAN DE GRINEAU (BRITISH, 1883-1957), 'PLENTY ON THE CLOCK', 1932, signed, dated, mixed media, on artist's paper, depicting John Cobb in the 10 litre Delage at Brooklands in the course of raising the Class A lap record to 133.88 mph, 35 x 50cm, mounted, framed and glazed.
£2,500 - 3,000
€3,100 - 3,800



74

74 †

AN INTERESTING 'EDWARDIAN MOTORIST' CERAMIC CARD TRAY, CIRCA 1905,

coloured glazed ceramic, depicting a speeding driver in motoring attire at the wheel, 17cm long.

£500 - 700
€630 - 880

75 †

AN EARLY AND RARE 'BENZIN' CHINA MOTORING JUG BY CARL TIELSCH, GERMAN, CIRCA 1908,

in the form of a portly lady in motoring attire carrying an oil-can, the head and scarf forming the lid and handle, hand-painted and glazed with gilt detailing, with 'CT' eagle mark and mould number under base, 27cm high.

(2)
£1,000 - 1,500
€1,300 - 1,900

A similar example of this jug is illustrated in the book *The Motor Car in Art* by John J Zolomij (see page 173).



75

76 †

A CASED SET OF 36 STERLING SILVER COMMEMORATIVE MOTORING INGOTS, BY JOHN PINCHES, 1970S,

produced in the mid-1970s for the Beaulieu National Motor Museum, each hallmarked London and struck with image of veteran, vintage or pre-War road or race car including Alfa Romeo, Bentley, Bugatti, Hispano-Suiza, Mercedes-Benz, and others, each ingot 52mm wide and weighing approximately 68gms, all contained within a fitted wooden case 41cm wide, complete with key and 36 corresponding information cards.

£1,000 - 1,500
€1,300 - 1,900

77

A CASED DISPLAY SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS',

comprising 25 motor car emblems for the National Motor Museum by Danbury Mint, including Alfa Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other marques, each finely detailed cloisonne enamel badge, common mounted in wooden display case, fitted with protective Perspex 'title' sheet, the case 39 x 30cm.

£800 - 1,200
€1,000 - 1,500

78 ◊

A WHEEL DISC FROM J.G. PARRY-THOMAS' WORLD LAND SPEED RECORD CAR 'BABS',

aluminium with salt water corrosion approx 60cm diameter, mounted in a Perspex display, stand 89 x 78 x 18cm, with images and text about the car.

£800 - 1,200
€1,000 - 1,500

The wheel was recovered from the wreckage of 'BABS' after a failed attempt at the land speed record in which Parry-Thomas lost his life. 'BABS' started its life as Count Louis Zborowski's 'Chitty 4', the largest capacity racing car to run at Brooklands. Parry-Thomas purchased 'Chitty 4' for £125, rebuilt it, and re-named it 'BABS', using the car to break the land speed record in April 1926. Upon learning that Henry Segrave intended to set a new record of close to 200mph, Parry-Thomas took 'BABS' to Pendine Sands in Wales to improve on his own record. During the attempt the car skidded and turned over causing the car to be destroyed and Parry-Thomas to lose his life. 'BABS' was buried amongst the sand dunes at Pendine. In 1962 'BABS' was salvaged by Owen Wyn Owen and although badly damaged and suffering from salt water corrosion to the aluminium, the car was found to be more complete than imagined. It was restored and is now exhibited extensively.



78

79

A BENTLEY RADIATOR DECANTER, BY RUDDSPED,

chromed, with mesh grille, bearing red enamel 'Winged B' badge and complete with cap, stamped 'Ruddspeed Ltd (England). Reg. Design' to reverse, complete with original presentation box.

(2)
£500 - 800
€630 - 1,000



83

82

80

81

80 †

AN SS JAGUAR RADIATOR DECANTER,

chromed with wire grille, with black enamelled badge and complete with cap, 18cm high.

£600 - 800
€750 - 1,000

81 †

A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPED,

chromed, with grille, enamelled badge, and complete with plastic miniature Spirit of Ecstasy mascot, 23cm high overall.

£600 - 800
€750 - 1,000

82 †

A BENTLEY RADIATOR DECANTER BY RUDDSPED,

chromed, with wire radiator grille, complete with enamelled badge and cap, 20cm high.

£600 - 800
€750 - 1,000

83 †

A MERCEDES-BENZ RADIATOR DECANTER, BY RUDDSPED,

chromed, with printed radiator grille, bearing enamel badge and complete with mascot, 22cm high overall.

£900 - 1,200
€1,100 - 1,500



76

77



84



85



87



86



87

84
A HEUER JACKY ICKX EASY-RIDER WATCH, REF:429801, CIRCA 1972,

chrome plated case with manual wind at 3 o'clock, chronograph operating buttons to side, dial with date window, subsidiary seconds dial and facsimile driver's autograph, mounted on pierced Tropic Sport wrist band.

£700 - 900
 €880 - 1,100

85
A CHOPARD MILLE MIGLIA GRAN TOURISMO XL WATCH, 2011,

stainless steel case with a discrete clasp fitting brown leather strap, fixed stainless steel 44mm bezel, Arabic numeral at 12 o'clock position, luminescent hands and markers, date display at 3 o'clock position, power reserve sub-dial at the 6 o'clock position, automatic chronographic movement, scratch resistant sapphire crystal, protected screw-down crown, in Mille Miglia presentation box with papers and tyre pressure gauge.

£1,000 - 1,500
 €1,300 - 1,900



88

86

A PAIR OF HEUER 'MASTER TIME' AND 'MONTE CARLO' DASHBOARD CLOCKS,

each black dial with Arabic numerals, 'Monte-Carlo' with jump window, minutes and seconds hands, the 8-day 'Master Timer' set to local time, with domed plastic lenses, worn, common mounted on a Heuer-Leonidas back plate, 11.2 x 5.8cm, with fitted presentation case.

£1,200 - 1,500
€1,500 - 1,900

87

FRANCK MULLER, A RARE LIMITED EDITION STAINLESS STEEL AUTOMATIC CHRONOGRAPH BRACELET WRISTWATCH 'ENDURANCE SPORT' EDITION NO. 06/70, 1990S,

self winding dual button chronograph movement, silvered 60-second track enclosing blue dial with luminous Arabic numerals, subsidiary seconds and elapsed time registers, luminous hands, brushed and polished steel case with screw back, steel bracelet with FM logo on the deployant buckle, case, dial and movement signed, 37mm, with original box and papers.

£4,000 - 5,000
€5,000 - 6,300



88

88

GIRARD-PERREGAUX, A RARE LIMITED EDITION STAINLESS STEEL AUTOMATIC CALENDAR CHRONOGRAPH BRACELET WRISTWATCH 'FERRARI 275 GTB' EDITION NUMBER 126/275, REFERENCE 27650, CIRCA 2004,

automatic movement, black dial with Arabic numerals, 1/5th second divisions with luminous dot five minute markers, luminous pointed baton and centre chronograph hand, subsidiary dials at 3, 6 and 9 for running seconds, 30 minute and 12 hour recording, date aperture between 4 and 5, tonneau shaped case with engraved back secured by 7 screws, crown flanked by twin buttons, fitted hand stitched bracelet with signed double folding clasp, case, dial and movement signed, 38mm, with original box and papers.

£5,000 - 7,000
€5,000 - 6,300





90



89

89
'BANG ON', A BESPOKE SPITFIRE DOOR KNOCKER BY GREGORY PERCIVAL,

Artists Proof AP003 of 6, from an open edition, in the form of the British World War II fighter plane, each piece signed and numbered, two piece bronze, hand finished, weight approximately 1.1kg, the Spitfire with 17cm wingspan.

£600 - 800
 €750 - 1,000

'Bang On' is the final piece in Gregory Percival's 'Spitfire Tribute' trilogy.

90 AR
GREGORY PERCIVAL (BRITISH, 1964-), 'SENNA', AN ARTIST'S PROOF SILVER-PLATED BRONZE SCULPTURE OF THE 'AYRTON SENNA' 1994 RENAULT WILLIAMS FW16,

the second of two early artist's proofs (number AP0002/0002) finished in 1999 in tribute of Senna's racing career, a stylised depiction of the Formula 1 single-seater, hollow cast main body with separately cast bolted sections, 35cm long, mounted on a slate display base, offered together with Certificate of Issue and a copy of a document from the artist describing details of the issue number of this sculpture.

(4)
 £2,000 - 3,000
 €2,500 - 3,800

91 †
A FINE 'TARGA VINCENZO FLORIO 1906' BRONZE COMPETITOR'S PLAQUE, BY RENE LALIQUE,

struck with image in bas relief of race scene depicting the winning Itala 35/40hp as driven to victory by Alessandro Cagno, leading another car at the Sicilian lakeside track, the plaque stamped 'Lalique' and 'Bronze' to lower edge, 55mm wide, contained within original scarlet velvet and silk-lined brown leather presentation case.

(2)
 £2,000 - 3,000
 €2,500 - 3,800

Vincenzo Florio, a racing enthusiast and member of a prominent Sicilian family, was responsible for bringing the first motorised vehicle to Sicily and for organising the Targa Florio race in 1906, which had an entrants list of only 10 cars.



94



91

9 BDC

92

33 TC

93

REGISTRATION NUMBERS.

Buyers should make themselves fully aware of the DVLA's rules and regulations regarding the transfer of registration numbers before bidding on these lots. Bidders are reminded that it is the responsibility of the purchaser to check the details of the V750 or V778 document, and ensure that the number is assigned to a vehicle before the expiry date. Please contact the Automobilia Department should you require any clarification +44(0)208-963-2842.

92

REGISTRATION NUMBER '9 BDC', held on V778 Retention Document, this vehicle registration number must be assigned to a vehicle before the V778 expiry date of 21 May 2015.
 £3,000 - 4,000
 €3,800 - 5,000

93

REGISTRATION NUMBER '33 TC', held on V778 Retention Document, this vehicle registration number must be assigned to a vehicle before the V778 expiry date of 14 May 2015.
 £9,000 - 12,000
 €11,000 - 15,000



97



98



95



96

94 ♦♦

A TWIN-BLADED WOODEN PROPELLER, CIRCA 1917, to fit 80Hp Le Rhone 9C rotary aero-engine, the hub stamped G1452N72, P3001 RH 80 Le Rhone, D2500P2400, also stamped A3632 to the boss, with 4 AID stamps, propeller tips shortened with smoothing and shaping of edges, now 210cm long.
£600 - 800
€750 - 1,000

95

JOHN SURTEES' 1966 NOMEX RACE OVERALLS USED WHEN DRIVING THE LOLA T70 DURING THE CAN-AM SERIES, OFFERED ON BEHALF OF THE HENRY SURTEES FOUNDATION, cream with red striped trim to sleeves, one piece race suit worn by John Surtees on his way to winning the 1966 Can-Am Series, signed to the inside by the driver in black pen just below the label, embroidered Firestone patch and driver's name patch to left breast above the pocket, with elasticated cuffs and ankles, worn.
£1,800 - 2,200
€2,300 - 2,800

96

A HERBERT JOHNSON RACING HELMET, FORMERLY THE PROPERTY OF 'BOB' ROBERTS OBE, painted in 'Bugatti' blue, some crazing to paint, with canvas and leather interior harness, and peak-fitted wrap-around face visor, with original Herbert Johnson box.
 (2)
£700 - 900
€880 - 1,100

See Lot 45, Bonhams Auction 9 September 2001.

97

A HERBERT JOHNSON HELMET DECORATED IN THE COLOURS OF RICARDO RODRIGUEZ, circa 1960 helmet with modern yellow painted finish complete with Mexican flag decoration, re-creation work by the original maker of these helmets in period, size 7½, offered for sale with modern presentation box.
£800 - 1,200
€1,000 - 1,500

98

AN ORIGINAL LES LESTON 'GRAND PRIX' RACE HELMET, CIRCA 1958, original silver-paint finish over fibreglass shell with canvas side and neck protection, matching detachable peak, maker's label to inside crown lining, size approximately 7½, together with a pair of contemporary Polaroid goggles.
 (2)
£1,200 - 1,500
€1,500 - 1,900

A little-used example suitable for retro and parade events.



99



100

THE FOLLOWING TWO LOTS ARE OFFERED FROM THE COLLECTION OF THE LATE PETER WARR

99
PETER WARR'S 1962 ADAC EIFELRENNEN RACE WINNER'S WREATH AND SASHES,
 circular wreath with gilded paper leaves, 67cm diameter, affixed with two wire-tied black, orange and yellow winner's sashes, painted with race details 'XXV.Int. ADAC Eifelrennen 1962 Nurburgring', and 'Sieger Klasse Rennwagen Formel Junior', awarded to Warr for victory in the Ford/Cosworth Lotus 20, at the Formula Junior event held at the Nurburgring on 29th April, offered together with his driver's green armband, an official race programme and original poster for the event, the poster with fold marks and some loss and tears, 85 x 59cm.

(4)
 £500 - 600
 €630 - 750

100
JIM CLARK'S 1964 ADAC GERMAN SOLITUDE GRAND PRIX RACE WINNER'S SASHES,
 each in black red and yellow German National colours, and painted with race details in gilt lettering 'Grosser Preis von Deutschland 18./19. Juli 1964', and 'Dem Sieger Rennwagen Formel 1', and each with ADAC emblem, awarded to Clark for victory in the Team Lotus Climax engines Lotus 33 in the non-Championship Formula 1 event held at the Solitudering, near Stuttgart on 19th July, each 122cm long, originally tied to a victory wreath.

(2)
 £500 - 600
 €630 - 750

101 †

A LEATHER-CASED TRAVELLING DRINKS FLASK FOR TWO PERSONS, CIRCA 1909,

brown leather case with strap and buckle, with impressed initials 'H.B' to case, containing faceted glass drinks bottle with nickelled cap and with integral nickelled drinking cups to top and base, the case standing 26cm high.

£500 - 700
€630 - 880



102 †

AN EDWARDIAN LEATHER-CASED SET OF BARTHOLOMEW'S ROAD MAPS FOR ENGLAND & WALES, BY EDWARD STANFORD LTD,

pigskin case with handle, nickelled locks and catches, opening to interior fitted with full set of 37 folded linen-backed maps with card covers, the case 35cm wide, complete with two keys.

£500 - 600
€630 - 750

103 †

AN EDWARDIAN LEATHER-CASED SET OF ROAD MAPS FOR ENGLAND & WALES, BY SIFTON PRAED & CO., CIRCA 1905,

brown leather case with handle to lid, brass lock and catch, opening to interior fitted with 10 linen-backed folded road maps with maroon canvas hard covers and including index booklet, with measuring wheel housed behind leather strap in the lid, the case 25cm high.

£500 - 700
€630 - 880

104

104 † ◊

A LEATHER-CASED GENTLEMAN'S VANITY CASE WITH STERLING SILVER ACCESSORIES, BY HARRODS, 1924,

black leather case with handle, gilt locks and catches, opening to grey watered silk lined interior fitted with six bottles and jars with hallmarked silver caps by T & F Perry of London, leather documents wallet with two bone-handled writing implements, and manicure set with ebony handled accoutrements, and jewellery box, with silver handled mirror, clothes and shoe brushes housed behind straps in the lid, the case 49cm wide with canvas cover, both monogrammed 'A.B.', and with two keys.

£500 - 700
€630 - 880



105

105 † ◊

A LEATHER-CASED VANITY SET WITH STERLING SILVER ACCESSORIES BY W G SOTHERS & CO., BIRMINGHAM, 1920,

black leather case with leather handle, nickelled locks and catches, opening to dark blue watered silk interior fitted with seven assorted glass bottles and jars with silver caps, silver handled comb, manicure set in leather pouch containing accoutrements with silver handles, leather documents wallet, with hand mirror, four clothes and shoe brushes, shoe-horn and button-hook, all with silver handles, housed behind straps in the lid, accessories hallmarked Birmingham, 1919 or 1920 and each with ornate engraved monogram 'E.H.L.', the case measuring 51cm wide.

£500 - 700
€630 - 880



101



102



111



112

106 ◊

A MOYNAT SUITCASE, CIRCA 1930,

tan Rexine case with maker's plaque to each end, leather reinforced edging, with leather handle, nickelled locks and catches, opening to olive cloth-lined interior with leather straps and a divider panel with leather Moynat gilt embossed tags, complete with key, the case 86 x 36 x 24cm.

£600 - 800
€750 - 1,000

107 ◊

A MOYNAT SUITCASE, CIRCA 1910,

tan canvas case with leather reinforced edging and leather handle, brass locks and catches, opening to reveal beige cloth-lined interior with Moynat label to inside of lid, some staining to interior, the exterior applied with travel labels and measuring 75 x 38 x 26cm.

£600 - 800
€750 - 1,000

108 ◊

A LOUIS VUITTON TRAVELLING TRUNK, 1925,

LV monogram pattern case with riveted wooden battens and metal reinforced edging, leather handles to each end, brass lock and catches, the lid opening to yellow Rexine interior with brown felt lined base and lid, lacking tray, the inside of lid bearing label and indistinct printed number, some light wear in places, the case measuring 62 x 39 x 49cm and with faintly red-painted initials 'S.C.' to each end.

(3)
£800 - 1,200
€1,000 - 1,500

This trunk was formerly the property of 2nd Baronet and former British MP Sir Stuart Auchincloss Coats (1868-1959), and is offered together with two 1955 documents relating to Coats' and his valet Horace Major's French residency.

109 †

AN EDWARDIAN LEATHER-CASED SET OF BARTHOLOMEW'S ROAD MAPS FOR ENGLAND & WALES,

brown pigskin case by Edward Stanford, with brass locks and catches and leather handle to lid with impressed initials 'H.J.K.', opening to reveal compartmentalised interior fitted with full set of 37 linen-backed folded road maps and maroon leather-bound contour map book for England, by Gall & Inglis, with measuring wheel housed behind leather strap in the lid, the case 41cm wide, complete with two keys.

£800 - 1,000
€1,000 - 1,300

It is believed that this map case is formerly the property of Howard John Kennard R.N. (1882-1967), a Royal Naval Captain, who joined the Navy in 1896, serving from 1914-1919.

110 †

AN EDWARDIAN LEATHER-CASED SET OF BARTHOLOMEW'S ROAD MAPS FOR SCOTLAND, CIRCA 1905,

honey leather case, the lid with leather handle and embossed 'J.B.Dugdale', leather straps and buckles, opening to interior fitted with 29 folded linen-backed road maps and a green leather bound contour road book of Scotland published by Gall & Inglis, the measuring wheel housed behind leather strap in the lid, the case 28cm wide.

£800 - 1,200
€1,000 - 1,500



110



109



110



111 ◊

A VANITY CASE BY MAPPIN & WEBB, 1918,

dark green leather, initialled DMJ with canvas cover, opening to reveal fitted interior, with silver topped bottles and jars, hallmarked London 1918, (one jar with broken rim), silver backed brushes, comb and mirror, and silver handled button hook and shoe horn, with two leather covered jewellery boxes, the case 40cm wide.

£800 - 1,000
€1,000 - 1,300

112 ◊

A LOUIS VUITTON VANITY CASE,

in traditional LV monogram pattern with brown leather edging and tan leather handle and luggage tag, brass corners, rivets, lock and key, the interior with label numbered 1047506, with fitted interior mirrored case and bottle strap to rear, 29.5 x 21.5 x 20.5cm, together with an LV felt bag.

(2)
£900 - 1,200
€1,100 - 1,500

113 ◊

A LOUIS VUITTON HAT BOX, POST-WAR,

LV monogram pattern circular case with brass lock and catches, leather strap with buckle, opening to beige canvas interior with elasticated pocket, with key.

(2)
£1,000 - 1,200
€1,300 - 1,500

114 ◊

A LOUIS VUITTON STEAMER BAG, CIRCA 1960,

LV monogram pattern soft case, with tan leather base and upper with single leather handle, straps and brass loops, with brown canvas lined interior, measuring approximately 49cm high.

£1,000 - 1,200
€1,300 - 1,500

115 ◊

A MOYNAT CANVAS HATBOX, 1908, AND TWO OTHER FRENCH HATBOXES,

dark brown canvas case with leather handle to lid, leather reinforced edges and metal edging to lid, brass lock and catch, opening to beige cloth-lined interior with cloth straps, the inside of the lid bearing 'Malles Moynat' label and with ink-stamped date '17 Fev 1908', the exterior applied with travel labels, 44cm wide, together with two other period hatboxes of French origin, both Rexine with leather handles and brass locks, one with lift-out tray, the larger 45cm wide, the smaller 39cm wide and with key.

(4)
£1,000 - 1,500
€1,300 - 1,900

116 ◊

A HERMES 'LIGHTWEIGHT' LEATHER SUITCASE, CIRCA 1920,

brown leather case with handle, brass locks and catches, opening to dark brown leather-lined interior, the exterior with impressed initials 'C.G.' to front, measuring 60 x 34 x 15cm.

£1,000 - 1,500
€1,300 - 1,900

117 ◊

A HERMES SUITCASE, CIRCA 1930,

beige canvas case with maroon leather handle and reinforced corners, brass lock and catches, opening to reveal beige cloth-lined interior with leather straps with buckles, lining to lid and base replaced, the exterior applied with travel labels, the case measuring 50 x 33 x 15cm.

£1,000 - 1,500
€1,300 - 1,900

118 ◊

A LARGE LEATHER MOYNAT 'GLADSTONE' BAG, 1911,

black leather bag with patented leather-covered metal handles, nickelled lock and catches, opening to pale grey canvas lined interior with leather straps and divider panel with documents pocket and printed maker's mark, some staining to interior in places, measuring 75cm wide overall.

£1,200 - 1,400
€1,500 - 1,800

119 ◊

A LOUIS VUITTON SUITCASE, CIRCA 1930,

LV monogram pattern case with leather handle, brass locks and catches, dark brown trim to edges and riveted metal reinforced edge to lid, opening to beige canvas interior, lacking tray, the inside of lid bearing un-numbered label, the case 76 x 46 x 22cm.

£1,200 - 1,400
€1,500 - 1,800

120 ◊

A LARGE LOUIS VUITTON SUITCASE, CIRCA 1950,

LV monogram pattern case with leather handle, brass lock and catches, with brown trim reinforced edging and corners, opening to beige Rexine interior with canvas straps with buckles, the inside of lid bearing label numbered 849437, the case measuring 81 x 53 x 21cm.

£1,200 - 1,400
€1,500 - 1,800



125

124

116

117



123

127

127A



115



118

121 ◊

A LOUIS VUITTON SUITCASE, RETAILED BY SAKS, CIRCA 1930,

LV monogram pattern case, with leather handle and edging, brass locks, catches and reinforced corners, opening to beige cloth-lined interior, lacking tray, the inside of lid applied with Louis Vuitton label, numbered 799413, and Saks of New York retailer's label, the exterior with two-tone blue painted band and applied with travel labels, measuring 61 x 39 x 22cm.

£1,200 - 1,400

€1,500 - 1,800

122 ◊

A HERMES SUITCASE, CIRCA 1930,

beige canvas case with leather handle and reinforced corners, brass lock and catches, opening to beige cloth-lined interior with two leather straps with buckles, the exterior applied with travel labels, slight damage to canvas to front of lid, the case measuring 66 x 40 x 19cm.

£1,200 - 1,400

€1,500 - 1,800

123 ◊

A LOUIS VUITTON LEATHER SUITCASE, 1910S,

dark brown leather case with handle and leather reinforced corners, brass lock and catches opening to interior with recently replaced beige cloth lining, old marks and stains to exterior and applied with travel labels, measuring 61 x 36 x 17cm.

£1,200 - 1,400

€1,500 - 1,800

124 ◊

A HERMES LEATHER SUITCASE, CIRCA 1920,

dark brown pigskin leather case with leather handle, with brass lock and catches, opening to reveal beige cloth-lined interior with leather straps with buckles, the exterior applied with travel labels and with impressed initials 'A.F.M.' to front, the case measuring 70 x 41 x 18cm.

£1,200 - 1,400

€1,500 - 1,800

125 ◊

A LARGE HERMES SUITCASE, CIRCA 1930,

beige canvas case with leather handle and reinforced edging, brass lock and catches, opening to reveal maroon cloth-lined interior with two leather straps and luggage tag, the exterior applied with travel labels and with some light staining, measuring 79 x 45 x 21cm.

£1,200 - 1,400

€1,500 - 1,800

126 ◊

A LOUIS VUITTON SUITCASE, CIRCA 1950,

LV monogram pattern case with leather handle, brass lock and catches, leather reinforced edging and corners, opening to beige interior bearing label to inside of lid numbered 845091, the case 51 x 37 x 14cm, complete with key.

(2)

£1,200 - 1,400

€1,500 - 1,800

127 ◊

A LOUIS VUITTON LEATHER SUITCASE, CIRCA 1920,

honey leather case with handle and leather reinforced corners, riveted metal reinforced edging to lid, brass lock and catches, opening to reveal beige cloth-lined interior with correct cloth straps with buckles, the inside of the lid bearing label, some blue staining to interior, the exterior with some marks and staining and applied with travel labels, measuring 71 x 44 x 22cm.

£1,200 - 1,400

€1,500 - 1,800



128

127A ◊

A LOUIS VUITTON MOTORING TRUNK, 1920S,

black leathercloth suitcase type with brown leather handle, nickelled lock and catches, the lid opening to beige cloth-lined interior, fitted with lift-out tray with correct cloth straps with buckles, the lower section with three further straps with buckles, the inside of the lid bearing label numbered 85788, the case measuring 91 x 52 x 20cm.

£800 - 1,200

€1,000 - 1,500

128 Y Φ

A SMALL LOUIS VUITTON VANITY CASE WITH SILVER ACCESSORIES, CIRCA 1920,

honey leather case with leather handle to lid, brass lock and catch, the lid opening to reveal dark maroon lined interior with compartments fitted with five assorted glass bottles and jars with French hallmarked silver lids and 'LV' maker's marks, a similarly marked silver container, two clothes brushes with ivory handles and three ivory handled accoutrements, the case measuring 25cm wide.

£1,400 - 1,600

€1,800 - 2,000



129

129 †

A FINE CHRISTOPHER DRESSER LEATHER-CASED VETERAN TEA SET FOR FOUR PERSONS, BY BARRETT & SONS OF LONDON,

black leather case with leather handle, with double front doors with brass catch opening to green velvet two-level interior fitted with plated accessories including kettle containing caddy, tea-pot containing sugar bowl and milk jug, both with wicker-covered handles, glass drinks bottle, pair of Royal Worcester bone china tea-cups with saucers and green velvet travelling pads, burner, oil flask and kettle stand, with two spoons and sugar tongs housed in the doors, many pieces marked to base with Registered Design No.85275, 1887, the case 38cm wide.

£1,500 - 2,000

€1,900 - 2,500



130

130 † ◊

A VETERAN LEATHER CASED PICNIC SET FOR FOUR PERSONS, BY DREW & SONS,

honey leather case with nickelled lock and catch and leather carrying strap, with lid and fall-front opening to reveal interior fitted with copper and brass wicker-handled kettle with burner, wicker-covered milk bottle, set of four gilt-handled bone-china teacups stacked within metal carrying rack, oil container, and two metal food tins, with saucers and spoons housed behind suede pockets and straps in the lid, the case measuring 32cm wide.

£1,500 - 2,000

€1,900 - 2,500



131

131 † ◊

A WICKER CASED 'CORACLE' PICNIC SET FOR FOUR PERSONS, BY G W SCOTT & SONS, CIRCA 1905,

the wicker case with brass handles, catches and locking bar, with lid opening to reveal wicker framework interior, fitted with wicker-handled kettle with burner and stand, large wicker-covered drinks bottle, smaller glass milk bottle, Coracle ceramic-based food box, two other food tins, four china tea-cups and saucers, four stacking glasses in wicker cases, ceramic butter jar, and other accessories, with circular enamel plates and cutlery housed behind leather straps in the lid, the case 60cm wide.

£1,500 - 2,000
€1,900 - 2,500

132 †

A CASED COCKTAIL SET FOR FOUR PERSONS, CIRCA 1905,

black leather-cloth case with handle to lid, nickelled locks and catches, with half fall-front opening to interior fitted with plated cocktail shaker, two glass drinks bottles, an Autotherm flask, four stacking metal tumblers and four tots, with mixing spoon housed behind strap in the lid, offered with key, the case 38cm wide.

£2,000 - 2,500
€2,500 - 3,100

133 †

A FINE LEATHER-CASED TEA SET FOR TWO PERSONS, BY MAQUET OF PARIS, CIRCA 1905,

brown leather case with handle to lid, double-front doors with brass catches opening to grey suede interior on two levels, fitted with silver gilt accessories comprising kettle containing caddy, tea-pot containing sugar bowl and milk jug, both with wicker-covered handles, burner, oil flask and kettle stand, a pair of yellow Toy-Le-Rosey china teacups with saucers, with tea spoons and sugar tongs housed in the doors, the case 29cm wide.

£2,000 - 3,000
€2,500 - 3,800



132

134 † ◊

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

black leather-cloth case, with brass handles, locks and catches, opening to reveal interior fitted with wicker-handled kettle with burner and stand, large and small wicker covered drinks bottles, a large Coracle ceramic-based food box, two smaller food tins, four wicker handled enamel cups with saucers, stacked glass tumblers in wicker frames, butter jar, and other accessories, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the lid with embossed initials 'H.R.', some old paint marks to base of interior, the case 56cm wide.

£2,000 - 3,000
€2,500 - 3,800

135 † ◊

A FINE CASED PICNIC SET FOR FOUR PERSONS, BY G W SCOTT & SONS, RETAILED BY J C VICKERY OF REGENT ST,

black leather-cloth case, with nickelled handles, locks and catches, opening to reveal interior wicker framework interior fitted with wicker-handled copper kettle with burner and stand, large wicker covered drinks bottle, milk bottle, large Coracle ceramic-based food box, two smaller food tins, four Bisto china cups with saucers, stacked glass tumblers in wicker frames, butter jar, and other accessories, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case 57cm wide.

£2,500 - 3,500
€3,100 - 4,400



133



134



136



137



135

136 †
A LEATHER-CASED COCKTAIL SET FOR FOUR PERSONS, RETAILED BY ABERCROMBIE & FITCH OF NEW YORK, CIRCA 1909,

of German manufacture, honey leather case with leather handle, nickelled lock and catch, opening to interior fitted with central gilt-lined nickelled cocktail shaker containing four stacking tumblers, two glass drinks bottles, with mixing spoon, knife and corkscrew housed behind leather straps in the lid, the case 23cm wide, complete with key, split to leather handle and some wear to one front leather support.

£3,000 - 4,000
 €3,800 - 5,000

137 †
A LEATHER-CASED COCKTAIL SET FOR SIX PERSONS, BY FORTNUM & MASON, CIRCA 1905,

dark brown pigskin case with handle, opening to reveal interior fitted with centrally placed electro plated 1-pint cocktail shaker containing six stacking cups, surrounded by three 7oz curved flasks for 'Gin', 'Italian' and 'French' spirits, (one flask with minor dent), the case 19cm high.

£3,000 - 4,000
 €3,800 - 5,000



140

138 †

A LEATHER-CASED COCKTAIL SET FOR SIX PERSONS, BY JAMES DIXON & SONS, CIRCA 1910,

light brown pigskin case with handle, opening to reveal centrally placed Electro Plated Britannia Metal 1-pint cocktail shaker containing six stacking tumblers, surrounded by set of three curved 7oz flasks, the case 20cm high.

£3,000 - 4,000

€3,800 - 5,000

139 † ◊

A RARE EDWARDIAN FOOT-REST DRINKS/PICNIC SET FOR TWO PERSONS, BY DREW & SONS, CIRCA 1905,

black painted wooden case with brass handle, locks and edging, the sloped lid with textured tread opening to interior fitted with two glass drinks bottles with metal beakers, two food tins containing enamelled bases, and condiments jars, with enamel rectangular plates housed behind leather straps in the lid, the case 33cm wide.

£3,000 - 4,000

€3,800 - 5,000

140 ◊◊

A LARGE AND IMPRESSIVE LOUIS VUITTON TRAVELLING TRUNK, LATE 19TH CENTURY,

wooden trunk with tan canvas covering and black painted lower section, with wooden battens and metal reinforced edging, black painted metal handles to each end, brass lock and black painted catches, the lid opening to reveal lined paper-covered interior and fitted with three lift-out trays with canvas lattice-work bases, the inside of the lid bearing Louis Vuitton Paris and London ink stamp addresses and number 114268 to inside edge, the exterior applied with travel labels and measuring 121 x 66 x 71cm.

£3,000 - 5,000

€3,800 - 6,300



138



139

141 † ◊

A FINE VETERAN LEATHER CASED 'EN ROUTE' PICNIC SET FOR FOUR PERSONS, BY DREW & SONS, CIRCA 1909,

honey leather case, with nickelled locks and catches and leather handles, the lid and fall front opening to interior with wicker framework fitted with wicker handled kettle, burner, ornate stand, wicker covered milk bottle, three larger drinks bottles with four Drew & Sons metal beakers, two large food boxes with enamelled bases and three other food tins, four bone china cups and saucers, cutlery and vesta case, all with Drew & Sons markings, three condiments jars and eight rectangular enamel plates, the case 56cm wide and with embossed initials 'F.M.P.K.' to lid.

£5,000 - 6,000

€6,300 - 7,500



143



142



144

142 ◊◊

A LARGE CASED PICNIC SET FOR SIX PERSONS BY G W SCOTT & SONS, DATED 1920,

black Rexine covered case with nickel and brass lock, catches and handles, suitcase type lid, opening to fitted interior housing copper kettle and burner, ceramic cups, butter and preserves jars, Coracle brand ceramic food boxes with metal lids, other containers, jars, bottles and nests of glasses, the lid housing cutlery and gilt rimmed white enamel plates behind leather straps and also fitted with plaque engraved 'Presented to G. Hammond Etherton Esq. upon his Appointment as Town Clerk of Liverpool by the Staff of the Town Clerk's Department, Portsmouth. September 1920', the case 78cm wide overall.

£6,000 - 7,000

€7,500 - 8,800

143 ◊

A SCALE MODEL OF A DOUGLAS DC-3 DAKOTA AEROPLANE,

metal skinned body with finely drilled-rivet effect, detachable wings, free turning propeller blades, rubber tyres, moveable ailerons, elevators and rudder, displayed on a chrome stand, 98cm wingspan.

£500 - 600

€630 - 750

144

A 1:8 SCALE SCRATCH-BUILT MODEL OF AN ASTON MARTIN DB4 GT ENGINE AND GEARBOX, BY JAVAN SMITH,

finely detailed, mounted on a base and within a Perspex display case, measuring 24.5 x 19.5 x 13.5cm overall.

£500 - 600

€630 - 750



141



145

145 ◊

A FINELY DETAILED 1:8 SCALE MODEL OF THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5,

kit-built, constructed from mainly metal parts, originally licensed by both Eon Production and Aston Martin Lagonda Ltd, finished in Silver Birch, with opening doors, bonnet, boot and roof panel, and loaded with many of the '007 Special Equipment' features including machine guns, rear bullet-shield, cutting spinners, rotating number plates, finely detailed interior, with working lights and accelerator operating engine sound, 57cm long, loss to one spoke of steering wheel, together with a miniature Aston Martin black vinyl car cover.

(2)

£1,000 - 1,500

€1,300 - 1,900



146

146 ◊

A 1:8 SCALE SCRATCH-BUILT MODEL OF AN ASTON MARTIN DBR1 BY JAVAN SMITH RACING LEGENDS PRESENTATION MODELS, LATE 1990S,

depicting the definitive DBR1, chassis number DBR1/2, as driven to victory by Stirling Moss/ Jack Fairman in the 1959 Nurburgring 1000 Kilometres race, kerbside model with full cockpit detailing and upholstered seats, mounted on an base plinth applied with engraved plaque, under glass display case, 59 x 26.5 x 22cm overall.

£1,200 - 1,500

€1,500 - 1,900



147

147 Ω ◊

A RARE 1:12 SCALE MODEL OF A 1930 8 LITRE BENTLEY BY FULGUREX, SWISS, 1972,

model number 12531, very well detailed metal model of this classic racing car, 40cm long, 16cm wide, 12cm high, mounted in a mirror-based glazed wooden display case, top panel cracked, together with certificate, catalogue of models, a sales letter, instructions to convert the model into a rolling chassis display, a Fulgurex envelope and two Fulgurex prints of the 8 Litre Bentley.

(Qty)

£1,500 - 2,000

€1,900 - 2,500



150

148 ◊

A 1:8 SCALE SCRATCH-BUILT MODEL OF THE 1961 FERRARI 156 F1 'SHARK NOSE' BY JAVAN SMITH,

depicted as raced by Wolfgang Berg Von Trips, kerbside model with full cockpit detailing, mounted on a clear Perspex plinth and enclosed within a Ferrari etched Perspex display case, 60 x 28 x 20cm overall, together with certificate of authenticity signed by the modelmaker.

(2)

£1,800 - 2,000

€2,300 - 2,500



148

149 ◊

A 1:8 SCALE SCRATCH-BUILT MODEL OF THE PORSCHE 917 'KURZ' BY JAVAN SMITH,

with full interior and rear end detailing, mounted on a Perspex display plinth and enclosed within a display case etched '917', 60 x 28 x 20cm overall, together with a certificate of authenticity signed by the modelmaker. Currently wearing race number 1, the model is also supplied with sets of race numbers 2 and 22, race number 22 being the famous Steve McQueen Le Mans car.

(Qty)

£2,000 - 2,200

€2,500 - 2,800



149

150 ◊

A 1:8 SCALE SCRATCH-BUILT MODEL OF A JAGUAR E-TYPE 'LIGHTWEIGHT' BY JAVAN SMITH,

representing the eleventh E-Type "Lightweight" chassis number S850668, registration number 2GXO, kerbside model featuring full interior detailing, mounted on a black satinwood plinth and enclosed within a display case bearing an etched Jaguar logo, 66 x 33 x 23cm overall.

£2,000 - 2,500

€2,500 - 3,100



151

151 ◊

A FINE 1:8 SCALE SCRATCH-BUILT MODEL OF THE 1964 FERRARI 250 GTO BY JAVAN SMITH,

the 4th model built of the 'series 2' 250GTOs, and 19th of the complete Javan Smith Ferrari 250GTO series of just 36 examples, kerbside model with full interior detailing, presented on a Perspex display plinth and enclosed within a 'Ferrari' etched Perspex display case, 60 x 28 x 20cm overall, together with a 19/36 edition certificate of authenticity.

(2)

£2,000 - 2,400

€2,500 - 3,000



152

152 ◊

A 1:8 SCALE SCRATCH-BUILT MODEL OF THE LINDNER/NOCKER JAGUAR E-TYPE 'LIGHTWEIGHT' LOW DRAG COUPE BY JAVAN SMITH,

modelled on chassis number S850662 (4868WK), famously the subject of an astonishing restoration by Classic Motor Cars Ltd of Bridgnorth, kerbside model with full interior detailing mounted on a Perspex plinth and enclosed within a display case etched with the Jaguar logo, 60 x 28 x 20cm overall, together with a signed certificate of authenticity.

(2)

£2,000 - 2,200

€2,500 - 2,800

153 ◊

A 1:8 SCALE SCRATCH-BUILT MODEL OF THE 1959 FRENCH GRAND PRIX FERRARI 246 F1, BY JAVAN SMITH,

number 6 of a limited worldwide edition of 25, kerbside model built at the request of Tony Brooks, depicting Brooks' most memorable win as a works driver for Scuderia Ferrari, the model was signed by Tony Brooks at his home in Surrey, with certificate of authenticity, signed letter, and photographs of the signing, mounted on a black satinwood signed plinth and enclosed within a Ferrari etched Perspex display case, 66 x 33 x 23cm overall.

(Qty)

£3,000 - 3,500

€3,800 - 4,400



153



153



154

154 ◊

A FINE SCRATCHBUILT FRAZER-NASH 'TT REPLICA' SCALE MODEL, CIRCA 1948,

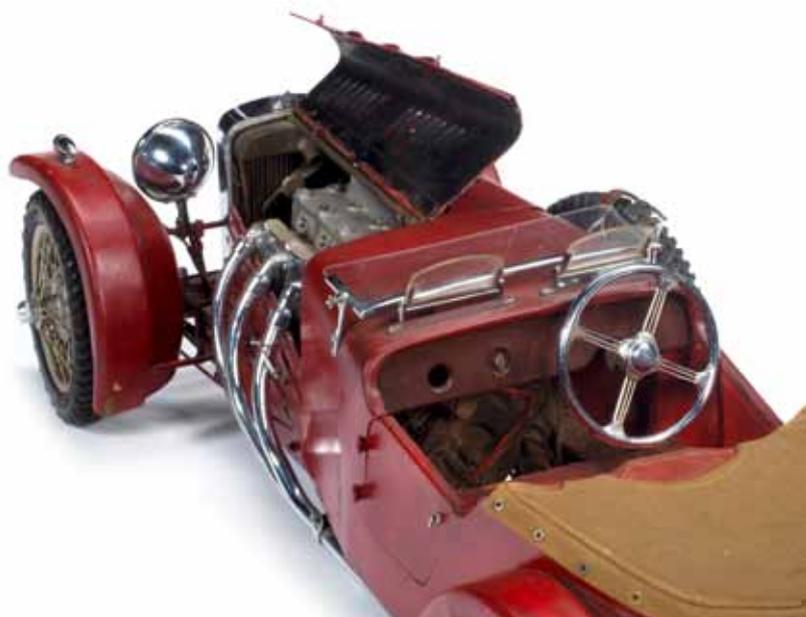
engineer-built model of the famous 'Chain-Gang' Nash, renowned icon of the true Vintage Sports Car, constructed of mainly metal and brass on a conventional chassis of channel-section side-members and cruciform cross-bracing to centre-section, with suspension by double quarter-elliptic springing to front, live rear-axle transmission (not following the chain-drive principle of the original), under-bonnet features include a 4-cylinder in-line side-valve pattern model motor with detachable cylinder-head, the chassis and suspension well-detailed with dummy brake drums with knock-off eared hubcaps retaining the removable triple outside-laced spoked wire wheels fitted with Dunlop 'Trackgrip' rubber tyres, steering linkage with track-rods and drag-link, steering box and column and four-spoke steering wheel.

All bright-work is chromed brass, and minute detail is applied to the fold-flat windscreen with threaded wing-nut adjustments, fold-flat aero screens, external exhaust with triple-branch manifold, downpipes, silencer and distinctive 'fish-tail', also including miniature battery-electric headlamps, side and tail-lamps, all still wired and mostly retaining original bulbs, controlled by a miniature dash switch. Other detailed chromed fittings include the spring-loaded bonnet-catches, ratchet fly-off handbrake and outside gear-change lever. The bodywork, constructed partly of aviation-quality Perspex and thin-gauge hand-beaten brass or aluminium panels, painted in red enamel original livery, and hinged bonnet with twin rows of multi-louvered panels, and subsidiary hinges to each side, the near-side panel relieved to accommodate the external exhaust-pipes. The passenger door, with concealed catch and external handle and interior featuring a pair of bucket seats with pleated leather squabs and backs, with rear compartment covered by a 'double-duck' type canvas tonneau cover with miniature 'lift-a-dot' pattern fittings.

Above the gearbox are two external reduction gears to the rear of the block, previously activating a battery-electric drive-train, and the radiator has a separate core within the chromed shell, which features the distinctive filler-cap and miniature lozenge-shaped badge. The engine appears to be an alloy cast block with detachable head and sump, with a cast exhaust manifold section with threaded holes to accommodate sparking plugs.

Measuring 60cm long, a remarkably accurate representation of the famous Chain-Gang Nash, and presented in 'barn-find' condition, latterly dry-stored. Built to exhibition-standard just after WWII, and bearing remnant traces of the original number plate inscribed 'ERG 1948', believed to represent the year of construction and the initials of the model-maker, who may have owned an original car of this type, offered together with an original programme for the Model Engineering Exhibition of 1948 held at the Horticultural Halls in London.

£5,500 - 6,500
€6,900 - 8,100





155

155 ◊◊◊

A HALF SCALE PETROL-DRIVEN MERCEDES-BENZ W154 CHILD'S CAR,

one-off scratch built by an experienced engineer, of recent construction, with bespoke chassis and bodywork using steel and aluminium panels, fitted with rear-mounted 50cc water-cooled petrol engine with throttle control, rack and pinion steering, rear cable brakes, authentic suspension, and 16 inch wire-spoked wheels, with fully trimmed cock-pit and dashboard fitted with push-button start, finished in silver livery and measuring approximately 250cm long, 100cm wide.

£4,500 - 5,500

€5,600 - 6,900



156



156 ♦♦♦

A SUPERB HALF-SCALE ROLLS-ROYCE SILVER GHOST CHILD'S CAR,

modern bespoke construction, half-scale model constructed on a steel chassis with an aluminium clad and wooden body, powered by a 24Volt transaxle motor giving forward and reverse speeds of up to 8mph, with rack and pinion steering system, spoked wheels fitted with 300 x 12 tyres and with 'Spirit of Ecstasy' mascot, hand and foot brakes, working 'acetylene style' head and side lamps, nickel plated brightwork, drop-down front seat allowing for a larger driver, deep buttoned black leatherette interior, bulb horn, side-mounted spare wheel and running board mounted 'tool boxes', with Perspex windscreen and polished aluminium bonnet opening to reveal a dummy engine.

£10,000 - 12,000

€13,000 - 15,000

157 ◊◊◊

A REPLICA 1960 FERRARI 246 F1 CHASSIS,

full-size meticulously crafted using aerospace quality cold drawn seamless steel tube throughout (certificates of conformity available to the successful bidder) and T45 rear lower tubes, rear shock mounts and front wishbone fabrications machined from EN8. These are ready honed for pins and bearings. The steering box and idler bushes are EN8 and honed. The front cross member has two internal swaged braces. All welding is by the TIG process. The chassis is 290cm long, 67cm high, 91cm at widest point (exhaust hangers). The construction of this superb replica has taken over 1200 working hours including research and building the necessary jigs.

£30,000 - 40,000

€38,000 - 50,000

This large tube chassis represents the final development of Ferrari's front-engined 246 Dino. Fitted with double wishbones, oil filled dampers and disc brakes on all wheels, this was as far as Ferrari developed their front engined Grand Prix cars. Although fast, the handling did not match the newer mid engined cars from Lotus, Cooper and Brabham. This prompted Ferrari to abandon the front engined concept altogether, resulting in a change of construction methods that required far less man hours to build a car. Racing cars from this era were made entirely by hand. Tubes cut, formed, mitred and welded by skilled fabricators; artisans who left their own identity on their work. This meant that the cars became as individual as the people who created them, with no two cars the same.

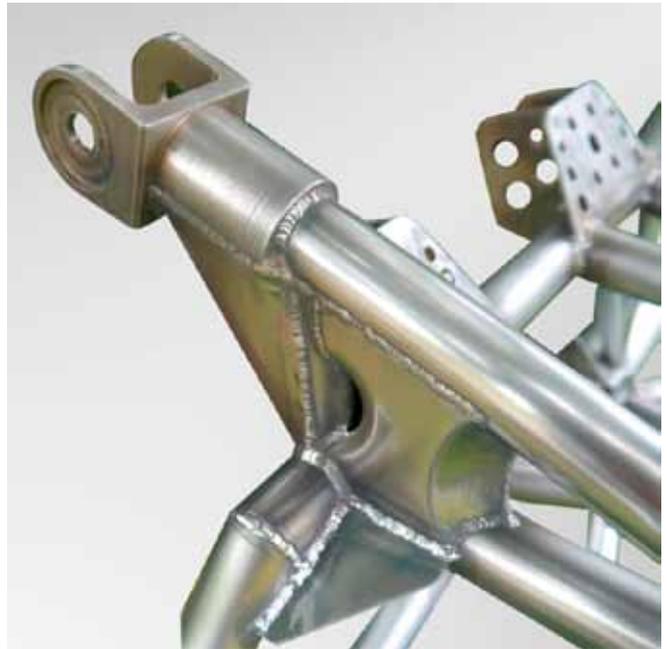
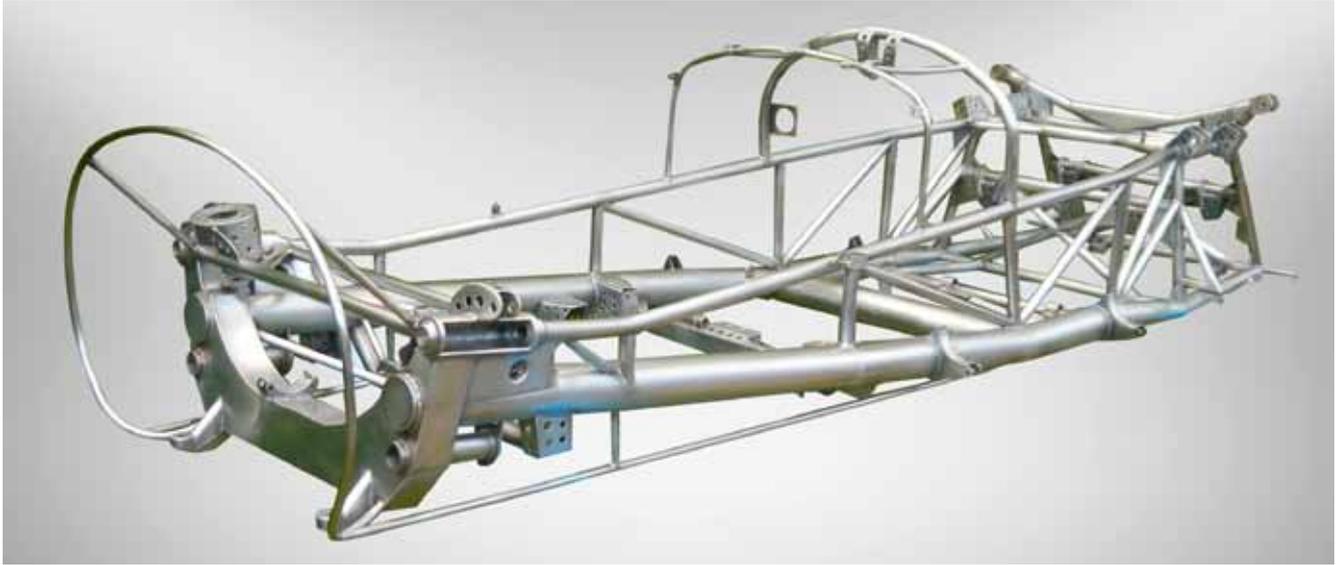
The engineer who constructed this replica began to be interested in cars began at a very young age which resulted in him restoring a classic car at the age of 17. He began his career in the late 1970s by starting an engineering apprenticeship with the Post Office (now British Telecom) in London. After 12 years with the Post Office he left London to start a new type of career with a Ferrari specialist in the Cotswolds where he built a replica 246 Dino for a customer, who unfortunately had to shelve the project before it was completed. He then left to join a small outfit of very enthusiastic craftsmen who specialised in veteran and vintage car restoration and who were also completing a batch of Fraser Nash Le Mans replicas. He built the last three of the batch.

He then went to work for Pangolin Editions, a world renowned foundry in the Cotswolds, noted for its high quality sculptures. He decided to create this Dino chassis as a tribute to the craftsmen of a time long gone, when skills were to be found in abundance and were passed on to the next generation and regards this chassis as a relevant example of how times have changed in the world of motor sport, he hopes it will appeal to people who would relish being given the opportunity to be able to recreate a car of historical importance and rarity.

158 - 200

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201 *

1968 FERRARI 330 GTC COUPÉ
COACHWORK BY CARROZZERIA PININFARINA

Not registered in the UK

Chassis no. 11265

Engine no. 11265



Over thirty years ago, the American magazine 'Car & Driver' magazine declared one of the great truths of the classic and collectible car movement by stating: "At the top - at the absolute top - in the automotive enthusiasts' hierarchy of the cars of the world, there is only one. Ferrari." Their article then asked, rhetorically: "Is there really any question?". Today, as then, the answer, survives unchanged. And the car that prompted that American eulogy? It was the Ferrari 330 GTC.

Intended to fill a gap in Ferrari's line-up between the four-seat 330 GT 2+2 and the roadworthy racer 275 GTB, the two-seat 330 GTC made its public at the Geneva Salon de l'Automobile exhibition in March 1966, and it was essentially a closed version of the 275 GTS. Pininfarina's sober and discreet coachwork styling combined elements of the latter at the rear, with touches of the 500 Superfast at the front.

Few would disagree with 'Car & Driver's opinion that the result was most handsome: "The GTC is a tasteful blend of the mean-and-low look of Ferrari competition GT cars, with the elegance of super-luxury street Ferraris of the past. Detail work, finish, panel fit, every aspect is superlative...".

The 330 GTC's capacious engine bay accommodated the 4.0-litre, 300bhp version of Ferrari's familiar, two-cam, 60-degree V12, as used in the 330GT 2+2. The short (94.5-inch wheelbase) chassis followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel frame, while the suspension was independent all round by means of wishbones and coil springs. First introduced on a road-going Ferrari (the 275 GTB) in 1964, the rear suspension incorporated the five-speed gearbox in a transaxle, an arrangement that created a better balanced car and one that gave its driver, "...the wonderful sense of knowing just exactly what's going on between one's posterior and the pave".



Much development work had concentrated on the reduction of noise levels in the cabin, which was luxuriously equipped in the best Gran Turismo manner: leather seats, electric windows and heated rear screen were standard; radio, air conditioning and Borrani wire wheels the options. With a top speed in excess of 250km/h – 155mph - excellent ride comfort and sure-footed handling, Ferrari could justifiably claim their 330 GTC to be the finest of high-speed conveyances for two people and their luggage.

This example of the 330 GTC was completed new in April 1968 and sold to its first owner, a Signor Benedetti, resident in Rome, Italy, during summer that year. It was registered in Rome in January 1969 under the licence plate serial 'Roma D 68263'. In 1973 it was sold to its second owners, the Fratelli Fontana SpA company of the Piazza Bruno Buozzi in Terni. On July 11, 1973, it was re-registered 'TR 99410', and its original plates have survived in the documentation file accompanying the car today.

On March 16, 1976, the car was inherited from Signor Gualtieri by his widow, Signora Luciana Lausi, his son Gianni and daughter Elisabetta, all of Terni. Later that month they sold this GTC to Signora Marisa La Gatta also of Terni, from whom it would be acquired later in that decade by Fabrizio Violati's Bellancauto SpA company, domiciled at the Villa della Conciliazione, Rome.

The car subsequently became yet another of the exhibits within his Collezione Maranello Rosso exhibitions halls in the Republic of San Marino, from which it was entrusted to Bonhams for sale by auction this past July. This is a handsome example of its type and it is offered here with matching chassis/engine numbers and direct from very long-term museum display. We therefore recommend expert inspection and careful re-commissioning before a new owner might consider using the car in earnest.

Please note this vehicle is subject to import tax should it remain in the EU.

£350,000 - 500,000

€440,000 - 630,000





202 *

1959 FERRARI 250 GT PININ FARINA COUPÉ
COACHWORK BY CAROZZIERIA PININ FARINA

Not registered in the UK

Chassis no. 1255GT

Engine no. 1255GT

Body no. 22121



Ferrari production passed a most significant milestone in 1954 with the launch of the 3-litre V12-engined 250 GT series. Between 1949 and 1954 no more than 200 touring Ferraris had been manufactured. Thirty-five of those had been constructed in 1954 alone. In parallel, during the same period, about 250 competition and sports Ferraris had been completed – with around 55 of those leaving the Maranello factory during 1954. Yet by 1964, at the end of the 250 GTs' career, annual production for Ferrari was around the 670 mark, and the 250 GT family of designs had been the driving force behind this twenty-fold explosion in Maranello's productive activity.

This particular 250 GT Pinin Farina Coupé dates from 1959. While the early 250 GT Coupés had been bodied by Boano and Ellena, it was into the winter of 1957-58 that Ferrari's favoured production partner, Pinin Farina of Turin, submitted proposals for a new-style model. Despite the overall length of the Pinin Farina proposal being some 6cm – 2.36-inches – shorter than that of the Boano/Ellena-bodied Coupés, the Torinese styling house's designers achieved a longer, more sleek appearance by the simple expedient of lowering their proposed car body's waistline and increasing the glass area of the 'greenhouse' cabin superstructure. This roof section was itself little changed from Ezio Ellena's preceding model treatment, with a generous wrap-round rear window.

A second pre-production prototype of this Pinin Farina Coupé design was then launched at a press conference held in Milan on June 25, 1958, and production of the new 'PF Coupé' began even before the opening of the Paris Salon de l'Automobile exhibition in which the car was shown during October, 1958. Body manufacture was launched in the Pinin Farina company's then brand-new works at Grugliasco and it was around that same time that the great Torinese styling house changed its name and brand from 'Pinin Farina' to 'Pininfarina'.

At the Paris Salon the French importer Cattaneo & Cie exhibited three Ferraris fresh from the new Grugliasco works – the 410 Superamerica, a 250 GT Cabriolet and the 250 GT Coupé. The example of the latter was finished in metallic dark-grey with black upperworks. At the following London Motor Show a right-hand-drive version of the new Pininfarina Coupé was launched by World Champion Driver-in-waiting Mike Hawthorn, whose family business – the TT Garage in Farnham, Surrey – was billed as the British Ferrari agent.

In November it was the turn of Italy's national Motor Show at Turin, at which a 250 GT Coupé in metallic grey was displayed by Ferrari, and a special-order 250 GT Coupé variant by Pininfarina themselves.



The 250 GT Pinin Farina – later Pininfarina - Coupé initially used the Ferrari Tipo 128C V12-cylinder engine, most with single distributor and with offset gearchange lever and reversed shift pattern. The 128D engine soon superseded the 'C' version, and later the 128F would follow with 'outside' spark plugs between the exhaust headers. At that time a new overdrive gearbox would also be adopted, providing an effective fifth speed. Beginning in 1959, most Coupés would also feature disc brakes in place of the model's original drums.

The June, 1960, edition of the American journal '*Road & Track*' road tested a Coupé with 128D engine and four-speed gearbox without overdrive. Weight ready-to-run was 1,370kg – 3,014lbs – and the Coupé covered the standing-start quarter-mile in 15.5 seconds. The American road testers verdict was entirely enthusiastic, exclaiming: "This is a car designed by enthusiasts for enthusiasts, and it shows...".

Production of the Ferrari 250 GT Pinin Farina/Pininfarina Coupé spanned three years and totaled around 350 examples. This particular car – chassis No '1255 GT' – is offered here direct from the Maranello Rosso Collection in which it has been preserved for at least 25 years.

It is the 121st of the total 353 units built and one of 51 originally painted in the contemporarily popular Grigio Conchiglia MM 16249 code exterior colour scheme. It is also one of 89 such units originally completed with Rosso VM 3171 coloured interior trim and furnishing.

The car's chassis was first consigned to *Carrozzeria* Pinin Farina in Turin on January 9, 1959, and its Certificato d'Origine was issued by the factory on April 10 that year. On May 14, 1959, it was sold new to first owner Giorgio Perucchetti of Rome, Italy. In June 1959 it was road registered 'ROMA 350390' and on April 28, 1960, the car was sold to second owner Gianfranco Enzo of Genoa. He had it re-registered 'GE 132789' on May 20, 1960, and on February 20, 1961, it passed to third owner Mario Candrini of Modena, its declared purchase price being Lire 1,000,000.



On March 2, 1961, it was re-registered in Modena as 'MO 63529' and soon after it was repainted red and fitted with black interior. On February 14, 1969, the Italian Automobile Club cancelled the Modena registration and license plates, using a term often applied to cars that had been exported. We have no details of possible export of '1255 GT' now offered here but in the 1970s it was plainly acquired by Fabrizio Violati to join the personal collection which became his Collezione Maranello Rosso, on public display within the Republic of San Marino.

We can confirm that the car survives today as a matching numbers example – 'inside-plug' engine and chassis number stampings matching – and that all these number stamps are good, clear, uncompromised and demonstrating the correct Ferrari fonts, absolutely as used in period. The engine breathes through three correct-specification Weber twin-choke carburetors. The distinctive Ferrari data plate on '1255's firewall as offered here is also correct and authentic. The car has the correct drum brakes fitted, as new, and its odometer upon delivery to Bonhams showed 53,560 kms, which is considered perfectly likely to be genuine.

The car has the non-original exterior color of red, probably as adopted upon its return to Modena in 1961, and it has a stylish combination of black leather-upholstered seats and red carpeting. The car also has an individualized nose treatment, in that the bonnet air intake with chromed lip is not original (the bonnet as new would have been smooth, uninterrupted by the air intake), and entirely consistent with a later-life incident in which the front end was damaged, possibly giving rise to the RACI cancellation of its Modena registration just prior to Fabrizio Violati acquiring '1255 GT' perhaps still in damaged condition. He had a reputation for being quite careful with how much he paid for certain of his Ferraris...

Amber turn-signal blinker repeater lights have also been added at some stage to the car's front wings. The car's nose has also been reprofiled at some stage, probably during repair work as discussed above. After its many years on display in the Collezione Maranello Rosso premises in San Marino the car will plainly need expert inspection and re-commissioning but it is yet another representative and essentially well-preserved (matching numbers) example of this another extremely significant Ferrari model.

Please note this vehicle is subject to import tax should it remain in the EU.

£250,000 - 300,000

€310,000 - 380,000



203 *

1962 FERRARI 250 GTE SERIES II 2+2 COUPÉ COACHWORK BY CARROZZERIA PININFARINA

Not registered in the UK

Chassis no. 3429 GT

Engine no. 3429 GT

Body no. 68120

The 3-litre V12-engined Ferrari 250 GTE 2+2 – as offered here - was developed amidst great secrecy by Ferrari and Pininfarina during 1959. Their objective was to produce a useable four-seat high-performance Coupé in the Ferrari tradition, apart from being restricted to only two seats – as had all series-production Maranello models built to that date.

But as Ferrari historian Antoine Prunet has debated in his book *'Ferrari – The Road Cars'* (EPA, Paris, and G.T.Foulis, 1987) "Several questions had to be resolved for the new vehicle. Could a true Gran Turismo automobile be other than a two-place car? In the case of the 250 GT in particular, would it not be too daring to attempt to reconcile the problems for a satisfactory habitation for four people with the 2.60 metre wheelbase chassis and the lengthy 12-cylinder engine? Would not the basic nature of the ensemble be altered in appearance? Would not a grave imbalance be created that would injure both the car's performance and its aesthetics?... suddenly in 1960 the concept became reality and very quickly became a great success".

The secret new four-seat Ferrari was unveiled to a stunned press and public alike at the 1960 Le Mans 24-Hour race meeting, one of the new cars being loaned to the Automobile Club de l'Ouest for use as the Course Car.

To achieve the required extra cabin space without lengthening the proven chassis' 2.60-metre wheelbase, the V12 engine had been moved forward 20cm – 8-inches – within the frame. Two supplementary seats were then worked into the extra cabin space. Overall the new 2+2 was 305mm longer than the corresponding 250GT Coupé, 60mm wider but notably 56mm lower in roof height, which augmented the finished body's elegant and graceful proportion to the casual eye.

The power unit was similar to that in the Pininfarina Cabriolet with latest-design Testa Rossa-derived cylinder heads with 'outside' spark plugs and with coil-type valve springs. Induction was via three Weber 40DCL/6 carburettors, and the engine delivered a lusty 240bhp at 7,000rpm. This unit drove through a four-speed gearbox with overdrive on top, as used in the parallel Cabriolet.



This new Ferrari for the aspiring young businessman with a young family scored immediate success, both in terms of media reception and public acclaim and custom. A road test by the French journal 'Moteurs' in 1961 saw professional driver/tester Alain Bertaut lap the Monthéry road circuit outside Paris in a 250 GTE at an average of 121.786km/h – 75mph – his best-ever time in a Gran Turismo car. He declared: "The behavior of the car, under the extreme circumstances imposed while posting a fast lap of the Monthéry circuit, was astonishing..."

This fine example of the 250 GTE – chassis number '3429 GT' – was the 120th GTE Series II to be built and the 421st of the total of 954 GTEs built overall. It was sold new to its first owner, a Signor Meloin of Ancona, Italy, in April 1962, and it was first registered on April 27 that year under the Ancona plate 'AN 45000'. On April 6, 1964, it is recorded as having been serviced at the Ferrari factory Assistenza Clienti centre at Viale Trento Trieste, Modena, to factory order No 134. Its factory delivery note that day was No 2665, and its odometer reading is recorded as then having been 35,236kms.

In November 1975 it passed to an un-named owner in Rome, and was locally registered there 'ROMA B33632'. Official documents surviving with the car show that it was then sold on November 22, 1967 to Silvano Sarti of Bologna for Lire 1,400,000. The Carta di Circolazione per Autovettura also preserved within the associated documentation file cites Silvano Sarti as the owner as late as August 27, 1975, when the car was re-registered in Bologna as 'BO 632649'. The car was acquired by Fabrizio Violati in the later 1970s, and it has since been preserved within the exhibition halls he established in San Marino.

As offered here this very well preserved and discreetly handsome and well-proportioned 250 GTE is largely original – apart most notably from its re-upholstered black leather seats. Its headlining is slightly damaged, but the probably genuine odometer reading is only 88,000kms, the car features its original model engine, its chassis and engine number stampings are matching and the number strikes are absolutely correct in proper period Ferrari factory fonts. The engine block Numero Interno is also absolutely correct, as is the car's bulkhead data plate, and the three-carburettor Weber assembly.

These four-seat Ferraris were very successful and extremely highly regarded in period. Today they offer collectors an immensely practical, useable – and, in classic Ferrari terms, affordable – investment. We obviously recommend expert technical examination and re-commissioning before the car is used in earnest, since it has been on static Museum display for so many years, but this is one of the finest and most attractive examples of the 250 GTE 2+2 that we at Bonhams have ever had the pleasure of offering and merits the closest consideration.

Please note this vehicle is subject to import tax should it remain in the EU.

£120,000 - 140,000
€150,000 - 180,000



204 *

1970 FERRARI 365 GTB/4 'DAYTONA' BERLINETTA

COACHWORK BY CARROZZERIA SCAGLIETTI TO A PININFARINA DESIGN

Not registered in the UK

Chassis no. 13537

Scaglietti Body no. 242



The Ferrari 365 GTB/4 Berlinetta – better known as the ‘Daytona’ – was introduced by the Maranello marque at the Paris Salon de l’Automobile exhibition in October, 1968. Deliveries did not then commence in any quantity until the latter half of 1969, and although it was the first Ferrari to be built in numbers to meet the new US Federal Regulations, the European version was marketed first and US-legal cars were not to become available from the factory until the middle of 1970.

In his book ‘*Ferrari – Forty years on the Road*’ (Dalton Watson, 1988) the American Ferrari authority Stan Nowak wrote: “The Daytona was another world. It looked the part of the most powerful 2-seater sports car of its time. It was what an enthusiast felt a real Ferrari should be. Purposeful, aggressive, demanding and somewhat intimidating. The Daytona was all of these things and it was a machine that could not be taken for granted. To get the best out of it took great concentration and demanded 100 per cent of the driver”. He continued; “The fact that the air conditioning was inadequate was really not a sales deterrent; it was adequate up to about 85 degrees Fahrenheit and 70 per cent humidity. Beyond that you turned it off and opened the windows – and enjoyed the sound of the glorious V12 engine. Who needs air conditioning?”.

The Daytona first emerged with fixed headlights protected behind knife-edged plexiglass fairings merged into the wedge-shaped nose form. The 365 GTB/4’s 4-cam V12-cylinder engine had bore and stroke dimensions of 81mm x 71mm to displace a full 4390cc, and with twin-overhead camshafts per cylinder bank, single outside-vee plug ignition, and a compression of 9.3:1, the engine featured dry-sump lubrication and breathed through an impressive in-vee parade of six twin-choke Weber 40DCN 20 carburetors.

It provided no less than 352bhp at a raucous 7,500rpm and drove to a five-speed and reverse transaxle-type gearbox. Cast-alloy 15-inch diameter road wheels shod the all-independent suspension system, and while the front-engined Berlinetta received some criticism for its traditional configuration, French racing driver-cum-journalist Pierre Dieudonne (for example) put the opposing view in ‘*Virage*’ magazine. While admitting that the 365 GTB/4 was “...not as avant-garde as it could have been if built as an answer to the Miura...it is instead a synthesis of practicality giving an automobile of the most refined form”. The American journal ‘*Road & Track*’ put it more succinctly: “The fastest, and best, GT is not necessarily the most exotic...”.



When road tested competitively against the Lamborghini Miura, the Mercedes-Benz 350 SL, the Jaguar V12 E-Type and the De Tomaso Pantera, the Ferrari 365 GTB/4 was the fastest of the five at 278km/h – 172mph – and the fastest accelerating with a 13.8 second standing-start 400-metre time and 24.3secs for the standing-start kilometre. This despite its closest competitor, the Miura, being not only lighter – at 2,745lbs versus 3,571lbs – but also more powerful, its V12 engine being rated at 385bhp against the Ferrari's 352. Production of the now legendary Ferrari 365 GTB/4 Daytona ran to something over 1,300 including both Berlinetta and sister Spider versions and it is predictably held in the most tremendous regard today throughout the classic and Historic car world.

This Ferrari 365 GTB/4 Daytona Berlinetta was completed new at Maranello on June 19, 1970, and was delivered to official dealer Motor Sas di Carla Allegretti e C of Bologna, Italy. They sold it to first owner Giuseppe Minganti e C. SpA, of Via Liberazione, Bologna, Italy, for a declared price of Lire 8,400,000. On July 1, 1970, it was registered in Bologna as 'BO 421277' and on November 9 that same year it was serviced by the Ferrari factory Assistenza Clienti in Modena's Viale Trento Trieste.

Returning there on January 26, 1971, its odometer reading was recorded as 5,604kms. For a third service on July 2, 1971 – to factory order number 373G and factory delivery note 4463, its odometer reading was already up to 14,941kms – evidently the car was in regular and enthusiastic use.

On March 11, 1976, the car was sold by Minganti to only its second owner – which was Fabrizio Violati's Bellancauto SpA of Rome. Ahead of it lay some 38 years of Violati ownership, the vast majority of which would be spent as one of the exhibits within the Italian enthusiast's extensive Collezione Maranello Rosso displays in San Marino and at neighbouring Falciano.

The car is offered as a standard production Ferrari Daytona still in its gorgeous original Blu Sera 106-A-18 shade of rich dark blue. It is a plexiglass enclosed headlamp car, the plexiglass itself being partly broken. It has matching chassis and engine numbers, the stamps struck with perfect fonts. The engine bay firewall data plate is intact and original, as is the bonnet insulation mat.



Both vent window opening devices have been broken off and were found in the car's glove box. The odometer reading as delivered to Bonhams is lower than its October 1971 listed reading, inferring that the instrument has been replaced at some time. Its latest reading is 11,598kms. The centre section of both seats is in red cloth instead of the original black Connolly hide specified by factory production records. All the rubber trimmings and panel-edging seals around the car require replacement. All the car's wheels are correct, including the spare.

This Daytona appears to have great potential for relatively simple and economic refurbishment to first-class order, while plainly showing the effects of its exceptionally long life as a static Museum exhibit. It plainly has the extra cachet for any future owner of having been 'the' road-going Maranello Rosso Collection Daytona, while the stature and desirability of the model itself is beyond question.

Please note this vehicle is subject to import tax should it remain in the EU.

£350,000 - 450,000

€440,000 - 560,000



205 *

1972 FERRARI 365 GTC/4 COUPÉ COACHWORK BY CARROZZERIA PININFARINA

Not registered in the UK

Chassis no. 15985

Engine no. 15985

Pininfarina Body no. 272/GTC

At the 1971 Geneva Salon de l'Automobile exhibition, Ferrari launched another new model. This was the GTC/4 as offered here, which was presented as a more sober and discreet alternative to the blisteringly high-performance Daytona. But the GTC/4 was really more closely related to the 365 GT 2+2 which it had replaced upon the Pininfarina assembly line.

The GTC/4 had two small rear seats tailored for small children or perhaps for short-distance use by one adult, sitting across the car. By general consent the GTC/4 proved to be a far more user-friendly car to drive than the Daytona and its power-assisted steering made a tremendous difference.

Combined with the plush Pininfarina interior with reclining seats for driver and passenger here was a Ferrari of great appeal to the successful businessman or the wealthy parent with a small family who considered the muscle-bound Daytona perhaps just too much Ferrari for them to handle without a care.

The great majority of the 365 GTC/4 cars produced were sold on the American market and production was ended around October 1972 when the replacement new 365 GT4 2+2 was launched at the year's Paris Salon. This replacement model was in effect just a longer-wheelbase version of the 365 GTC/4.



Ferrari authority Stan Nowak wrote in his book *'Ferrari – Forty years on the Road'* (Dalton Watson, 1988) that "...my own favourite for everyday driving was the 'C4. It felt almost as powerful as the Daytona whilst requiring a good deal less effort. It was also more comfortable (although) Ferrari had educated us to lust after...the Daytona – that was its heritage...".

Because its production run was so confined, the 1972 365 GTC/4 is one of the rarer of all 'modern-era' Ferraris, and it also occupies a special place today as one of the last of the front-engined V12 sporting cars of Maranello's classical progression from 1947 into the mid-1970s.

This Ferrari 365 GTC/4 was completed brand-new right in the middle of that production run, in June 1972 – its assembly sequence having been No 273 within the 365GTC/4 programme - and it was delivered the following month to official dealer M. Gastone Crepaldi Sas of Via San Marco, Milan, Italy, to local resident first owner, the Baron Giovanni Silvestri, on July 5.

It was registered that day on Milan plates 'MI R 07799'. In 1976 the Baron moved residence to Appiano Gentile in Como, Italy, and the GTC/4 was re-registered on Como plate 'CO 483103' on October 20 that year.

It was then sold by Baron Silvestri to second owner Rinaldo Eberlin of Lurate Caccivio, Como, on April 13, 1979, and as early as June 14 that year ownership was transferred to third owner Bellancauto SpA of Rome, which was Fabrizio Violati's company. The car thus joined his personal collection of Ferraris which would subsequently be re-housed in the Republic of San Marino as the Collezione Maranello Rosso.

The car is now presented here today as it left the Collection halls in Falciano, San Marino as recently as this July. As with all of these cars from the Maranello Rosso Collection we recommend expert inspection and recommissioning work before this Ferrari is run in earnest.

This Ferrari 365 GTC/4 has survived in its original Azzuro Hyperion 2.443.648 paint finish, with Nero Cogolo black interior and original blue carpets. Its odometer showed 60,013kms upon delivery to Bonhams, a total perfectly believable as being genuine. All this car's major number stampings are absolutely correct, matching engine number and internal block and chassis numbers. The Weber twin-choke carburetors are correct for this car and it is in every way considered a highly original and authentic example of its kind.

Please note this vehicle is subject to import tax should it remain in the EU.

£120,000 - 140,000
€150,000 - 180,000



206 *

1966 FERRARI 330 GT 2+2 SERIES II COACHWORK BY CARROZZERIA PININFARINA

Not registered in the UK

Chassis no. 08409

Engine no. 08409

Ferrari launched its all-new 330 GT 2+2 model at its traditional January Press Conference of 1964. It was a new car in comparison to the 250 GTE 2+2 with 50mm longer wheelbase providing enhanced cabin space while its disc-brake system was improved by the adoption of completely separate hydraulic runs front and rear. After mid-1965 cast-alloy wheels would replace the traditional wire-spoked Borraris originally specified.

It was with the Ferrari 250 GTE 2+2 and 330 GT 2+2 that the Maranello manufacturer finally achieved one of the Ferrari board's personal goals – to create a truly 'mass-production' model. Around 950 250 GTEs had been produced followed by 50 of the interim 330 America cars and 1,120 of the later 330GTs. They were regarded as 'The Family Ferraris' and with their discreet yet handsome good looks and 4-litre V12-cylinder 300bhp engines they could still turn on the road performance that the marque's customers and supporters expected.

This left-hand-drive, European version Ferrari 330 GT had assembly sequence number 789 during manufacture, and its Certificato d'Origine was issued on April 7, 1966. It was Italian-registered 'MI B 24681' on April 9 that year and on the 12th of that month sold through official dealer M.G. Crepaldi Sasin Milan to the first owner, Tematex SaS di E. Reynaud e C., of Corso Giacomo Matteotti, Milan. The declared price paid was Lire 6,500,000.

Tematex retained the car until February 10, 1969, when it was sold to second owner Mariello Guindani of Sesto San Giovanni outside Milan, the price this time having fallen to Lire 1,000,000. Due to the original licence plates having apparently been mislaid, the car was re-registered on February 26, 1969, again with Milan plates, 'MI G 65439'. On October 6 that same year the car was then sold on to third owner Dexter John Dartnall of the Via Benedcetto Marcello, Milan – the price of Lire 3,000,000 showing second owner Guindani a handsome short-term profit...



Mario Mentaschi e C. Srl of Milan's Via Plinio became fourth owner on May 11, 1970, for Lire 700,000 and on August 3 Giorgio Zammiti sold the car for the Mentaschi company to fifth owner Giorgio Brioschi of the Via Agrigento, still in the city of Milan. Signor Brioschi traded the car through Concessionaria Autoveicoli Fia La Padana Snc to sixth owners Albertino Marino Vismara and Signora Adele Stucchi of the Via Popoli Uniti, Milan, on March 31, 1972 – the price being Lire 100,000. And they, in turn, sold the car on February 23, 1973 to seventh owner Brunello Giulio Puccia of Milan's Via Cambasi, collectible age having achieved the declared price to Lire 170,000.

The car's odyssey continued, as on December 18, 2000, it was taken by the Bergamo branch of the Italian tax authority – the Agenzia delle Entrate Ufficiale IVA Bergamo – and it was then offered for sale by public auction, at which the winning bid was placed on behalf of Fabrizio Violati's Stelabar SA company, of Falcione, Republic of San Marino.

This Ferrari 330GT was subsequently displayed within Fabrizio Violati's Collezione Maranello Rosso museum at Falciano until this past July when it was delivered to Bonhams for this current sale by auction. As offered here the car has a most attractive patina of age while having survived its long peregrinations in generally very original and fine order. It retains its original colour scheme – Argento 20265A exterior, and Nero Franzini interior, and it is another of the Maranello Rosso Collection's matching-numbers Ferraris, all number stampings being properly struck with the correct fonts, including the internal engine number and the engine type number at the front of the power unit. The firewall data plate in the engine bay is correct, and the car's odometer upon delivery to us showed a total 56,784kms.

There is some cracking to the paint on the bonnet lid, but overall '8409' as offered here is in sound order although we do, of course advise expert inspection and re-commissioning before the car – after so many years as a static museum exhibit - is used again in earnest.

Please note this vehicle is subject to import tax should it remain in the EU.

£120,000 - 150,000

€150,000 - 190,000



207 *

1964 FERRARI 330 GT 2+2 SERIES I COACHWORK BY CARROZZERIA PININFARINA

Not registered in the UK

Chassis no. 5797

Engine no. 5797

This particular Ferrari 330 GT 2+2 Coupé by Pininfarina is a left-hand drive European 4-headlight variant featuring 4-speed transmission with overdrive, power windows, factory seat belts and with provision for a radio to be fitted. It was Pininfarina assembly sequence No 158 and was finished originally in Bianco 18934 M exterior paintwork with its original interior colour Nero VM 8500. It retains its original engine and is thus a 'matching numbers' example.

This 'Series I' 330 GT was built during the first month of the model's production period and it was sold new to Ferrari's energetic Venezuelan importer, Carlos Kauffman, in Caracas. He then supplied it to its first private owner, Serafino Fridegotto of Caracas.

Little is recorded of the car's central American life but we know that it was returned to Italy from Venezuela on June 10, 1970. It was Padua registered on September 16 that year, with the licence plate serial 'PD 268296'. On September 22, 1970, the car was then sold to Assunta Ines Maria Fridegotto – presumably a relative of its original Venezuelan owner – resident in Rovolon, Padua Province, Italy.

It was then acquired on August 2, 1973, by Gianfrancesca Bertola of Vicenza, the declared price being Lire 1,000,000. On August 28 it was then re-registered in Vicenza as 'VI 277727'. The car then found its fourth owner in the shape of Fabrizio Violati's Bellancauto SpA company, domiciled at the Villa della Conciliazione, Rome, on April 15, 1977. The car subsequently became yet another of the exhibits within his Collezione Maranello Rosso exhibitions halls in the Republic of San Marino, from which it was entrusted to Bonhams for sale by auction this past July.



Introduced in January 1964, the 330 GT 2+2 was based on the preceding 250 GTE model, Ferrari's first quantity-production four-seater road car. Ferrari's production partner, Pininfarina, had again been entrusted with the latest model's styling. Most notably – and controversially - they adopted a four-headlamp frontal treatment that reflected the perceived contemporary tastes of Ferrari's most important export market, the USA. Although some criticized its styling, and the departure from European norms in its adoption of the four-headlight system, what would become known retrospectively as the 'Series 1' four-headlight 330 GT would become truly evocative of 1960s fashion, lauded both for its individuality and for Pininfarina's purity of design in such a Grand Touring conveyance for the gentry.

Like its predecessor, the 330 GT employed a sturdy tubular chassis welded-up from mixed oval and round stock, though this time some 50mm – 2-inches - longer in its wheelbase, which greatly improved cabin space for the occasional rear-seat passengers. Suspension was independent at the front by wishbones and coil springs while at the rear a live axle/semi-elliptic system was retained. Improvements to the model's disc brake system saw separate hydraulic circuits provided for the front and rear brake calipers.

The 330's Colombo-type, 60-degree, two-cam, V12 engine had first appeared in the 330 America (effectively a re-engined 250 GTE 2+2) introduced in 1963. Displacing 3,967cc, the all-alloy unit was good for 300-plus horsepower at 6,600rpm, an output sufficient to propel the 330 GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari. Built alongside the ultra-exclusive Superamerica, the 330 GT became Ferrari's ultimate Gran Turismo for the sophisticated client during the "swinging 'sixties". A personal favorite of Enzo Ferrari himself, the 330 GT would become the first of his production cars to sell more than 1,000 units.

This is a handsome example of the now rare 'Series I' 4-headlight 330 GT and it is offered here direct from very long-term museum display. We therefore recommend expert inspection and careful re-commissioning before a new owner might consider using the car in earnest.

Please note this vehicle is subject to import tax should it remain in the EU.

£120,000 - 150,000

€150,000 - 190,000



208 *

**1969 FERRARI 365 GT 2+2
COACHWORK BY CARROZERIA PININFARINA**

Not registered in the UK

Chassis no. 11873

Engine no. 274/A

This imposing 4.4-litre V12 Ferrari's Certificato d'Origine was issued on April 28, 1969, and two days later it was sold to first owner Pierino Concari on the Via Catalani in Parma, Italy. Its original exterior colour is recorded as having been Grigio Ortello 2.443.813 while its original interior was in Beige VM 3234 Connolly.

On April 30 that year the car was road-registered under the Parma licence plates 'PR 150770'. On May 25, 1970, the car was serviced at the Ferrari factory's famous Assistenza Clienti centre in the Viale Trento Trieste, Modena, the work being carried out to order No 259G, factory delivery note No 3141, and the odometer on that occasion reading 14,950kms.

On July 11, 1970, the car re-visited the Assistenza, by which time its odometer reading was recorded as 17,755kms, and on September 16 that year it was yet again at the Assistenza, with 23,468kms noted. The following year, on September 13, 1971, the car's service record showed that it had covered up to that time 39,500kms.

On July 9, 1976, 365 GT chassis '11873' offered here was sold by Signor Concari to its second owner, Giampaolo Rubertelli of the Via Garavaglia in Reggio Emilia. The car was re-registered on local plates, serial 'RE 276975'. Signor Rubertelli did not keep the car long, as in December 1977 he sold it on through the dealer, Emilian Auto Srl of Bologna to third owner Fabrizio Violati's Bellancauto SpA company of Rome.



It thereafter became one of the Collezione Maranello Rosso Ferraris exhibited in the museum halls in San Marino and latterly at Falciano on the road east out of the tiny but celebrated Republic towards Rimini.

By the mid-1960s, 50 per cent of all Ferraris produced were being built with four seats, and following on from the success of its first such quantity-production model - the 250 GTE of 1960 - Ferrari introduced the 330 GT 2+2 in January 1964. The newcomer's steel tube chassis was 2-inches longer in wheelbase than that of its predecessor, and it featured independent front suspension and a live rear axle, while beneath the 330's more-spacious Pininfarina coachwork was a 300bhp, 4-litre V12 engine, coupled to a four-speed overdrive gearbox. That model's replacement, the Ferrari 365 GT 2+2, was then launched at the Paris Salon de l'Automobile exhibition in October 1967. Sleekly styled in the manner of the limited-edition 500 Superfast, the 365 GT 2+2 proved itself to be the most refined Ferrari built to that time.

Based on the contemporary 330 GTC chassis, the 4.4-litre V12-engined 365 GT's frame comprised Ferrari's familiar combination of oval and round steel tubing. In addition to featuring independent suspension all round (for the first time on a Ferrari 2+2) the new model was also equipped with Koni's latest state-of-the-art hydro-pneumatic self-leveling system at the rear.

Further refinements included mounting the engine and drivetrain in rubber bushes to insulate the car's occupants from noise and vibration, and offering ZF power-assisted steering and air conditioning as standard equipment.

Developing 320bhp in its 365 GT incarnation, the well-proven 4.4-liter V12 engine was coupled to a five-speed gearbox, while the car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - could be reined-in by Girling ventilated disc brakes all round. A total of 800 cars had been completed by the time production ceased in 1971. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by the British 'Car' magazine as being "the most civilized Ferrari yet."

After its many years as a static museum display car, this 365GT is offered in generally good but somewhat 'faded' condition and we recommend the closest technical inspection and recommissioning before a new owner runs it in earnest.

Please note this vehicle is subject to import tax should it remain in the EU.

£100,000 - 120,000

€130,000 - 150,000



209 *

**1991 FERRARI F40 BERLINETTA
COACHWORK BY CARROZZERIA SCAGLIETTI**

Not registered in the UK

Chassis no. ZFFGJ34B000089460



This European specification, left-hand-drive Plexiglass sliding-window model Ferrari F40 was ordered by Fabrizio Violati on October 15, 1987, at the official marque dealership Sa.Mo.Car SpA in Rome, Italy. His order number for the car was '11146' and on July 8, 1991 the finished car's Certificate of Conformity (No 205) was issued by factory engineer Corrado Cinghi.

Factory invoice No 2141/A was issued for the car on July 15, 1991 and on the 23rd of that month this F40 was sold by Sa.Mo.Car SpA of Via Salaria, Rome, to Leasing Sanmarinese SA of Via 5 Febbraio, Domagnano, San Marino for the declared purchase price of Lire 305,000,000. On July 29 the F40 was formally leased to Stelabar SA of Via Paina, San Marino, and on August 13 it was formally sold to Fabrizio Violati. He promptly drove the car as race number '82' in the September 28/29 III Historic Grand Prix of the Republic of San Marino, at the Imola race circuit nearby.

Fabrizio Violati retained the car as a prime exhibit within his Collezione Maranello Rosso displays in San Marino and latterly at Falciano, still within the Republic, but on the road eastward towards Rimini.

As offered today this Ferrari F40 Berlinetta has the correct chassis and engine numbers, the correct chassis tag and assembly number tag. The car also features the optional Uniball-jointed suspension system, and its odometer upon delivery to Bonhams showed 5,350kms – this modest figure (as with so many others amongst these Maranello Rosso cars) again being considered probably genuine. As with all the Maranello Rosso Collection cars being offered here we obviously recommend the closest technical inspection and any required recommissioning before the car is used again in earnest. However, this low-mileage, long-preserved example is clearly worthy of the most serious consideration...



The Ferrari F40 Berlinetta was first conceived in 1986 and was intended to celebrate Ferrari's imminent 40th anniversary in the coming year. Mr Ferrari's friend Gino Rancati is said to have come up with the idea, 'The Old Man' having functionary G.B. Razelli write to him accompanying a silver plaque commemorating the event, as follows: "Dear Rancati – With this plaque I want to commemorate our meeting on the 4th of June when you kindly contributed to the choice of the name for the GT car we presented at the Frankfurt motor show. Your contribution has produced excellent results – the 'F Forty', based on the idea of forty years of Ferrari cars, identifies and personalizes the fastest Ferrari GT...".

The F40 really embodied the next logical evolutionary step forward from the turbocharged Ferrari 288 GTO of the earlier 1980s. The new car was based upon a frontier-technology carbon-composite and Kevlar-reinforced steel frame chassis with composite body paneling. Power was provided by a twin-turbocharged, intercooled, 4-cam V8 engine with an advanced Weber-Marelli engine management system and developing close to 500bhp in an overall package weighing barely 1,100kg – 2,425lbs.

A road test in the British '*Fast Lane*' magazine highlighted a 0-60mph acceleration time of just 3.9 seconds, 0-100mph in 7.8secs and 0-140mph in 14secs. At the time the Ferrari F40 was the fastest road car ever produced in series. There was talk upon its introduction of production being limited to 400 examples but by the time that production finally ceased in 1991 it is believed that the actual total produced was no fewer than 1,315.

There is a story of an immensely experienced purveyor of high-performance cars to the nobility and gentry who in one day collected a well-known German-manufactured contemporary supercar from its manufacturer in Stuttgart, and then drove it down to Milan for delivery to a customer. He then made his way to Modena, where he was to collect another customer's brand-new Ferrari F40 for delivery back in the UK.



First, his friends at the Maranello factory insisted that he should sample the F40's full performance upon the factory test track at Fiorano. As he told the story, "Having parked the German supercar in Milan I locked it up and walked away, and forgot totally what it had been like to drive. But with the F40, after three laps at Fiorano my mind was seething with impressions that will live with me for the rest of my life. The Ferrari F40 does more for the senses, and has more character, than any other supercar I have ever driven..."

The voice of experience there – an experience which the highest bidder for the late Fabrizio Violati's '89460' offered here can shortly share...

Please note this vehicle is subject to import tax should it remain in the EU.

£400,000 - 600,000

€500,000 - 780,000



210 *

1970 FERRARI 246 GT COUPÉ
COACHWORK BY CARROZZERIA PININFARINA

Not registered in the UK

Chassis no. 00696

Engine no. 00696

Scaglietti Body no. 258



This startlingly-liveried Ferrari Dino 246 GT is another long-term display car from the Collezione Maranello Rosso which we can confirm retains its original matching-number chassis, engine and gearbox. It is the 146th Dino 246 GT to have been built out of the total 355 units of its type.

When the original Dino 206 series was originated in combination by Ferrari, Fiat and Pininfarina partly as an effective 'homologation special' to provide a production-based 4-cam V6 engine suitable for adaptation for single-seater Formula 2 racing use, power output was 180bhp at 8,000rpm and peak torque to 19m/kg – 137lbs/ft – at 6,500rpm. Four Silentbloc mounts united engine/gearbox aggregate and Ferrari-made tubular chassis frame, but fewer than 200 Dino 206s were produced before being replaced in 1969 by the bigger-engined 246GT as offered here.

The V6 engine's displacement had grown to 2,418cc with bore and stroke dimensions of 92.5mm x 60mm. The power unit was made by Fiat and the iron-block engine provided 195bhp at 7,600rpm and 23m/kg torque at 5,000rpm. Into 1970 the manufacturer's sales slogan became "Tiny, brilliant, safe proof of the constant development of the smaller Ferrari cars...". In fact, here in the Dino development line was the very first Gran Turismo Ferrari to offer a centrally-mounted power unit with all the balance and dynamic stability that this race-bred location could offer.

The Dino 246 GT was fast, nimble, looked utterly gorgeous, and its Pininfarina styling combined aggressiveness and impeccably balanced proportion in a uniquely mouth-watering manner. It was also very keenly priced for the period at \$13,400 compared to \$20,000 for the contemporary 365 GTB/4 Daytona Berlinetta.



Between 1970 and 1971 Dino production virtually doubled. The open-cockpit Dino 246 GTS joined the range at the 1972 Geneva Salon de l'Automobile exhibition, with its central roof panel removable to leave windscreen and rear-cockpit arch or roll-over section in place.

The French magazine 'Virage' published a comparison test between the Dino 246 GT and the contemporary 2.2-litre Porsche 911S in March 1970. The Ferrari Dino bettered its German counterpart on top speed, acceleration and – perhaps most favourably of all – in terms of "driving pleasure". Porsche subsequently reacted to this Italian threat by enlarging their 911 engine to 2.4-litres, which turned some of the tables, and which led Ferrari to introduce the very much more revamped 3-litre Dino 308 GT which replaced the 246 GT/GTS series in 1974. At that point some 3,661 Dino 246s had been produced – 2,485 of them being the better looking fixed-head Coupés such as this example offered here, and the balance of them being the 1,274 detachable-roof Spiders.

This particular car offered here – chassis number '00696' – was completed by the factory on March 6, 1970 and its Certificato d'Origine was then issued on March 27 that year. It was delivered new to official dealer M. Gastone Crepaldi Sas of the Via San marco in Milan that same month, and sold immediately to local resident Signora Amelia Lia Crippa. It was registered in the name of Signora Giulia Macchi (born 1890 and probably either the mother or grandmother of Signora Amelia). Its registration plates read 'MI K 60418'.

On June 27, 1973, this Dino 246 GT was sold to the second owner, Mario Grandi, of Bologna for the declared price of Lire 4,400,000. On August 31 that year the car was re-registered in Bologna as 'BO 555583'. When its oil was changed on November 21, 1974, its odometer reading was noted as being 11,415kms.



Fabrizio Violati acquired the car sometime in the later 1970s and it became an integral exhibit within his Collezione Maranello Rosso museum in the Republic of San Marino. The car's colour scheme is nothing if not startling in orange-hued Rosso Dino 20-R-350 externally and trimmed with Blu 135 Vinyl within the cabin, which looks startlingly fresh but is apparently genuine and original.

The car has suffered some deterioration over its long years on Museum display, and its chrome work and rubber-edging, particularly around the engine bay and opening-lid sections will require attention, although replacement would not be expensive. As with all these Maranello Rosso cars we obviously recommend expert inspection and careful re-commissioning before a new owner seeks to run the car in earnest. But this is nonetheless a little-used and really very original example of its type – a mid-production 1970 Dino 246GT Coupé with what is believed to be a genuine 17,123kms only recorded upon its odometer.

Please note this vehicle is subject to import tax should it remain in the EU.

£200,000 - 250,000

€250,000 - 310,000



211 *

1961 FIAT ABARTH 850 TC NURBURGRING CORSA BERLINA FOUR-SEAT COMPETITION/STREET SALOON

Not registered in the UK

(previously registered in Italy: BA 288121)

Chassis no. 906.3872

The superbly successful ever-developing line of Fiat-Abarth 850 TC saloon cars produced and campaigned during the 1960s featured this 'Nurburgring' variant which was itself produced in two different versions – normal road-going trim and stripped, stark racing.

The Fiat-Abarth 850TC Berlina (Turismo Competizione, or 'touring competition') was introduced towards the end of 1960. It used the Fiat 600 integral bodyshell with suitable high-performance modifications, most noticeable of them being the add-on nose pod that was provided by Abarth to accommodate the oil cooler matrix. Wheel arches were also bulged to accommodate the widest wheels and tyres that contemporary regulations would accept, while the engine was a four-cylinder in-line unit mounted in the car's tail, derived from the Fiat 600, taken out to a nominal 847cc capacity producing around 52bhp.

In 1962 the 850TC Nürburgring model was introduced, with 55bhp power output at 6,500 rpm. The name of the world-famous German circuit in the Eifel mountains had been adopted to commemorate the Fiat Abarth 850s' class victory at the 1961 500km race there.

Subsequently the 850TC series itself would be followed by the 850TC/SS with slightly more horsepower; which was renamed the 850TC Nürburgring Corsa. In more detail the engine was derived from the Fiat 600D 4-cylinder design with bore and stroke of 62.5mm x 69mm displacing 847cc. On a compression ratio of 9.8:1 and breathing through a single Solex 32PBIC carburettor – the little engine developed some 58bhp. Transmission was via a 4- or 5-speed gearbox and disc brakes were featured at the front, drum brakes at the rear. The two-door four-seat Fiat 600D bodyshell was suitably reinforced and stiffened where legal – or sometimes where not – for competition use and today its retention of original-design front-opening 'suicide doors' is notable. The car's tiny dimensions – wheelbase only 2000mm, front and rear track widths 1150mm and 1160mm – restricted its overall weight to around 470Kg – 1,036lbs – only.

This most appealing little 'look alike' competition saloon was first registered for public road use to Pasquale Lovreglio on December 7, 1970, passing subsequently to Vito Paparello of Bari on November 23, 1970, then Raffaele Rimini of Bari on January 13, 1978.



The car was acquired for the Collezione Maranello Rosso on June 12, 1990, its declared price being Lire 4,880,000. The original Bari registration plates are included with the Lot.

This particularly attractive example of the model evidently began life as an 850TC Stradale (fully-trimmed interior with small front radiator, small Girling front disc brakes, rear 600D drums, standard road-going suspension etc). At some stage the car has been re-trimmed with front bucket seats and bench-type rear seat, but not to the original, simpler upholstery finish. A 1967-1969 period front oil cooler and water radiator set-up has also been added, together with similar-period deep-intake fibreglass shroud.

The small retractable Stradale engine-lid props have been replaced by a pair of tripod competition supports, while the female component of the original Stradale supports remain visible beneath the lid. The rev counter is a 10,000 rpm competition type, while the power unit appears to be a competition engine which could displace either 850 or possibly even a full 1000cc. The installation is complete with an external Carello oil filter and pressure/temperature control unit. All these parts are perfectly original Abarth components.

The car's Fiat chassis number agrees with the Abarth & Co chassis plate. There are four-digit Abarth chassis number and type (214) stampings both of which look absolutely correct to model and period.

Obviously any car which has spent many years as a static museum exhibit will require expert inspection and some degree of recommissioning before a new owner could use it in earnest.

Upon initial examination we have found that this Fiat Abarth 850 TC's engine bores appear visually to be in good condition with no evidence of corrosion. The engine turns freely by hand, but the water pump is seized, one suspects due to internal corrosion. The clutch is operational, and all gears can be selected easily. All brakes are binding but operational, and the system would plainly require a full strip and rebuild prior to the car being used.

Overall, this little Berlina is a most attractive presentation of the Fiat Abarth 850 TC Nurburgring genre, and it could provide a new owner with some highly entertaining motoring on both road and track. We recommend the closest consideration as it will always have the additional cachet of having for so many years been part of the Collezione Maranello Rosso Abarth museum display. The car's original Bologna registration plates are preserved within the documentation file accompanying this car, together with its original Italian registration libretto booklet, an Automobile Club d'Italia Foglio Complementare follow-up document and other paperwork relating to the car's verification and accession – in 1989 – as a Maranello Rosso Collection exhibit.

Please note this vehicle is subject to import tax should it remain in the EU.

£20,000 - 30,000

€25,000 - 38,000



212 *

1961 FIAT ABARTH 1000 BIALBERO 'RECORD MONZA' COACHWORK BY CARROZZERIA ZAGATO

Not registered in the UK

(previously registered in Italy: LU 43130)

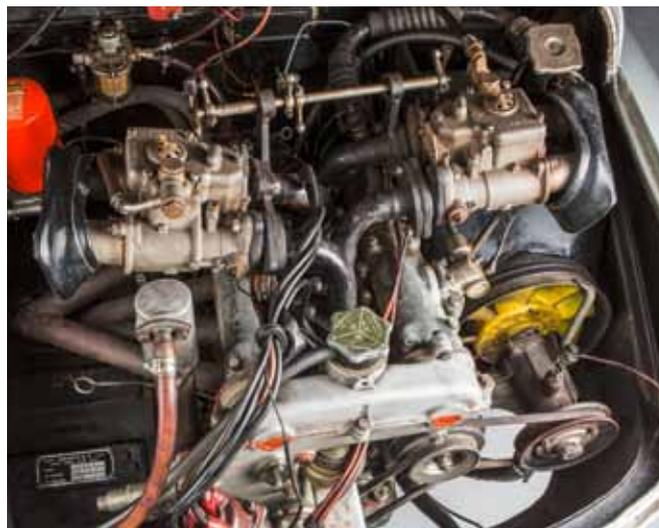
Chassis no. 987382

The Fiat Abarth 1000 Bialbero RM Coupé Zagato was fitted with the new 1000 twin-cam engine that had been developed directly from the 750cc Bialbero power unit developed by Abarth. This new model won the *Carrozzeria* Zagato styling house the Compasso d'Oro prize for 1960.

The Fiat 600-derived 4-cylinder water-cooled engine had bore and stroke of 65mm x 74mm, displacing 982cc. On a compression ratio of 9.3:1 and breathing through two twin-choke Weber 36DCL4 carburetors – the 1000 Bialbero delivered around 90bhp at 7,100rpm. Transmission was via a four-speed gearbox, the brakes were drum-type both front and rear. Wheelbase was only 2000mm, and front and rear track widths 1150 and 1160mm.

The car weighed around 550Kg -1,212lbs - ready to race. Top speed was quoted as 200km/h – no less than 124mph – which emphasises the wisdom of Carlo Abarth's often-declared concentration upon compact size, low frontal area, and lightweight construction.

The particular example of the Fiat Abarth 1000 Bialbero Coupé offered here – chassis '987382' – was originally registered at the Ufficio del Pubblico Registro Automobilistico di Lucca – on August 14, 1961 and it was acquired by Fabrizio Violati's Bellancauto SpA company, based in Rome, as long ago as December 23, 1981. This makes the car one of what became the Collezione Maranello Rosso's longest-owned Abarths – and it is offered here effectively from no fewer than 33 years in its last ownership.



We understand that this is the Fiat Abarth 1000 Bialbero 'Record Monza' Coupé driven by Ettore Mandelli to win the 1150cc GTS class in the Monza International meeting of April 12, 1981. It was prepared and entered on that occasion by the 'Scuderia Supercar Bellancauto' – and that event also saw Fabrizio Violati himself finishing second in the over 2500cc GTS class behind Spartaco Dini, both driving Ferrari 250GT Short-Wheelbase Berlinettas – so this most attractive little company has certainly experienced high living in the very best company...

On May 24, 1981, Ettore Mandelli drove this Bialbero again to win the 1150cc Gran Turismo Storico class, adding a third victory on June 14, 1981 at Varana. On the mountain-climb calendar that year, Ettore Mandelli also won his class in this car at Predappio-Rocca delle Caminate on April 26, at the Scalata Colle Maddalena on June 21 and was then third in class at Gubbio-Madonna della Cima on August 2.

This is a handsome example of the now Abarth 1000 Bialbero Coupé which has been prepared and equipped for modern-era Historic racing. Its specification includes a roll-over cage and four-point driver seat harness, although this will now be out of date under 2014 regulations.

The car has plainly competed with considerable success at Historic level within its class and we recommend it receives the closest consideration by any would-be owner interested in using it for further competition.

This Abarth 1000 Bialbero is offered here direct from very long-term museum display. The power unit is tight to turn by hand, and while cylinder bores 1, 2 and 4 appear to be in good order bore 3 shows some rust around the top of the liner. One cylinder head nut is missing from the rear of the engine. All brakes are operational, though binding, while all gears can be selected. Clutch operation feels mechanically worn and is noisy, plainly needing attention. We therefore – as is to be expected for such long-term museum cars - recommend expert inspection and careful re-commissioning before a new owner might consider using the car in earnest. The original Lucca registration plates for this car accompany the Lot.

Please note this vehicle is subject to import tax should it remain in the EU.

£90,000 - 150,000
€110,000 - 190,000

213
NO LOT



214 *

**1969 ABARTH 1300 SPORT SPIDER SE010 'QUATTRO FARI'
SPORTS-RACING PROTOTYPE**

Chassis no. SE010/040



Abarth historian Luciano Greggio writes in his fine book upon the marque 'Abarth – The Man – The Machines' (Gioglio Nada, 2002) "On the much discussed question of the mid-engine favoured by Mario Colucci and the power plant inclined over the rear axle preferred by Carlo Abarth, Colucci recalls thirty years later 'The location of the rear engine gave vent to a diatribe without end and I found drivers were split between the two layouts. Arturo Merzario sided with Abarth, but it should also be said that he was the only one who knew how to drive the cars he test drove and helped to tune. On the other hand Lualdi" – the great Edoardo Lualdi-Gabardi, the multiple mountain-climb Champion – "...was never comfortable with the (overhung) power unit and moved on to mid engines". For some venues, particularly the hairpin-packed mountain-climbs of the period, and on the tighter road circuits – much mimicked today by most modern Autodrome circuit designs – the wheelspin-limiting tractional advantages of the Carlo Abarth-preferred, Porsche-type overhung engine location often proved a winning recipe.

Hence his long-held allegiance to this configuration for the sports-prototype cars which Mario Colucci and his design team continued to create in parallel with the Abarth marque's Gran Turismo and touring car series.

On April 7, 1968, the latest variant Abarth 2000 Sport Prototipo model made its victorious debut in the Ampus hill-climb in France driven by the Swiss sprint specialist Peter Schetty. The car was derived from previous experience with the SE04 series of barchetta cars, being assembled around a multi-tubular spaceframe chassis in 22mm chrome-molybdenum tubing, stiffened and reinforced with laminated glassfibre panelling. Overall chassis weight (bare) was claimed to be only 47kg – 103lbs – and weight distribution, with the 2-litre 4-cylinder engine hung outboard in line with Carlo Abarth's design tenet, if not Colucci's – was split 38 per cent to the front and 62 per cent rear.

The 1,496cc engine used at Ampus retained two of the factory team's huge preferred twin-choke Weber 58DCO3 carburetors, and power output was up to around 250bhp at a raucous 8,000rpm. Cooling was by twin nose-mounted water and oil radiators. The wheelbase length was listed as 2085mm, front and rear track 1405mm and 1435mm and the bodywork comprised a lightweight detachable glassfibre shell that complete with vast goldfish-bowl windscreen still weighed barely 50kg. The car's overall weight was declared as being 575kg – 1,267lbs – and it was geared for some 270km/h – 169mph maximum speed.



The sloping wedge-shaped nose form was most distinctive, and it was made even moreso by the adoption of twin headlights on each side forming the soon-famous 'Quattro Fari' or four-headlight keynote by which the Abarth SE010 model would become known worldwide. Its fame was spread not only by its long string of appearances and successes around the race track and hill-climb venues of the world but perhaps to an even greater extent by the design's popularity as a scale model subject. Quickly the SE010 Quattro Fari become one of the most recognisable of all racing sports-prototype cars of the 1960s, short perhaps only of Ferrari's finest P-series cars. Although no official record appears to survive of the total number of each design that were produced by the Abarth factory, it is widely acknowledged that perhaps as many as 50 of these SE010 sports-prototypes were completed as the design enjoyed a long and distinguished motor racing career.

The first 25 examples of the 2000 Sport Spider were produced for FIA homologation into the contemporary Group 4 category, into which the design was accepted on April 1, 1969. Both four-valve per cylinder and two-valve per cylinder heads were used in the overall production run, with the 8-valve units tending to be preferred for hill-climb use, and the 16-valve alternative for circuit racing, it would appear.

This particular example of the Abarth Sport Spider 'Quattro Fari' – chassis number '040' – was displayed within the Maranello Rosso Collection museum at Falciano as a 2-litre '2000' model - but as far as we have been able to measure the engine it appears to have the circa 55mm stroke of a 1300 variant. The car's engine is equipped with an 8-valve head, 8-plug ignition cylinder head (whereas the 2-litre 16-valve heads accommodated only single spark plugs per cylinder). On April 21, 1968, two weeks after his debut victory at Ampus, Peter Schetty contested the Stallavena-Boscochiesanuova hill-climb in the 'Quattro Fari' and won again. His works team-mate Johannes Ortner then won the City of Volterra Cup in one of the car and throughout the balance of that memorable scene the Swiss and Austrian stars absolutely shone in European events with the 2-litre model.

On the classical Bologna-Raticosa 'climb Ortner won at record-shattering pace with Schetty second in a sister car, while on another old-established classic course at Bolzano-Mendola it was Schetty's turn to win at record pace with Ortner playing second fiddle. Arturo Merzario was another driver who had begun to shine in the 2-litre cars, and Peter Schetty's successful career in the Abarths that season led to his selection to handle the one-off 2-litre flat-12 Ferrari 212E Montagna to dominate the following year's European Mountain Championship series. He would go on to become Ferrari's racing team Direttore Sportivo into the early 1970s.



We have no information upon precisely when Fabrizio Violati acquired this Abarth 2000 Sport Spider 'Quattro Fari' for his eventual Collezione Maranello Rossi displays within the museums that he opened, sequentially, in the centre of San Marino and then at Falciano, but the car is presented here in generally very fine aesthetic order and we recommend it to potential owner/drivers and to collectors alike as warranting the closest consideration.

Under the skin, evidence of its long years on static museum display are of course apparent, but after delivery to BONHAMS we found that its engine is free and turns easily. Upon introscope inspection through the spark plug holes, cylinder Nos 2, 3 and 4 appear to be in good order. The spark plug in No 1 cylinder is seized and cannot be removed without danger of causing collateral damage. Therefore this cylinder has been passed uninspected. A long length of oil pick-up piping from oil tank to engine is missing but overall the power unit clearly has the potential to be started with further investigation and work. It is possible to select all gears but the clutch appears inoperative, with the pedal going straight to the floor, so the relevant hydraulic system plainly requires further attention.

All brakes are operational but the system merits a full strip and rebuild prior to the car being used. In every respect such findings are completely consistent with the car's many years of static display in museum conditions. We naturally recommend that a buyer should engage expert further inspection and re-commissioning work before attempting to run the car in earnest.

Overall it is many years such a fine example of the renowned Abarth 2000 Sport Spider 'Quattro Fari' came up for sale in such a prominent public auction. There is no mistaking the quality and capability of these well-proportioned, lightweight and extremely powerful and fast 2-litre cars during their heyday. Their potential within Historic racing today is self-evident, but such is the flair and charisma of the Abarth marque that chassis '040' here is also an entry ticket to the world's leading concours events, quite apart from the call of the circuit and Historic hill-climb arena.

Considerable interest in this car has already been shown since this sale of the Collezione Maranello Rosso cars was first announced. It is offered here very much as the outstanding star of the renowned Falciano museum's former Abarth display. 'Four eyes' indeed... offered here in simply lovely original condition – a great car to restore to full, rampant, running order.

Please note this vehicle is subject to import tax should it remain in the EU.

£180,000 - 250,000

€225,000 - 310,000



215 *

1973 FIAT ABARTH 124 RALLYE
TWO-SEAT RALLY COMPETITION COUPÉ

Not registered in UK

(previously registered in Italy: PV 296410)

Chassis no. 0064893



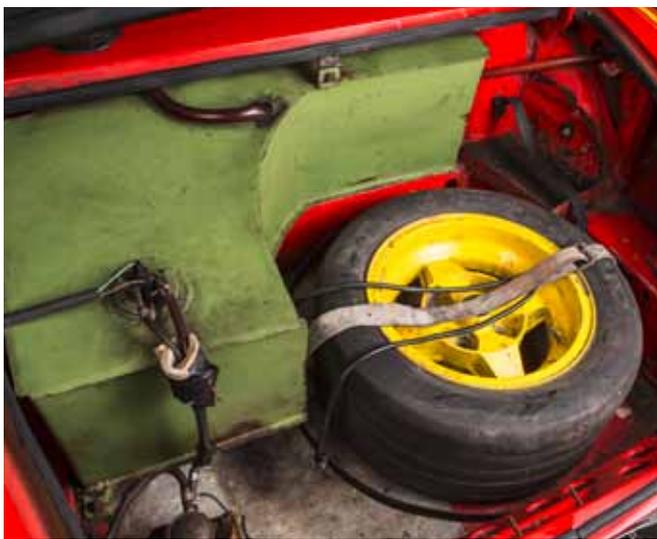
Cars powered by the Fiat/Lancia twin-cam engine and its derivatives dominated World rallying competition for over 25 years. Today, the combination of Fiat and Lancia teams have still won more World Championships than any other marque. The car that really launched them towards this unprecedented success was the 124 Spider Abarth.

Before the 124 Spider was introduced to rallying in 1968-69, Fiat had been building a service for privateers interested in rallying their cars. This Fiat Rally Service provided mainly technical advice for vintage and veteran cars being prepared for long distance and touring events. Independently of Fiat, Abarth provided many Italian enthusiasts with tuning components, and their own growing range of increasingly specialist, high-performance and serious competition cars. In the Italian road rallies of the era, Fiats proved most popular, with occasional Alfas and the outstanding Lancia Fulvias completing the entry lists. From 1967 Fiat's Rally Service was extended to provide a continuous support and car servicing capability. Fiat's factory rally support for overseas rallies had been set-up.

By 1968 a group of enthusiastic staff members had formed a team based around the Turin offices, warehouse and workshops that – back in the 1920s – had once served the Fiat racing team. In 1969 the giant Torinese company's attention became more focused.

Enhanced financial investment led to a more specialised workshop being set up, and the formation of an official team in 1970, when Alcide Paganelli and Domenico Russo won their first Italian rally title in a 1438cc Sport Spider. Late in 1969 the second series 124 Spider was released, with a new 1608cc twin-cam engine and twin Weber carburettors, replacing the 1438cc single-carburettor original. It was this model, the '124 Sport Spider 1600', that provided the all-round performance necessary to succeed in top-class rallying.

During 1970, corporate confidence grew in both the cars and the team, as the Turin operation handled a programme involving nine crews, competing for the International Makes, European Drivers, Italian, and Mitropa Cup Rally Championship titles. Over 40 designers and mechanical specialists were seconded to team duties and in 1971 Fiat for the first time entered an official factory team in National Rallies. The 125S was to be campaigned on gravel and very rough-surface events, while the 124 Spiders were used on tarmac and smoother gravel venues.



Work to homologate a rally Fiat for international use was already underway when, in August 1971 Fiat bought Abarth & C. The company's world-class development efforts were then channelled exclusively into rallying – the specialist concern's expertise in rapid research, development, design, manufacture and testing of special components proving decisive.

Within their first year in partnership Abarth's input elevated competition efforts onto a truly World-class level. Under their guidance the 124 Rally was created.

After a serious development effort the 124 Abarth Rally was launched in Autumn 1972. FIA homologation for international and national events – followed that November. The acceptance requirement was for a minimum 400 matching units to be manufactured. The standard 124 Spider chassis were built up in batches at Abarth to meet both the road-going (Stradale) and works rally cars required. Around 30 Fiat 124 Spider shells were set aside for works rally preparation. The rest were prepared as road-going Stradale versions for sale through Fiat dealerships.

Through the 1973 season, the 124 Abarth still lacked pace and reliability – and Fiat lost the World Championship to the established Renault-Alpine equipe in consequence. Through 1974-75, Abarth progressively developed the car with stronger suspension, larger, better cooled brakes, wheel and tyre improvements and an extensively lightened shell - culminating in the wide body kit version of 1975 which sported a special 16-valve twin-cam engine with Kugelfischer mechanical fuel injection. By the end of 1975 this power unit was claimed to be delivering a reliable 210bhp. The car's livery was also changed from the initial Abarth red with black hard top, boot and bonnet to brighter red with yellow trim.

These cars won the European Rally Championship, but another Fiat Group rally car – the exotic Lancia Stratos – proved unbeatable at World Rally Championship level. The 124 Abarths continued winning events into 1974 and while the ultimate variant built for the 1975 season also had an Abarth 16-valve head with mechanical fuel injection this example is in earlier configuration with 8-valve head and Weber carburettors.



Documents preserved within the file accompanying this Lot reveal that chassis '0064893' offered here was first registered to Francesco Caproni of Pavia on July 10, 1973, and later passed to Paolo Antonio Vercesi of Beccaria on April 18, 1975. By 1981 it was with Lino Moroni, still registered in Pavia under the licence serial 'PV 296410'. The original licence plates are preserved within the Lot's documentation file.

Upon inspection after its many years on static museum display, this Fiat Abarth 124 Rallye's 4-cylinder twin-cam engine was found to turn freely. Its cylinder bores are glazed but appear to be in generally good condition. The current state and age of the overhead-camshaft drive belt cannot be confirmed and we are confident it would need to be replaced prior to the engine being run. Throttle operation is poor due to the carburettors being partially seized. A full strip and rebuild is plainly required but overall it seems that the engine has the potential to be started after further attention to the electrics, fuel system, ancillaries and timing belt. The clutch is operating and it is possible to select all gears, while all brakes are binding but operational.

The Historic rallying potential of this generally well-used but nicely preserved and highly original Fiat Abarth 124 is self-evident. Expert inspection and re-commissioning is obviously necessary before a new owner could run the car, but we recommend that it should be given the closest consideration.

Please note this vehicle is subject to import tax should it remain in the EU.

£50,000 - 80,000

€63,000 - 100,000



216 *

1962 ABARTH 1000 SPORT 131-MC SPIDER TUBOLARE COACHWORK BY ABARTH/CARROZZERIA BECCARIS

Chassis no. 131-003

When Mario Colucci arrived at Abarth & C in 1960 he was fresh from the experience of design involvement with the Alfa Romeo TZ. From that basis what the Italian press described as “a new constructional philosophy for racing cars” was launched, introducing multi-tubular spaceframe or ‘trellis’ chassis structures and with the power unit centrally-mounted within the wheelbase. This permitted the installation of the Abarth twin-cam 4-cylinder engines of varying capacity, dependent upon the demands of differing regulation categories, race circuits, against-the-clock mountain climbs, etc.

Under Colucci’s direction the first Fiat Abarth Spider Tubolare was first raced in 1961 as the minimum sports-prototype racing car for the most committed of factory and private owner/drivers alike. Simplicity was Colucci’s signature in the little Spider Tubolare’s configuration, with hand-beaten aluminium body panels comprising the hinged nose and tail ‘clamshell’ sections, separate sills and cockpit door panels, the whole body very much taking its lead from the already long-established practices of such British sports-racing car manufacturers as Lotus, Lola, Elva and others. We cannot be certain but we believe the body was made to an Abarth in-house design by the local specialist *Carrozzeria*

Beccaris...but we stand to be corrected upon this attribution. From very early in the Spider Tubolare’s career an Abarth-developed five-speed transaxle gearbox was tried, developed from the standard production Fiat 600 system. Cast-magnesium road wheels made by Amadori and later Campagnolo were promoted as having been designed by Carlo Abarth himself.

The original Colucci-designed Abarth Spider Tubolare was built upon a 2040mm wheelbase, powered by a Bialbero 4-cylinder twin-cam engine displacing just 747cc, the car’s target being the relevant capacity class at the Le Mans 24-Hour race, no less. With its little engine producing some 75bhp at 7,300rpm the Spider Tubolare was claimed to be capable of 200km/h - c. 124mph. A 1456-1459cc 4-cylinder engine derived from that of the Simca Abarth 1300 would later be used in Spider Tubolare sports-prototype chassis into the summer of 1962, while within Italian and European mountain-climbing circles the 1000cc twin-cam unit proved a most popular option in this ultra low, ultra-light little skateboard of a chassis/body unit.



Within the documentation file accompanying this example – chassis number ‘131-003’ – there is a letter dated June 27, 1997, from fellow Abarth enthusiast and collector Engelbert Moll of Bellach, Switzerland, to Fabrizio Violati providing a history for this machine. We understand that it was manufactured in the Autumn of 1962 with one of Mario Colucci’s experimental 1459cc power units, and was intended to be driven for the first time in Switzerland at the Marchairuz hill-climb on September 31 that year, driven by either Gianni Balzarini or Hans Herrmann for the factory team. It was later re-fitted with a 1000cc engine and entrusted to Vittorio Venturi, Engelbert Moll attaching the photograph used here showing Venturi competing in the car during the Vergato-Cerelio mountain climb, in 1963.

The same documentation file also provides a rather battered but nonetheless interesting Abarth & C – Torino – Certificato d’Origine for ‘Abarth 1000 Sport – Chassis N. 131/003’. The Certificate is No 264 and it is stamped Pubblico Registro Automob. Torino – January 11, 1985. A letter from Autofficina Poggi – the well-known Italian competition company – to Fabrizio Violati dated October 12, 1977, enclosing a minor bill for work upon the car. The inference of course is that Fabrizio Violati owned this wonderful miniature sports-prototype from the mid-1970s which would indicate a last long-term ownership exceeding 37 years...

Studying this lovely and most desirable little gem today it is evident that the chassis includes alternative engine mounting points within its ‘centrale’ engine bay, which would match nicely with the engine change from 1459 to 1000cc power unit previously cited.

Everything about the car today breathes the theories and practices of the 1960s, from the right-side cockpit fuel tank to the dry-sump tank behind it on the right-side of the midship engine bay, the wet-sump engine installation which has plainly been in situ for long decades past and the lengthy Fiat 600D-derived transaxle spearing aft from the little 1-litre engine.

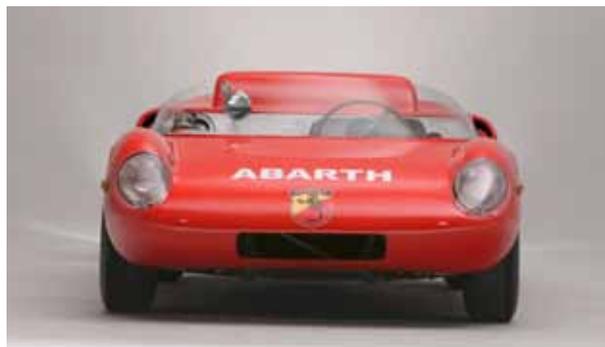
Upon more detailed inspection of the car as delivered to BONHAMS it is evident that the engine turns freely by hand and that its cylinder bores – when viewed through the spark plug orifices by introscope – are in good condition. The water pump appears to be seized and the engine electrics are presently incorrectly wired, although this is very easily corrected. The car’s all-disc braking system is non-operational, the master cylinder being currently seized, so a system strip and rebuild is needed before the car could be used. The clutch is also apparently seized and non-operational, but it is possible to select all gears.

This outstanding example of the 1-litre Abarth sports-prototype has been inspected on BONHAMS’ behalf by very experienced marque experts who much admired its originality and general condition after so long on static display. We recommend ‘003’ here as being worthy of the closest consideration. Expert inspection and re-commissioning will obviously be necessary before a new owner should consider running it in earnest – but this is indeed another little jewel of the Collezione Maranello Rosso...

Please note this vehicle is subject to import tax should it remain in the EU.

£110,000 - 150,000

€140,000 - 190,000



217 *

**1965 ABARTH SIMCA 2000 GT CORSA 'CAMPIONISSIMO EUROPA MONTAGNA'
COACHWORK BY ABARTH/CARROZZERIA BECCARIS**

Not registered in UK

(previously registered in Italy: AR 104614)

Chassis no. 136.0056

Rumours of a collaborative agreement between Abarth and the French company of Simca began to circulate in 1961. The French company had begun to assemble assorted Fiat models under licence in France, intending to provide the French motoring market with low-price utility cars. Upon Simca's establishment in 1935 a plant producing Fiat 508 Balillas was set-up at Nanterre, and the Simca Cinq began production the following year, exactly replicating the contemporary Fiat 500.

Late in 1961 the Simca company – which had been founded by Italian entrepreneur Enrico Teodoro Pigozzi, launched its most successful model – the Simca 1000. This was its first rear-engined car and a neat four-door saloon which became the direct competitor of the contemporary Renault Dauphine. The power unit was Fiat 600 derived, emerging as a 944cc 4-cylinder providing 35bhp in standard form. The Simca 1000 was larger, more roomy, more powerful and faster than the contemporary Fiat 600D, and after its launch at the 1961 Paris Salon its production mushroomed into 1962 to reach 160,000 units for the year.



Carlo Abarth's old Viennese sparring partner, Rudi Hruska, had become a technical consultant with Pigozzi's French venture, and regularly brought Abarth's successes with its Fiat-based cars to the company boss's attention. The powerful promotional platform of competition success reflecting credit upon the source-vehicle manufacturer really appealed and in effect Abarth was then invited to become a test and promotional partner of the French company. Abarth was to produce a Gran Turismo car using Simca 1000 components as its base, and hence the 'Abarth Simca' 1300 emerged.

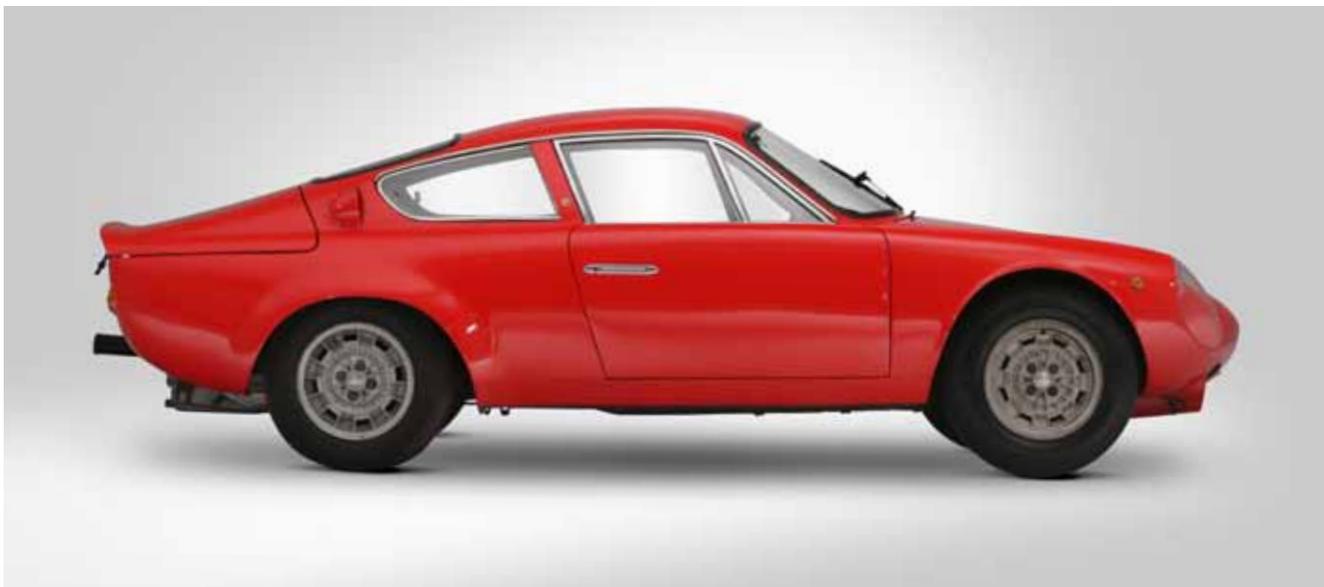
Carlo Abarth's team designed a completely new engine for the new venture, using the tried and tested broad architecture of the twin-cam 1000 Bialbero -bore and stroke dimensions of 76mm x 71mm to displace 1288, compression ratio cited as 10.4:1 and induction via two twin-choke Weber 45DCOE carburettors. The twin overhead-camshaft head disposed its two valves per cylinder at an included angle of 80-degrees. The new model's floor pan, transmission, steering and suspension were drawn from Simca 1000 production, while the body matched the latest Fiat Abarth Coupé configuration.

The Abarth Simca 1300 was launched in February 1962 at a list price of Lire 3,300,000. Pending its homologation by the FIA as a Gran Turismo the Abarth Simca 1300s contested the sports category and immediately became dominant within its International category. The model's early victories –particularly in hill-climbs – persuaded Carlo Abarth to invest in further development of the Simca-based theme.

In February 1963 the Geneva Salon saw the Abarth Simca 1600 launched with a completely in-house Abarth 1591cc engine with 68.5mm cylinder bore, five-main bearing crankshaft, and – for the first time in Abarth history – twin-plug per cylinder ignition sparked by two distributors driven off the forward ends of the overhung rear-mounted power unit. Technical Director Mario Colucci provided the car with an upturned tail extremity to the engine cover, creating a spoiler device far more subtle in appearance than Ferrari's contemporary finest on the 250 GTO.

The Abarth Simca 1300s proved capable of running rings around the rival Alfa Romeo Giulietta during the 1962 season, and the 1600 with 138bhp at 7,800rpm and with Girling disc brakes all round was capable of 240km/h – 149mph. These were rocket ships, indeed.

But still there was a further step that the Abarth Simca series would take. Abarth's 1963 racing record included a staggering 535 victories, of which 90 were scored by the Abarth Simca 1300s alone. The definitive Abarth Simca 2000 was then previewed at the 1963 Geneva Salon, with the avowed objective of the company building 100 to have it homologated as a 2000cc Gran Turismo contender in 1964.



The twin-cam engine with five main bearings and twin-plug ignition proved extremely effective, and reliable, while gearbox adaptations of four, five and six speeds were introduced to handle the unit's ever-increasing power and torque. Massive twin-choke Weber 58 DCOE3 carburetors were adopted – resulting in the new 2-litre Abarth engine producing some 204bhp at 7,200rpm. Top speed was quoted as 260km/h – fully 161mph. These Abarth Simca 2000 GTs were rocket ships, plus, plus...

The model as offered here proved blindingly fast in competition, most notably with new young works star driver Franco Patria at the wheel – winning the Division 2 Gran Turismo class at the Freiburg-Schaunsland mountain climb and placing second overall to Edgar Barth's works Porsche. The model also won the Enna Cup race around Lake Pergusa on the island of Sicily, works team veteran Hans Herrmann victorious.

At Sierre-Montana-Crans mountain climb it was Patria's turn to win again in the Abarth Simca 2000 GT, again at Trieste-Opicina and yet again at Cesana-Sestriere. Patria won again in the Coupé de Paris at Montlhéry, only to lose his life there in the subsequent Paris 1,000Kms when rammed by a crashing E-Type Jaguar while waiting to rejoin the track at the pit-lane exit after a routine stop.

The surviving Italian road registration 'libretto' for this particular Abarth Simca 2000 GT offered here – chassis serial '136.0056' – is difficult to read but it survives within the documentation file accompanying this Lot. The car was first registered, apparently as '68753 PT', on April 2, 1965, but it was subsequently re-registered in Arezzo under the serial 'AR 104614' on June 4, 1970, its owner being listed as Bruno Veggenti of San Giovanni Valdarno. On September 22, 1977, the car was sold to Bellancauto SpA – Fabrizio Violati's company – for Lire 300,000. Later, upon the foundation of Fabrizio Violati's Collezione Maranello Rosso museum in San Marino, '0056' as offered here became one of its absolute star Abarth exhibits.

An interesting note preserved within the file reads baldly "J. RINDT – 11/4/65 ASPERN: GP VIENNA 1st Assoluto GT" and "10/10/65 INNSBRUCK 1st Assoluto GT". This refers of course to none other than the legendary Karl Jochen Rindt, the later-1960s outstanding uncrowned 'King of Formula 2' in Brabham cars who also shone as one of the legendary Formula 1 drivers of the period. In 1965 he was serving his first full Formula 1 season as a Cooper-Climax works team driver, No 2 to team leader Bruce McLaren. He went on to excel in Cooper-Maserati, Brabham-Repo and ultimately Lotus-Cosworth works team cars, until in 1970 he tragically became the sport's only posthumous Formula 1 World Championship Driver after crashed fatally in the Lotus 72 during practice for the Italian Grand Prix at Monza.



He had previously won that year's Monaco, French, British and German GP races in his works Lotus cars – but on his 'weekends off' back in 1965 he had also driven Abarth works team cars.

At the Viennese aerodrome circuit at Aspern on April 11, 1965, Jochen Rindt had beaten senior works team-mate Hans Herrmann to win the 20-lap 52km Gran Turismo race, with Karl Foitek's Lotus Elan third and Manfred Abels' Porsche 904GTS fourth. On October 10 in the Preis von Tyrol 25-lap, 70km race at Innsbruck aerodrome in Austria, Jochen Rindt then drove his works Abarth Simca 2000GT to beat no fewer than three Porsche 904GTS Coupés, driven by no less than future Porsche works stars Rolf Stommelen and Udo Schutz, with Sepp Greger fourth, and the very quick Alfa Romeo TZ2 of works driver Roberto Businello fifth. These Abarth Simca 2000GTs were indeed in-period Porsche 904-beaters...

Also included within the accompanying documentation file is a photocopy of the extensive Scheda di Omologazione for the model, date-stamped January 13, 1964, together with some correspondence from the Abarth factory, and the car's original 'AR 104614' registration plates.

Despite its long life as a prime exhibit within the Collezione Marnello Rosso display halls in San Marino and at Falciano, '0056' offered here appears to be in really sound general order. Its 4-cylinder twin-cam 8-plug engine – with those enormous 58mm Weber carburetors - turns freely by hand, the cylinder bores and piston crowns look in very good condition and the water pump also turns freely. It is possible to select all gears and the clutch is operable, but the brakes require a full strip and rebuild prior to the car being used.

This fantastic and potentially extremely competitive Abarth Simca 2000 GT has been inspected on Bonhams' behalf by very experienced marque experts who pronounced themselves "in awe" at its originality and general condition after so long on static display. We recommend '0056' here as being worthy of the closest consideration. Expert inspection and re-commissioning will obviously be necessary before a new owner should consider running it in earnest – but this is indeed a jewel of the Collection.

Please note this vehicle is subject to import tax should it remain in the EU.

£160,000 - 240,000

€200,000 - 300,000



218 *

1978 FIAT ABARTH RALLYE 131 SUPERMIRAFIORE GROUP 4 SPECIFICATION WORLD CHAMPIONSHIP RALLY SALOON

Not registered in the UK

(previously registered in Italy: TO R92450)

Chassis no. 2045727

Fiat acquired Abarth & C in 1971 with the legendary former Ferrari Chief Engineer Aurelio Lampredi becoming sole managing director. Into 1979-1980 the Abarth headquarters at Corso March 38, Turin, accommodated some 350 staff within a factory facility which ran to 11,000 square metres. The company was active in three major areas, making the engines for the Autobianchi 70hp, producing exhaust systems for Fiats cars together with other accessories, and it also served as the 'racing department' for both Fiat and Lancia. It was from the Abarth division experimental department that all the Fiat Abarth 131 rally cars, and the sophisticated Lancia Stratos team cars all emerged.

The Fiat Abarth Rallye 131 achieved legendary success by winning the World Rally Championship no fewer than three consecutive times: in 1977, 1978, and in 1980 with drivers Markku Alen, Timo Salonen and Walter Röhrl, among many others, at the wheel. Between 1976 and 1981 the Fiat Abarth 131s won 18 World Rally Championship-qualifying rounds. In works Fiat Abarth 131s, Markku Alen won the Finnish Thousand Lakes Rally no fewer than four times, and the Portuguese Rally three times, while Walter Rohrl won the Greek Acropolis Rally, the Quebec Criterium Molson, the Monte Carlo, Portugal, Codasur and San Remo Rallies.

Fulvio Bacchelli won the South Pacific Rally in a Fiat Abarth 131, Timo Salonen added a Criterium Molson du Quebec, Jean-Claude Andruet another San Remo Rally, Bernard Darniche two editions of the Tour de Corse, Antonio Zanini the Rajd Polski, and that supremely-talented lady driver Michele Mouton the 1978 Tour de France Automobile. The basic Fiat 131 Mirafiori was launched as a small-to-medium family saloon produced from 1974 to 1984. It had been launched at the 1974 Turin Salone dell'Automobile exhibition and was the replacement for the successful Fiat 124. It was also available as a two-door and four-door saloon or a five-door estate. The 131 was given the Mirafiori name after the Turin suburb in which the cars were produced. Naming the model in this way marked a break with the former Fiat convention, established in the 1960s, of naming their mainstream models only with a three-digit number, and this practice set the pattern for Fiat to name its car models thereafter.

Initially, the 131 was offered with 1.3-litre and 1.6-litre overhead-valve 4-cylinder power units. When new twin-overhead camshaft heads were introduced in 1978 the relevant model became known as the 131 Supermirafiore and in June 1981 a new sport version, the Volumetrico Abarth, was introduced to some markets, with a supercharged version of the by that time familiar 2-litre twin-cam engine.



The Rally-developed supercharged Abarth variant was also known as the 2000 TC Compressore, only some 200 being produced as a homologation special. Major updates to the mainstream models were made in 1978 and 1981, and production finally ceased in 1984 by which time a total 1,513,800 units had been produced in Fiat's Italian plants.

This particular rally version features the 16-valve belt-driven twin-cam power unit with fuel injection and appears in what is believed to be Group 4 rally specification, with very lightweight aluminium and glassfibre body paneling, and an extensively rally-adapted, stripped and stark cabin interior with full roll-over cage and vinyl-covered sponge block rear stowage for crash helmets etc when not being worn on competitive stage sections. Preserved within the extensive documentation file associated with this genuinely Group 4-specification Fiat Abarth Rallye 131 is a registration document dated April 5, 1978, Turin, registered to 'SpA Fiat SAEASA'. The file also contains taxation documents for the car valid to December 1988, then 1989 and 1990. There is also an ownership-transfer document dated February 25, 1983, recording the car's acquisition by Vittorio Carlino of Sassari

The car appears to be listed within this documentation file as having been the machine driven by none other than Michele Mouton into 7th place in the 1980 Monte Carlo Rally, headed only by such male stars as winner Walter Rohrl in the sister works-team Fiat 131 Abarth – by Bernard Darniche in second place with the Lancia Stratos HF – Bjorn Waldegard third in another Fiat 131 Abarth, Anders Kullang's Opel Ascona 400, Per Eklund's Volkswagen Golf GTI and Attilio Bettega's Fiat Ritmo. Her car was entered in that Rally by Ecurie Calberson and carried competition number '12'.

We understand that as offered here the engine shows signs of being seized and will definitely require a full strip and rebuild before it can possibly be returned to running order. The clutch system is operating and all gears can be selected, while the brakes are binding but operational. Such condition is regrettable but not unexpected in any car that has been on static museum display for many years after what was plainly a very hard and demanding operating life. It is a correct, full 16-valve dry-sump works-type Rally engine with Kugelfischer fuel injection. The car interior features the works-style dash array and leading British Abarth specialist Tony Castle-Miller, upon inspecting the car for the first time, declared "It's in great condition for a rally car even if the engine is seized!". Various spares are also available with this Lot, including glassfibre front wing and bonnet panels.

Here is a car which will never lose the extra cachet of having been the long-term Collezione Maranello Rosso example of its charismatic World Rally Championship-winning type. It is plainly in need of a sympathetic, understanding and technically capable new home in which it can be restored once again to competitive order. In the right hands it could become a front-running Historic Rally car that would plainly turn heads and accumulate trophies wherever in the world it might be campaigned.

Please note this vehicle is subject to import tax should it remain in the EU.

£35,000 - 50,000

€45,000 - 63,000



219 *

**1959 FIAT ABARTH 750 BIALBERO 'RECORD MONZA' COUPÉ
COACHWORK BY CARROZZERIA ZAGATO**

Not registered in UK

(previously registered in Italy: BO 242191)

Chassis no. 705712

Engine no. 222010

Carlo Abarth always demonstrated an acute understanding of the preferences of the enthusiastic, predominantly younger, Italian motorist. On March 12, 1955, the Fiat Group had launched its 600 utility saloon car model at the Geneva Salon. The model became a key to the Turin company's burgeoning postwar success. The 600 had been conceived by designer Dante Giacosa – an old associate of Carlo Abarth's from the Cisitalia days – and it had been intended to replace the little Fiat Cinque-Cento (500) as a four-seat, rear-engined economy saloon car, assembled around an integral bodyshell that was compact and light yet spacious. Fiat would produce almost 2.7-million of them over the following 15 years, and the Abarth company grew upon its remarkable capability to develop and market a highly-successful series of 'go faster' modifications for the model.

Abarth enlarged the basic Fiat engine's bore from 60mm to 61mm, and its stroke from 56mm to 64. Crankshaft, camshaft, pistons, valves and valve-springs were replaced and updated, as was the sump. Under such attention the engine grew from 633cc displacement to 747cc. A Weber carburettor and manifold improved the little power unit's breathing. An Abarth free-flow exhaust system enhanced output – and (always an important consideration to the youthful Italian male) the noise the engine made. The new Fiat Abarth 750 engine suddenly offered 41.5bhp at 5,500rpm against the Fiat original's modest 21.5bhp at a busier 4,600rpm.



Initially the standard integral body was retained and within Italy the Fiat Abarth became as iconic a go-faster car as the Mini-Cooper would become in the UK. In 1956 Belgian racing driver and journalist Paul Frere tried one of the cars and wrote: "The 750 Abarth is not just great fun to drive in normal use, particularly on main roads and, certainly, in the mountains but it can also offer the driver an excellent possibility of a class win in important races, such as the great international rally events...".

As early as March, 1956, a streamline-bodied Abarth 750 Coupé fashioned by Carrozzeria Zagato appeared at Monza, as a pocket Gran Turismo. Hard-nosed Carlo Abarth had apparently done a deal with Elio Zagato to produce the car on expectation, telling him "I'll give you the mechanicals – you produce the body in Milan. But no advance payment. I'll pay you only after the cars have been sold." Zagato accepted. Abarth also had Bertone body a record car version of his new 750, which covered over 3,700kms – c. 2,300 miles – in 24 hours at Monza, and at an average speed of 155.985km/h – 96mph. This encouraged Abarth to embark upon many more record attempts, over 10,000kms and 72 hours, returning similarly remarkable performances. 'Record Monza' – 'RM' would become an enamelled badge of honour on future Fiat-Abarth models such as the Bialbero Coupé offered here.

Through 1957 Zagato's Fiat-Abarth 750 entered quantity production and that competition season in Italy and Europe saw Fiat-Abarth productions triumphant in their Touring and Gran Turismo classes. But Carlo Abarth's engine development still had a major leap to make, with the adoption of twin overhead camshaft. No less an engineer than Gioachino Colombo – creator of the original Alfetta and Ferrari V12 Grand Prix designs – was engaged to create a twin-cam head with the valves set at 40-degrees and the cam-drive achieved by chain in an overhung cam-drive chest at the rear of the power unit. With compression raised to 9.7:1 and two Weber twin-choke carburetors the result twin-cam or 'Bialbero' engine developed 57bhp at 7,000rpm – over 80bhp per litre.

While Zagato's streamlined Coupé had made its 'double-bubble' roof form famous, Carlo Abarth now decided to put the Bialbero engine only in the 'Zagato Record Monza' production model, with a smooth roof. Launched at the Paris Salon in October 1958, these little cars weighed only 540kg – 1,190lbs – and offered a top speed of 180km/h – c.112mph.



The competition feats of the little Zagato-bodied Abarths then filled the sporting press. The 1959 season saw Fiat Abarth 750 GTs taking a string of victories, ranging from the Sestrieres Rally to the year's Sebring 12-Hours race in Florida – where the Roosevelt Automobile Company's team shone – to the European Mountain Championship and more. Abarths scored ten outright victories and won their class 96 times. Fiat had long since agreed to pay Carlo Abarth a bonus for every first place his Fiat-based products achieved in competition, anywhere in the world – and the arrangement would cost them dear...

This example of the Fiat Abarth 750 Bialbero 'Record Monza' Coupé has starred within the Collezione Maranello Rosso for many years. We have found no record of its early career, but it has been inspected for us by immensely experienced marque experts and they express no doubt that it is a highly original and absolutely authentic example of the type. From paperwork preserved within the documentation file accompanying this car we can confirm that it was registered in May 22, 1965, to Alfonso Vallisi of Bologna, its kerb weight being cited then as 586kg with fuel – 550kg catalogue weight.

There is also some evidence that the car had previously been part of the Abarth works team – and there is an inference (unconfirmed) that it is one of the cars which participated in the Sebring 12-Hours and was then returned to Italy (which seems unlikely for a Sebring contender which would normally be sold into US ownership) and sold to a customer in Taranto, Brindisi Province.

However, the registration 'libretto' booklet preserved within the relevant file with this Lot lists Antonello Degli Esposti, of Bologna, as acquiring the car with the date stamp October 5, 1974, appended. John de Boer's renowned book 'The Italian Car Registry' (1994, John Fulton de Boer) lists this chassis serial '705712' – with engine 222-010 – as having originated on October 10, 1959 – and its owner at the time of data compilation as being the self-same Abarth enthusiast Antonello Degli Esposti, of Bologna.

Ownership was transferred to Fabrizio Violati in Rome on March 11, 2003, and it is noteworthy that Bologna licence plates under serial 'BO 242191' are included within the documentation file accompanying this Lot.



At first inspection this most attractive little Abarth 750 Bialbero's engine proved by hand to turn freely, its cylinder bores look clean and in good condition, and the water pump is also free to rotate within its housing. The power unit thus has the potential to be started with further investigation and work completed to the electrics and fuel system. The clutch system is operating and all gears could be selected.

We also found that the braking system is operable but would recommend that it is subject to a full strip and rebuild prior to the car being used.

As with all these cars from long-term Maranello Rosso Collection museum display at Falciano we recommend expert technical inspection and re-commissioning before a new owner uses this delightfully original and unspoiled 750 Bialbero 'Record Monza' Coupé in earnest. Overall it presents in very good cosmetic condition apart from minor bodywork damage to the body's nose. Its interior has a wonderful 'time machine' feel yet in remarkably good order and it is plainly a very fine surviving example of this immensely successful and exciting type. It would provide instant access to many of the world's leading Historic racing and concours events and promises the successful bidder many miles of truly entertaining use.

Please note this vehicle is subject to import tax should it remain in the EU.

£70,000 - 120,000

€90,000 - 150,000



220 *

1970 ABARTH 2000 SPORT SE014 'EUROPEO MONTAGNA'

Not registered in the UK

Chassis no. SE014/001

The Abarth marque, known within Italy as 'The Scorpion' after its distinctive brand emblem, ended 1970 with no fewer than 790 victories somewhere around the world recorded in one category or class, or another. The marque won the European Touring Car Championship's Division 1 yet again with Johann Abt of Germany driving a Group 2 Fiat Abarth 1000 Berlina, while the European Mountain Championship title fell to Austrian Johannes Ortner in an Abarth 2000 Sport as now offered here.

For the new 1970 season Abarth had introduced its latest evolution of its big 'centrale-engined' 3-litre V8 sports-prototype. Supporting the costly 3-litre project was the 2000cc for Sport and Sport-Prototype racing plus the important European Mountain Championship competition. In line with new regulations the rear end of the new Sports models was left open to the elements without shrouding transom body panelling. Safety fuel tanks were also fitted as a fresh development for the new year.

A works entry was to be made in the European Mountain Championship series, and in the SE014 model as offered here the 2-litre 16-valve single-plug ignition power unit was overhung as Carlo Abarth still preferred outboard of the rear axle line. But at the end of March 1970 an alternative model – the Sport 2000 SE019 with 'MC' engine location – 'motore centrale'. Plainly the years-old argument between Carlo Abarth and his Technical Director Mario Colucci continued to burn...

The 1946cc 4-cylinder engine, with bore and stroke dimensions cited as 88mm x 80mm, was by this time offering some 260bhp, and with a dry weight of 610kg – c.1,344lbs – the new car was to be given its debut circuit-racing at the European 2-Litre Championship round at Ricard-Castellet in France, driven by Mario Gasoni. At Mugello the Abarth works team entered four cars, three with motore centrale configuration and one overhung outboard and the latter was driven by Arturo Merzario who always excelled in those cars.



But as specialist Abarth historian Luciano Greggio has written: "Abarth's predilection for cars with outboard engines paid off many times during hill-climbs, in which that layout – unloved by his technicians, starting with Colucci – limited rear wheel spin in acceleration coming out of a corner, due to the greater load placed on the back end by the engine and, consequently, the car's better pick-up and more speed when exiting hairpins. This engine disposition also accentuated the Sport Spider's oversteer, which could be exploited by drivers on twisting ascents that were not so fast..."

The opening round of the 1970 European Mountain Championship was run on May 24, 1970, at Montseny, Spain, where Mario Casoni won for Abarth in a 2000 Sport Spider followed home by Carlo Benelli (driving under his pseudonym of 'Riccardone') and the veteran Luigi Taramazzo in sister cars. Johannes Ortner then dominated the Mont Ventoux round in France in a works 3000 Sport. At Cesana-Sestriere in July, Arturo Merzario won in his preferred outboard-engined 2000 Sport, followed on the timing chart by Johannes Ortner, Franco Pilone, 'Pogo' and Luigi Taramazzo – all in sister Abarth 2000 Sport cars. With accumulative points scored in the final rounds at Freiburg-Schauinsland, Mont Dore and Dobratsch, works driver Johannes Ortner eventually claimed the 1970 European Mountain Championship title with 64 points against fellow 2000 Sport-mounted specialist, Franco Pilone.

We at BONHAMS unfortunately have very little information from the Collezione Maranello Rosso concerning this particular car now offered here, chassis 'SE014/001'. It is accompanied by an original Abarth & C. Torino Certificato d'Origine (No 783) confirming it as a Tipo Fiat-Abarth 2000, but there is no other documentation in the file.

We hope to discover more in time for viewing at Goodwood and will post any additional information as it is received on the internet website and at the Sale venue. Upon inspection we can report that this car's water pump which is belt-driven at the exposed tail of the engine is seized. Unmounting the drive belt allowed the engine to be test-turned by hand, and it proved to be free. Unfortunately it was not possible to insert an borescope to examine the No 2, 3 and 4 cylinder bores since the relevant spark plugs are seized in the cylinder head. The cylinder bore in No 1 appears to be in good condition, however. The clutch proved to be seized and non-operational but it is possible to select all gears. Work will be needed to recommission the car's electrics, fuel and ancillary systems. The brake master cylinder is also seized and the brakes will require a full strip and rebuild prior to the car being used. All of which is of course perfectly predictable for any motor car which has been standing on static museum display for so many years.

Amongst all the Abarths exhibited in Fabrizio Violati's Collezione Maranello Rosso museum at Falciano, this 2000 Sport 'Europeo Montagna' offers the highest-specification racing engine, with its 2-litre twin overhead camshaft unit featuring 16-valves and single plug per cylinder ignition. It is a car of considerable stature and immense performance potential. It has the indelible cachet of having been the Maranello Rosso Collection long-term exhibit amongst so many illustrious sisters, and we recommend that it receives the closest consideration.

Please note this vehicle is subject to import tax should it remain in the EU.

£110,000 - 160,000
€140,000 - 200,000



221 *

1967 ABARTH 1300T *PERISCOPICA* COUPÉ
COACHWORK BY ABARTH/SIBONA E BASANO

Not registered in the UK

Chassis no. 137C/0038



In 1958, the American Chrysler Corporation pursued an entry into the European motor manufacturing market by buying 15 per cent of the French Simca company's stock from Ford. At that time, however, the dominant shareholder remained Fiat of Turin, and their influence remained distinctively apparent in the engineering and design of Simca cars for several years into the early 1960s. However, in 1963 Chrysler increased its Simca stake to a controlling 64 per cent by purchasing stock from Fiat, subsequently extending that holding to 77 per cent.

Chrysler had no interest in any continuation of the previously successful Simca Abarth and Abarth Simca high-performance car collaboration, which came to a juddering halt. In Turin Carlo Abarth found himself left more or less high and dry, but the supply of basically Simca 1000 chassis floor pans, upon which the sleek and superfast Abarth Simca 1600s and 2000s had been based, left quite a number in stock, as yet unused.

The popular legend is that it was upon these unused Simca platforms that Abarth then founded his 1300cc class Gran Turismo design for 1965 – the OT 1300. Abarth's technical team under Mario Colucci had developed a boxed pressed-steel chassis structure on the modified Simca 1000 floor pan to which all-independent suspension was attached with componentry drawn from the Fiat 850 shelves. The Abarth OT 1300 then emerged, to race for the first time as a prototype in the September, 1965, Nurburgring 500-Kilometre classic.

Driver Klaus Steinmetz hammered the new Coupé home to a fine third-place finish overall and the OT 1300 was up and running into the record books, becoming one of the most successful – and also one of the most distinctive – models that Abarth & C ever produced. The OT 1300's rear-mounted all-Abarth engine was overhung – in best Carlo Abarth-approved style. It was a 4-cylinder unit with twin overhead camshaft cylinder head, using a block with cylinder bore and stroke dimensions of 86mm x 55.5mm to displace 1289cc.



With two valves per cylinder and a 10.5:1 compression ratio, the engine breathed through two twin-choke Weber 45DCOE9 carburetors. Ignition was by two plugs per cylinder, fired by single distributor. Dry-sump lubrication was adopted and the power unit produced a reliable 147bhp at 8,800rpm. This lusty engine, perfected by Abarth's power-unit specialist Luciano Fochi with five main-bearing crankshaft, drove via a five-speed and reverse Abarth transaxle.

Wheelbase length of the OT 1300 was nominally 2015mm, front track 1296mm and rear track 1340mm. It featured moulded glassfibre clamshell-style opening front and rear body sections moulded by Sibona & Basano in Turin, and this pert-nosed Coupé became a familiar sight dominating its class for three consecutive years. Production of the OT 1300 began on May 15 1966 and ended on March 30, 1966, by which time the minimum production number of 50 required by the FIA for homologation as a Gran Turismo model had (allegedly) been achieved.

The most distinctive single characteristic of the OT 1300 Coupé, apart from its huge International success within its class, was its adoption of the Periscopica air-cooling intake on the rear of the cabin roof. Casual onlookers would assume that the periscope-like intake fed intake air into the rear-mounted engine, but this is absolutely not the case. Instead, the water and oil-cooling pipe runs through the cockpit area heated-up the cabin to what was generally considered to be an unacceptable level for endurance racing, and the periscope intake merely blasted cold air down into the cabin to cool the driver himself...

From the OT 1300 Mario Colucci developed the OT 2000 Coupé using the 1946cc 4-cylinder power unit perfected by his colleague Luciano Fochi and with some 215bhp at 7,600rpm that larger-engined model was capable of exceeding 165mph in a straight line. In fact all these Abarths with their sleek aerodynamic bodies and light weight really were exceedingly rapid by the standards of the time and within their respective capacity classes.



The documentation file accompanying this Lot contains only one significant item, an 'Abarth & C – Torino Certificato d'Origine', No 777. It confirms the chassis identity as being '137C/008'. Unfortunately – at the time of cataloguing – no further documentation is present. Despite this, there is absolutely no doubting the car's originality and authenticity, and the car is in generally fine aesthetic order apart from the poor body fit of the moulded glassfibre nose and tail body sections which is in fact entirely representative of the standards of the time, absolutely not helped by glassfibre moulding 'shift' over many years on static display.

Upon borescope inspection following delivery to Bonhams, it has been found that the engine in '00039' offered here is rusted internally and requires expert strip and rebuilding before it could be run. Both clutch and brake system master cylinders are seized but all gears can be selected. Such seizures are entirely predictable with such long-term static museum display cars, but in every other respect this OT 1300 is a fine example of its super-successful type.

It is an entry pass into many of the world's most prestigious Historic and classic car motor race meetings and concours events and, once restored to rumbustious good health, it will surely prove a most rewarding and entertaining, and very Italianate, Gran Turismo to drive... Above all, one of the Abarth specialists who has been of great assistance to us during the preparation of these descriptions has some OT 1300 engine spares in stock, and introductions can certainly be made to help revive this enduring beauty from the swinging 'sixties...

Please note this vehicle is subject to import tax should it remain in the EU.

£180,000 - 220,000

€225,000 - 275,000





222

**Goodwood Aero Club Service
1965 COMMER COB SERVICE VAN**

Registration no. CTA 404C
Chassis no. 63301430LHVO
Engine no. B006001058

Dating from 1965, the late example offered here is no ordinary Cob. It was upgraded in period by Jack Brabham of Chessington, who installed a 1,725cc Sunbeam Alpine engine and four-speed overdrive gearbox, while the handling was improved by fitting a front anti-roll bar. More recently, since 2003, a higher-ratio final drive has been installed; a full set of correct-for-the-period Rootes instruments added; and a stainless steel system fitted. In addition, the front wings, bonnet, front panel, rear bumper and front/rear over-riders have all been replaced. Classic Van & Pickup magazine featured the Commer in its July 2003 edition. The current vendor purchased the Cob at auction in 2011, since when it has been used as a support vehicle for his Ferraris at Goodwood and other venues. It has also been used at many 'Revival' meetings by Goodwood Aero Club members (photographs on file). Maintained and serviced by specialists in Warfield, Berkshire the vehicle is described as generally very good mechanical condition with good body, paint and original interior, and is said to be running and driving well. An ideal support vehicle at Historic Grands Prix, the Goodwood Revival and other motor sports gatherings, the Cob is offered with current MoT/tax, V5C registration document and a history file containing various articles, handbooks, bills and expired MoTs.
£5,000 - 7,000
€6,300 - 8,800



222A

1962 TROJAN 200 MICRO CAR

Registration no. 793 AKV
Chassis no. SR8278
Engine no. 1523068

Trojan had been manufacturers of unconventional light cars in the 1920s and 1930s, and the acquisition of the Heinkel - marketed as the Trojan 200 - marked the company's return to motor manufacture after a break of 25 years. Three- and four-wheeled versions were offered in both right- and left-hand drive configurations. A little over 6,000 were built before Trojan quit car production again in 1964. This left-hand drive model was fully restored in 1997, including an engine rebuild and complete rewiring, and comes with numerous related invoices. Since completion it has been mostly kept in dry storage and was only put back on the road last year to attend local classic vehicle shows. We are advised by the vendor that he hopes to fit a complete set of new chromed bumpers prior to sale. A particularly noteworthy feature is the factory 5-day wind-up clock, an almost unobtainable item nowadays. A box of spare parts comes with the vehicle, to include engine components, an exhaust, sundry gaskets, etc. Described as in generally excellent condition, the car is offered with handbooks, workshop manuals, old-style logbook, V5 document and recently expired MoT/tax (August 2014).
£15,000 - 20,000
€19,000 - 25,000



223

**Rare Rolls-Royce Engine
1950 LAND ROVER 81" PROTOTYPE**

Registration no. TAB 767
Chassis no. RO61 04618
Engine no. 596



Inspired by the wartime Jeep, the first Land Rover inherited its 80" wheelbase from the American 4x4 but the early example offered here has a wheelbase of 81", the 'stretch' being necessary to accommodate a 2.8-litre Rolls-Royce B40 engine. This unusual Land Rover variant resulted from the Army's need to evaluate alternative designs of 4x4 vehicle alongside what would become known as the Austin Champ. The latter used the B40 engine and Rover was asked to provide Land Rovers fitted with this power unit for testing together with standard 1,595cc models. Rover commissioned Hudson Motors Ltd to perform the conversion and approximately 34 B40-engined Land Rovers were completed.

As well as the 1" increase in wheelbase, achieved by moving the rear spring mounts, the transplant involved extensive modifications to the chassis, transmission and cooling system. It was also found necessary to raise the bonnet slightly and cut a hole in the front to clear the radiator cap. In the event, the B40-engined Land Rover did not enter series production and of the 34-or-so made only that offered here and one other are known to survive with the Rolls-Royce engine still installed.

Chassis number 'RO61 04618' was constructed in January 1950 and in 1953 was sold by the Ministry of Defence to renowned compressor manufacturers Belliss & Morcom (still in existence today) for use at their factory in Birmingham. In 1957 the vehicle was bought by a Birmingham garage owner and given the Worcestershire registration 'TAB 767'. Used very little, it next changed hands in 1977, passing to Ian Sparks of Birmingham who painstakingly restored it over the next year-or-so. At this time a total of only 5,756 miles was recorded on the odometer.

Over the next two years 'TAB 767' won numerous concours awards and was the subject of two articles written by Tony Hutchings (East Hampshire Post and Off Road and 4 Wheel Driver, copies on file). It was acquired by the renowned Patrick Collection in 1985 and placed on long term display, with occasional visits to rallies and shows. It was acquired by the present owner – a serious Land/Range Rover Collector – in 2012, when Bonhams dispersed a selection of motor cars for the Patrick Collection. The car was then re-commissioned for road use. At the time of acquisition, a total of 6,905 miles was displayed on the odometer, and it has seen minimal since. Accompanying documentation consists of the aforementioned press cuttings, sundry invoices, a quantity of expired MoTs and Swansea V5 document.

£45,000 - 55,000
€56,000 - 69,000

224

**1986 FERRARI TESTAROSSA COUPÉ
COACHWORK BY PININFARINA**

Chassis no. ZFFAA17B000062173



Ferrari's flagship model, the Testarossa supercar revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, which now boasted a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied – styling devices. A larger car than the 512BB – the increase in width being necessary to accommodate wider tyres – the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body – its steel doors and roof excepted – being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

This left-hand drive chassis number '62173' was exported new to the USA where it found its first owner in 1987, but was supplied in the desirable European specification, without the local market's emissions equipment. Although resident in Illinois, the first owner kept the Ferrari in Florida as did the second, Wisconsin-based owner, who acquired the car in 2012. It is understood that both of these owners were pilots who kept the Testarossa at their holiday homes and registered it out of state. The current vendor is the car's fourth owner. In its first 10 years the Ferrari covered 39,000 miles and in the last 18 years it has covered only a further 26,000 miles. In May 2013 the Testarossa was serviced by the IAG Ferrari dealership in Florida at a cost of \$6,031, the works including a change of cam belts. Since then the car has covered approximately 4,000 miles.

Finished in Rosso Corsa with Crema leather interior, this fine example of the legendary Italian supercar is described as in generally excellent condition. We are advised that import duties have been paid.

£60,000 - 80,000
€75,000 - 100,000



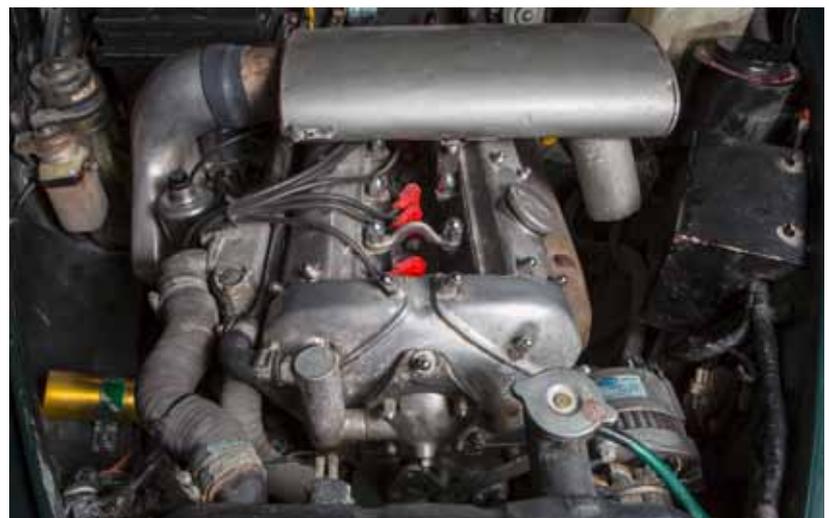
225

1962 JAGUAR MK2 3.8-LITRE 'VICARAGE' SALOON

Registration no. 410 NAL

Chassis no. 208190DN

Engine no. LC2159-8



One of the most readily recognised cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal Mk2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Its immediate predecessor - the Mk1 - had been introduced in 1956 and is of historic significance, being the Coventry firm's first unitary construction saloon car.

It was replaced in October 1959 by the closely related, albeit extensively revised, Mk2. The latter offered better all-round visibility courtesy of larger windows, while the Mk1's rear wheel spats disappeared and the rear track was widened, which improved both roll-resistance and stability. The dashboard was redesigned with the speedometer and rev counter relocated in front of the driver, the six toggle switches and four minor gauges being set across the centre. Independent front suspension was by wishbone and coil springs, with a leaf-sprung live axle at the rear. This, combined with superior Dunlop disc brakes all round and a choice of 2.4, 3.4 and 3.8-litre XK engines, provided the discerning, string-back-gloved, enthusiast driver with one of the finest sports saloons available in the 1960s. In its ultimate, 3.8-litre, overdrive-equipped form, the Mk2 could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today's standards. Although there was a slight performance penalty with the optional Borg-Warner automatic transmission installed, the '3.8' in this form was an increasingly popular choice, particularly in the North American market.

Although production ceased in 1967, such is the enduring appeal of Jaguar's classic Mk2 saloon, that a healthy demand exists - not for mere replicas - but for re-engineered versions of the original.

The car offered here has been recreated by the Vicarage Classic Car Company, one of the foremost exponents of upgraded Mk2 Jaguars, the original conversion being carried out for a Mr Sue of Hong Kong in 1988/1989 at a total cost of circa £43,557. Vicarage's schedule of works lists several improvements in addition to their 'Standard Specification' for the 3.8-litre Mk2. These include: an oil cooler; Kenlowe electric cooling fan; XJ-S type rack-and-pinion steering with power assistance; improved suspension; electric sunroof; air conditioning; electric windows; central locking; Daimler Vanden Plas front seats; and fully trimmed luggage compartment. Mr Sue also got Vicarage to fit a top-of-the-range Nakamichi sound system. There are numerous invoices and items of correspondence on file between Vicarage and the owner.

When Mr Sue emigrated to Canada, the Jaguar came with him and was converted to left-hand drive (see bills on files for work done in Canada). The car subsequently returned to the UK (circa 1997) and was purchased from Vicarage by the current vendor in 2000. It was converted back to right-hand drive and fitted with five-speed Getrag manual gearbox in 2008. However, this work was not completed to the vendor's high standards and was re-done by marque specialists Classic Motor Cars Ltd of Bridgnorth, Shropshire. There are invoices for this on file totalling circa £3,240 plus many issued subsequently by CMC for other works. Also of note is a bill for a partial re-spray by SB Auto Body Repairs in 2013 costing circa £3,164.

Finished in British Racing Green with off-white leather interior, this extensively upgraded and highly desirable 'modern classic' is offered with the aforementioned bills, dating letter, current MoT/tax and V5 registration document.

£45,000 - 55,000

€56,000 - 69,000



226

1951 JAGUAR XK120 ALLOY-BODIED ROADSTER

Registration no. XKJ 470

Chassis no. 671751

Engine no. E-5393-8



The car offered here is a re-creation of the works XK120s built for the 1951 Le Mans 24-Hour Race. In 1951 William Lyons gave instructions for the creation of three very special XK120s to be raced at Le Mans. He was doubtful the completely new C-Type Jaguar would be ready in time, hence these as an insurance policy. The cars had lightweight alloy bodies and a subtly altered shape: outer sills and cut-down doors, one piece rear, cut-in bonnet, aero screens, etc. Numbered 'LT1', 'LT2' and 'LT3', they never raced at Le Mans as the C-Types were ready in time. Charles Hornburg, the US Jaguar importer for the USA's West Coast, spotted two of the cars at Browns Lane, bought them and shipped them to the USA where Phil Hill drove one in its first race in August 1951 to 3rd place overall and a class win.

Chassis number '671751' was manufactured on 31st October 1951 as a left-hand drive export model and dispatched to Hornburg in Beverly Hills, California. The car was re-imported from Alabama, USA in September 1989 and treated to a long-term restoration, which was only completed in 2011. Original parts needed for the rebuild were painstakingly collected over 15 years. The chassis was rebuilt by John Wood of Bridport before the decision was taken to build an exact replica of the alloy-bodied 'LT' Le Mans cars.

Aubrey Finburgh of Classic Autos, Kings Langley faithfully recreated the one-piece aluminium body, which was mounted on a tubular steel 'birdcage' inner frame. The XK120 was then taken to Steve Grimsley of Phoenix Car Restoration - a many times winner of Jaguar XK concours awards - where no expense was spared to build the perfect car, a process that would take the next ten years. Noteworthy features include a newly rebuilt 'C' type engine, cast SU carburettors, overhauled running gear, rewired electrics, front brake air scoops, rebuilt original instruments, new Avon Roadspeed tyres, etc, etc.

Now right-hand drive, '671751' was duly registered in the UK on 3rd November 2010 with an age-related number, and was then taken to Mike Turley for trimming. Only some 200 miles have been covered since the rebuild's completion and the car is described as in generally excellent condition. Finished in British Racing Green with Sage Green leather interior, 'XKJ 470' is offered with restoration invoices, current MoT, SORN and V5C registration document. A spare set of wire wheels shod with Dunlop racing tyres is included in the sale.

£60,000 - 70,000
€75,000 - 88,000





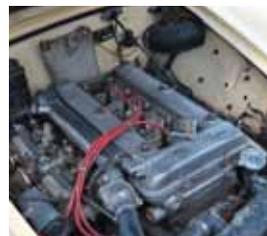
227

1964 ALFA ROMEO GIULIA SPIDER 101

Registration no. EGF 362B

Chassis no. AR 383350

Engine no. 00112 13947



Sporting elegant coachwork designed and built by Pininfarina, the Alfa Romeo Giulietta Spider was a huge success and continued virtually unchanged in 1.6-litre Giulia guise when the latter joined the line-up in 1962. Launched at the Monza Autodrome on 27th June that year, the Giulia range was the work of a design team headed by one of the greatest of Italian automobile engineers, Dr Orazio Satta Puliga, who had been responsible for all the post-war Alfa Romeos. The capacity increase from 1,300 to 1,600cc boosted maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109mph. Reliability was likewise enhanced and the larger engine was noticeably smoother and less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until 1966. Described by *Cars Illustrated* as 'probably one of the most delightful small sports cars which will ever be produced,' the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.

This right-hand drive Giulia Spider appears to have had three previous owners prior to the purchase by the current vendor in June 2001 (purchase invoice on file). The car was subject to a 'bare shell' restoration in 1986/1987 at a recorded cost of over £20,000 (see file). Following the restoration, the car is reported to have come 1st in class and 2nd overall at the Alfa Romeo Owners Club Day in 1988.

Wishing to bring the Alfa up to the best possible mechanical condition, the vendor took the car to Jamie Porter, the renowned marque specialist in Royston, Hertfordshire, who has looked after it for the last 14 years (see bills totalling over £15,000 on file). In 2001 it was decided to remove the original engine and replace it with a '1750' engine for greater flexibility, since when some 15,000 miles have been covered.

Kept in storage, the original engine comes with the car. Following the work by Jamie Porter, Stuart Taylor, the AROC's Giulia Registrar, wrote in 2003: 'This is a superb example of the Alfa Romeo Giulia 101 Spider. The vehicle has been recently renovated to a very high standard, engine modifications and interior trimming.' Described as in generally very good condition, this beautiful Giulia Spider is offered with aforementioned paperwork; its original old-style logbook, handbook and service schedules; insurance valuations; a quantity of expired MoT certificates; V5 registration document and current MoT/tax.

£35,000 - 40,000

€44,000 - 50,000



228

**HSCC and HRSR Championship-winning
1964 AUSTIN MINI COOPER 1275 'S' COMPETITION SALOON**

Registration no. DPE 608B
Chassis no. CA287551918
Engine no. 9FDSA731962

'DPE 608B' was purchased new by the current vendor on 12th August 1964 from BMC dealer Jackson's Garages of Godalming, Surrey. The Mini was primarily his road car but was raced whenever the opportunity arose. Early outings included Rufforth and Cadwell Park, both in September 1964, and Goodwood on 13th March 1965 (original programme on file).

The Mini then passed through the hands of various other owners until in 2004 the vendor was able to buy it from Gordon Cameron, who had been campaigning the car very successfully in the Historic Forest Rally series. Its previous owners were almost all members of the Bognor Regis Motor Club, and the Mini had been in competition for most of its life.

The vendor commissioned the car's total restoration in anticipation of an invitation to return to Goodwood for the 2005 Revival meeting, which was duly received. Following the Revival, it was decided to enter the HSCC pre-'66 Touring Car Championship in 2006 and, after winning seven out of the nine races, the Championship was in the bag. 'DPE' and the vendor were champions again in 2007.



Following a major 'off' at Spa Francorchamps in September 2007, caused by a severed brake line, the car was rebuilt by The Brooklands Motor Company and 'DPE' and its owner were invited back to Goodwood for the 2009 Revival. They again entered the HSCC race at Spa that year.

In 2010 the vendor spent the season racing with his daughter in the 'Mighty Mini' series and it was not until 2011 that he returned to the HSCC Touring Car Championship, which he won again in that year and also in 2012. 'DPE' has brought its owner four Championships with the HSCC and four Championships with the HRSR - quite a trophy haul for a 'Senior Citizen'. Since 2005, a total of 50 races have been entered in the UK, France and Belgium, resulting in 26 wins and 13 other podium places, as well as 16 fastest laps (see racing record on file). Additional documentation consists of restoration invoices, old-style logbook, Heritage Certificate, current MoT/tax and V5C registration document.

The car now boasts Swiftune's finest specification of engine, gearbox and ancillaries (costing £25,000) which has one full season behind it. The engine was fully refreshed by Swiftune just one event ago and this highly competitive Mini is presented race ready for another season.

£40,000 - 50,000
€50,000 - 63,000

229

1987 FERRARI 328GTS SPIDER

Registration no. TBA

Chassis no. ZFFWA20B000073967

Engine no. FL105C 02911



A desirable early (non-ABS) model delivered new in Italy to full European specification, this left-hand drive 328GTS is stunningly presented in Nero Metallic with black hide upholstery and red carpets. It has covered a genuine 51,300-or-so kilometres (approximately 31,800 miles) from new. Chassis number '73967' was bought new by a Japanese enthusiast who specifically wanted a black car, a colour not available in Japan. He therefore sourced this example new in Italy and had it air freighted to Tokyo where it has remained since, changing hands once. The current vendor purchased the Ferrari from its second long-term owner and imported it to the UK in July 2014. It is sold duties paid with UK registration and an age-related registration number.

The chassis of this dry-climate car is said to be exceptionally clean considering its age, as is the body, which is entirely free of rust or related repair. The paint - possibly original - is in beautiful condition with a deep shine and no defect of note. All panel gaps are correct and opening panels work with a new-car feel. All glass is generally excellent, ditto the lenses, and all sealing rubbers remain supple. The lift-out roof panel is excellent and its stowage cover is included. The under-bonnet area is spotlessly clean with no leaks or damage and is well detailed with a 'new car' appearance. '73967' has the optional Vitaloni side mirrors with shields.

Fitted from new with the optional Motorsports (F40-style) steering wheel, the interior is presented in excellent condition with supple seats, unmarked carpets and a pristine dashboard, and with all switch-gear and instrumentation working. This car is also fitted with the optional air conditioning. Both front and rear boot areas appear unused and in mint condition. The space-saver spare wheel looks untouched and a full tool kit accompanies the car, again in apparently unused condition.

This Ferrari is said to drive superbly, as one would expect of a cherished and little used example. The engine is described as in good health, the transmission likewise and the suspension, brakes and steering in peak condition. Recent maintenance included a major cam belt service by Garage Sosta at 48,173 kilometres and a further extensive service carried out by specialist Automec in May 2014 at 51,326 kilometres (both bills on file). Offered with instruction books and current MoT, '73967' represents an opportunity to acquire a remarkable and well-optioned example of this collectible Ferrari.

£50,000 - 60,000
€63,000 - 75,000



230 N

1930 ASTON MARTIN 1½-LITRE INTERNATIONAL 2/4 SPORTS TOURER

Registration no. GO 1025 (see text)

Chassis no. LO 76

Engine no. LO 76



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

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1½-litre, overhead-camshaft road car, the duo featured dry-sump lubrication and this feature was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (102" and 118"), the International was manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli.

A contemporary road test of an International recorded a top speed of 81mph with up to 90mph attainable, depending on the back-axle ratio. The new Aston was soon making its mark on the racetrack, 'Bert' Bertelli and Pat Driscoll winning the Biennial Cup at Le Mans in 1932, one of many competition successes achieved before the International was superseded by the Le Mans and Ulster models.

Private owners entered all kinds of competitions, while team drivers included Sammy Davis, Eddie Hall, Cyril Paul and George Eyston.

This particular car's chassis number indicates that it was manufactured in December 1930 and is the 76th of the 1st Series built. Correspondence on file reveals that a little is known of this International, which was first registered 'GO 1025', other than that the first owner was one B M Cook, who competed with the car in various events in 1932 including the JCC Members' Day at Brooklands where he gained a Silver Medal in the High Speed Trial.

Described as an 'older restoration', the car was purchased by the owner from the Bonhams Goodwood Festival of Speed Sale in July 2009. It joined a large stable of pre and post-war motor cars, with a leaning towards the Aston Martin marque. The recent acquisition of a 15/98 Speed Model for light competition use being the reason for this charming vintage period International being sold. The previous owner - a German national - acquired LO 76 in England in the 1970s and it remained in Germany until its sale at Goodwood in 2009, spending most of its time on museum display and seeing very little use. (It should be noted that the UK logbook was surrendered to the German authorities and it is not known whether the original registration is retrievable). In 2004 LO 76 was sent to marque specialists Ecurie Bertelli in Olney, Bucks for road testing and an extensive service, which included re-bushing the shock absorbers and fitting new front hub bearings (see invoice on file). In good running order, this lovely example of the 1.5-Litre is a coveted pre-war Aston eligible for all VSCC and AMOC events.

£80,000 - 100,000
€100,000 - 130,000



231

**1964 FERRARI 330GT 2+2 BERLINETTA
COACHWORK BY PININFARINA**

Registration no. EPH 3B

Chassis no. 6201

Engine no. 6201



By the end of the 1950s, the market for sports cars with 'family accommodation' had grown sufficiently for Ferrari to contemplate the introduction of a four-seater model. Introduced in the summer of 1960, the first such Ferrari - the 250GTE 2+2 - was based on the highly successful 250GT. Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting characteristics, and the master carrozziere succeeded brilliantly, moving the engine, gearbox, and steering gear forward and the fuel tank back, thus creating sufficient room for two occasional rear seats.

The 250GTE provided the basis for its replacement: the 330GT 2+2 introduced in January 1964. Pininfarina was once again entrusted with the styling, adopting a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. The 330GT's tubular chassis was 50mm longer in the wheelbase than before, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs, while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted for front and rear.

The 330GT's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a big-bore 250GTE 2+2) in 1963. Displacing 3,967cc, the single-overhead-camshaft, all-alloy unit was good for 300-plus bhp, an output sufficient to propel the 330GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari.

Equipped at first with a four-speeds-plus-overdrive gearbox, the 330GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, becoming the 'Series 2'. Electric windows, alloy wheels and hanging control pedal were other Series 2 improvements. A favourite of Enzo Ferrari, who used one as his personal transport, the 330GT was the first of his cars to sell in excess of 1,000 units.

Right-hand drive chassis number '6201' was imported into Britain by Maranello Concessionaires, the official importer and registered as 'EPH 3B'. According to the 330 GT Registry printout on file, the car was first owned by a Major Nicholas Daniel, the second owner being recorded as Jaguar Cars, which had acquired the Ferrari for evaluation. The next owner listed is Jaguar employee Robert F Blake, the American responsible for the design of the fixed-head coupe E-Type, who was also involved with the Briggs Cunningham operation, who acquired the Ferrari in the late 1960s and fully restored it. Bob Blake kept the car for some nine years.

The next owner identified by the Register is one Fraser J Mills, from the late 1990s, followed by the current vendor, who acquired the Ferrari in 2004. Benefiting from a recent full re-spray by DK Engineering in its original Bleu Sera livery, 'EPH 3B' is described by the vendor as in generally excellent condition, with good interior. Accompanying documentation consists of the 1960s restoration invoices, an old-style logbook, original paperwork, all expired MoT certificates, V5 document and MoT to July 2015.

£125,000 - 145,000

€160,000 - 180,000



232

1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. SLR 465F

Chassis no. DB6/3260/R

Engine no. 400/3335



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

According to the original bill of sale, 'SLR 465F' was sold new in December 1967 by H R Owen of Berkeley Square, London W1. The car was supplied with Borg-Warner automatic transmission, power assisted steering, heated rear screen, power operated aerial, safety belts, chromed road wheels and three-ear hubcaps, and was finished in Midnight Blue metallic with natural hide interior. Its first owner was Mr E Fairhurst of Budleigh Salterton, Devon, a retired director of Marks & Spencer. Mr Fairhurst owned the Aston for some 20 years, during which it covered circa 47,000 documented miles. The current recorded total is circa 63,000 miles.

In 1988 the car was acquired by Mr N Caburn of Sidmouth, Devon, who instructed Streber of Hemyock, Devon to carry out a full 'ground upwards' rebuild to include bare metal re-spray, engine rebuild, new hides and carpeting (see related bills and photographs on file).

Servicing during Mr Caburn's ownership was carried out by Oaklands of Aylesbeare. The car was next owned by a Mr Ensor Byfield of Cadnam, Hampshire during whose ownership it was maintained by Wren Classics of Shaftesbury (invoices available).

In November 2002 the Aston was acquired by one Anthony Forbes for his private collection, being shipped out to Jersey before returning to the UK. During Mr Forbes' ownership the car was maintained by Clayden Motors of St Brelade, Jersey. Many new parts were fitted during this period to include a high-torque starter motor, electronic ignition and larger Vantage wheels and tyres for improved roadholding.

The current vendor purchased the car for his own private collection in the summer of 2013 and describes it as in generally very good condition. Prior to purchase a full road test was conducted and any problems identified attended to. The vendor confirms that he has enjoyed trouble-free driving during his ownership and is only selling 'SLR 465F' due to a change in circumstances. Currently taxed and MoT'd, the car is offered V5C registration document and a folder containing the aforementioned history.

£135,000 - 165,000
€170,000 - 210,000



233

1963 DAIMLER SP250 ROADSTER

Registration no. AJF 190A

Chassis no. 104270

Engine no. 97503



A late model to 'C' specification, this Daimler SP250 was manufactured in 1963 and sold by Stratstone of London on 21st July 1963 complete with hardtop. It was finished in Daimler Ivory (Jaguar Old English White) with black trim and ivory piping.

The current owner purchased the Daimler in 2004. It was mechanically superb and came with service history but was somewhat shabby, though the glassfibre body was in excellent condition. The car was then restored to the very highest standard with every effort made to preserve originality, as far as possible, including the EKCO 917 radio and Jaeger clock, fitted from new by the first lady owner. It already had an overdrive fitted but to this was added rack-and-pinion steering and, more recently, electronic ignition, both of which substantially improve the driving experience. Since that time, 'AJF 190A' has won many awards including 'Best in Show' at the 2006 Classic Car Show at the NEC, Europe's second largest such event. This is a unique achievement in the history of the Daimler SP marque.

Since restoration the car has covered a further 5,000 miles, with a total 70,600 miles show on the odometer, which may be original. We are advised that the Daimler is a delight to drive, its wonderful V8 engine pulling from around 1,000 revs in top gear to the maximum speed of approximately 120mph if required. It comes complete with a separate hood and original hood bag, and an extensive set of tools, all prepared to exhibition standard.

'AJF 190A' has represented the Daimler & Lanchester Owners' Club on many occasions and is well known within the Club for its excellent standard of preparation. There have also been many appearances in magazines and books. Described as in superb condition, the car is offered for sale with current MoT/tax, V5 registration document, dating certificate and an extensive portfolio of photographs, bills, expired MoTs, tax discs (the earliest 1974) and other memorabilia.
£48,000 - 52,000
€60,000 - 65,000



234 *

1957 MERCEDES 300SL ROADSTER

Chassis no. 198.042.7500328

Engine no. 198.980.7500345



Created to spearhead Mercedes-Benz's return to competition in the post-war era, the 300SL debuted in the 1952 Mille Miglia, finishing 2nd and 4th overall. Wins in the Carrera Pan-Americana and at Le Mans followed, and the 300SL was on its way to becoming part of motor sporting legend. The first racers were open-topped but before the '52 season's end the distinctive gull-wing doored Coupé had appeared. Unusually high sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the adoption of coupé bodywork required innovative thinking - hence the gull-wing doors.

Launched in 1954, the production 300SL retained the spaceframe chassis of the racer and was powered by a 2,996cc, overhead-camshaft, inline six canted at 45 degrees to achieve a lower, more aerodynamic bonnet line. Using innovative direct fuel injection, this state-of-the-art power unit produced 215bhp at 5,800rpm. A four-speed gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round by wishbones and coil springs at the front, with swing axles and coil springs at the rear. It was, arguably, the world's first supercar.

Tested by Road & Track magazine in 1955, the 300SL accelerated from 0-60mph in 7.4 seconds, going on to achieve a top speed of 140mph - outstanding figures for its day. Clearly the 300SL Coupé would be a hard act to follow yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners. Conventionally doored, the 300SL Roadster was first exhibited at the Geneva Salon in May 1957 and would outlive the Coupé by several years. The production of an open 300SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles.

The Roadster's neutral steering characteristics received fulsome praise from Road & Track in its 1958 road test. 'With the low-pivot rear suspension and more adhesive tyres, the car handles beautifully under all conditions. This is a tremendous improvement over the hardtop models, which had a tendency to oversteer rather violently if pressed too hard.' A 0-60mph time of 7.0 seconds and a top speed of 130mph were recorded, making the 300SL Roadster one of the fastest convertibles of its time. R&T concluded: 'There is no doubt that the 300SL roadster is a truly great dual-purpose sports car, equally at home in traffic and the open road, or on the track,' words that remain equally true today.



This particular 300SL roadster is believed to have been sold new in the USA and was delivered fitted with an optional, lower-than-standard rear axle ratio. The US history starts on the 7th April 1970 with a letter from Stephen Muethe stating he has just purchased the car from Leland J Dysant. A resident of Dallas, Texas, Mr Muethe soon commenced a restoration upon the car, as evidenced by the letters and bills on file. He kept the Mercedes until April 1976 when it passed to one D Luster in Michigan. The current (Norwegian) vendor's late father bought the car in the USA on 28th April 1988. There are Californian registration plates with the documentation, bearing a road tax stamp from 1986, however there is no trace of any Californian owner. It seems probable that this is where the car was purchased.

When the car arrived in Norway in April 1988, its owner entered the recorded mileage of 6,030 in his personal logbook (on file). The last entry (made in 2006) records the mileage as 12,350, representing a total of 6,320 miles covered in 18 years. The current odometer reading is 13,238, though it should be emphasised that it is not known if this is the distance travelled from new. Accompanying history consists of the aforementioned items, US documents and correspondence, and Norwegian registration papers. Described as in excellent order, the car also comes with several instruction manuals and other factory publications.

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

£450,000 - 550,000

€560,000 - 690,000





235

1982 FERRARI 512BBI COUPÉ COACHWORK BY PININFARINA & KOENIG

Registration no. TBA

Chassis no. ZFFJA09B000043263

Engine no. F110A 278

Having reasserted itself at the top of the supercar hierarchy with the first 'Boxer' - the 365GTB/4 BB - Ferrari went one better with its successor, the 512BB. For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders.

Displacement was increased by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable.

Changes to Pininfarina's inspired coachwork were, not surprisingly, few. The running gear likewise came in for only minor revision while the already excellent all-round ventilated disc brakes remained unchanged. Inside, the 512 remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals.

Road & Track magazine had achieved a speed of 175mph (280km/h) in the preceding 365GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 188mph (302km/h) was felt entirely realistic.



In 1981 the model was updated with Bosch fuel injection, becoming the 512BBi. Once again, maximum power remained unchanged but there was more available at lower revs and torque increased still further. Possessing an engine directly related to Ferrari's contemporary Formula 1 unit, as well as being both lighter and faster than the legendary Daytona, the 512BB was one of the most capable and exciting supercars of its era and is still capable of providing all the thrills that an enthusiastic owner-driver could wish for.

This left-hand drive example is one of only 1,007 512BBi models produced by Ferrari and was delivered new in 1982 to the Belgian importer, Garage Francorchamps. The car retains its original colour scheme of Rosso Corsa paintwork, Crema leather upholstery and Rosso carpets. It is complete with its original Pioneer stereo system and now very rare graphic equaliser, and comes with all tools and the owner's handbook.

Since 1985 this car has been resident in Florida, USA in the hands of one careful owner, and though the mileage of 7,000 is claimed to be valid it cannot be substantiated. Prior to leaving Europe it was sent to the leading Ferrari performance specialist, Koenig of Germany, whose proprietor Willy Koenig started his racing career with the 512's predecessor, the 365GT4 BB.

Koenig's development programme for the 512BBi covered both the engine and bodywork, though with this car modifications were confined to the latter. Designed for Koenig by Vittorio Strosek, the bodywork features flared rear wheelarches, wheels by Gotti, and an integrated rear spoiler and wing that is also detachable.

In August 2014 the car passed the MoT test and had a full engine-out service with new cam belts, since when it has covered fewer than 100 miles. Offered for sale by a long-term collector of Ferraris and Aston Martins, it is described by him as a delight to drive with immense presence that is admired everywhere.

This 512BBi has a fascinating history and is offered with MoT to August 2015, original factory sales brochure and a letter from the Maranello Archive (Ferrari's official archivist for the UK) confirming its origin and specification. It has been customs cleared by HMRC and is expected to possess a V5C registration document by time of sale.

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

£130,000 - 150,000

€160,000 - 200,000



236

1979 ASTON MARTIN V8 VOLANTE

Registration no. FYT 27V

Chassis no. V8/COR/15124

Engine no. V/540/5124/S



Described by former Aston Martin Chairman Victor Gauntlett as, 'a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe,' the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

One of only 19 right-hand drive V8 Volantes built with manual transmission, this V8 Volante currently displays a total of 37,671 miles on the odometer and is described by the vendor as in generally very good original condition.

This relatively low mileage can in part be explained by the fact that the Aston spent some ten years resident in the Channel islands, there being export documentation on file recording that it had previously had been registered 'FYT 27V' on the UK mainland and was first registered in Jersey on 14th January 1999.

The car remained registered in Jersey until March 2009, latterly in the ownership of a Mrs Meriol Arnold of St Saviour, who had acquired it in April 2005. Other documentation on file includes an Aston Martin Certificate of Origin, MoT certificate (expires June 2015) and invoices from Aston Martin 'Works' totalling over £13,000 including a new braking system, suspension, radiator, etc. Finished in Imperial Burgundy with fawn hide interior, this beautiful V8 Volante also comes with its original warranty agreement and owner's instruction manual. Taxed until the end of July 2015, it is in superb condition mechanically; indeed, the Aston recently completed a trip from Paris to Swansea, some 468 miles in one day, completely trouble free. This car really is ready for European touring in matchless style.

£80,000 - 100,000
€100,000 - 130,000





237

1999 WILLIAMS-SUPERTEC RENAULT FW21 FORMULA 1 RACING SINGLE-SEATER

Chassis no. FW21-05

The 1999 season began for Williams with a switch from Goodyear to Bridgestone tyres, while drivers Jacques Villeneuve and Heinz-Harald Frentzen had moved on, being replaced by the German Ralf Schumacher and Italian Alessandro Zanardi. The new FW21 car derived from the previous year's FW20 model, and was considerably lighter, it had a lower centre of gravity and many novel new detail features and it was expected to be considerably faster than its predecessor.

The FW20 and FW21 cars were both powered by the customer version of the two-year old 71-degree Renault V10-cylinder engine which had been re-branded after Renault Sport's official withdrawal from racing under the name 'Supertec'. These FB01 power units had seen little development for the new season which permitted a considerable gap to develop between those teams with major industry engine suppliers – such as McLaren-Mercedes and Ferrari (Fiat) – and WGPE with its now customer supply, albeit of a very well-engineered basic power unit. But while reliability was excellent there was always a 50-60 horsepower power disadvantage confronting the team.

In these FW21 cars Ralf Schumacher usually out-qualified his teammate Zanardi and Patrick Head summed up the Italian double-CART Indycar racing Champion's experiences with the Williams team as follows: "I think a Formula 1 car is very edgy on these tyres. It has very little low-speed grip. It relies for its grip very much on its downforce, and when you get down to low speed it's very much on the edge and it's been a difficult adaptation for him. But through the second half of the season he was reasonably on the pace at Spa, and very much on the pace at Monza where he qualified fourth and finished seventh, best of the year. At the Nurburgring he was looking to be in reasonable shape on the Saturday...but he didn't get a clear lap in at the right time...".

Alessandro Zanardi qualified just one place slower than Ralf Schumacher at Imola where Supertec introduced new A-specification engines and was heading for at least one Championship point there when he spun on Johnny Herbert's spilled oil. He qualified five places ahead of Ralf on the grid at Monaco, and finished eighth, and was a place ahead in Canada, but was forced to retire from the race. In Hungary, Zanardi again qualified a place ahead of his combative team-mate.

Meanwhile, 1999 was very much an interim year for the Williams team, looking forward to the beginning of a new long-term relationship with major manufacturer BMW from 2000 forward. This vehicle is offered in the following condition: engine and related component status - replacement space frame, gearbox and transmission status - complete as at last run, brake system status - complete as at last run.

The 1999 racing record of this Williams-Supertec FW21 driven by Alessandro Zanardi:- chassis '05' - is as follows:

San Marino GP – qualified 10th – finished 11th
 Monaco GP – qualified 11th – finished 8th
 Spanish GP – qualified 17th – Rtd (transmission) 24 laps
 Canadian GP – qualified 12th – Rtd (transmission) 50 laps
 French GP – qualified 15th – Rtd (engine) 26 laps
 British GP – qualified 13th – finished 11th
 Austrian GP – qualified 14th – Rtd (out of fuel) 35 laps
 German GP – qualified 14th – Rtd (transmission) 21 laps
 Hungarian GP – qualified 15th – Rtd (transmission) 10 laps
 Belgian GP – qualified 15th – finished 8th
 Italian GP – qualified FOURTH – RAN THIRD – finished 7th
 European GP – qualified 18th – Rtd (transmission) 10 laps
 Malaysian GP – qualified 16th – finished 10th
 Japanese GP – qualified 16th – Rtd (electronics) 0 laps

£40,000 - 50,000
€50,000 - 63,000





238

The last car produced
1940 ALVIS SPEED TWENTY-FIVE SC SALOON
COACHWORK BY CHARLESWORTH

Registration no. EVC 568

Chassis no. 14688

Engine no. 15172



Pre-war development of the six-cylinder Alvis culminated in the announcement of two new models for 1937: the 4.3-Litre and the 3.6-litre Speed Twenty-Five, both powered by new seven-bearing, overhead-valve engines. The cruciform-braced chassis were similar and embodied the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed, all-synchromesh gearbox - introduced on the preceding Speed Twenty - were retained, with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. On test with *Autocar*, the Speed Twenty-Five demonstrated remarkable top-gear flexibility combined with a maximum speed of 95mph, and was found to possess qualities of, 'quiet running and general refinement in a striking degree.'

This particular Alvis is an example of the SC-type Speed Twenty-Five with the all-synchromesh gearbox and independent front suspension, making it one of the more technologically advanced British cars of its day. Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the Speed Twenty-Five's initial chassis-only price of £775 meant that ownership was necessarily confined to wealthy connoisseurs.

This example wears four-door saloon coachwork, incorporating a full-length sunroof, by the Coventry firm of Charlesworth, a company perhaps best known for its contract work for various manufacturers, most notably Alvis, as well as bespoke designs on other high quality chassis.

Supplied new to Brooklands of Bond Street on 18th October 1940, chassis number '14688' is the last car to leave the factory, which by then had been turned over to war work. We are advised that the car is un-restored apart from a re-spray carried out a few years ago, and that it also benefits from rebuilt carburettors and a new radiator core. The original leather-upholstered interior is said to be in excellent condition, with all instruments working, while a heater and a cigarette lighter socket (for satellite navigation connection) are other noteworthy features. Used regularly and described as in generally good condition - steering and braking well, and with a quiet drive train - 'EVC 568' is offered with old-style logbook, dating certificate, sundry invoices, current MoT/tax and V5 registration document. The car also comes with a full set of tools.

£45,000 - 55,000

€56,000 - 69,000



239

18,500 miles from new

2000 FERRARI 550 MARANELLO COUPÉ

Registration no. W948 BOH

Chassis no. ZFFZR49C000118956

Engine no. 56322



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

With the introduction of the 550 Maranello in 1997, Ferrari returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great *competizione* Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights.

Right-hand drive chassis number '118956' was sold new via Ferrari agent Evans Halshaw in Birmingham. The car has had four previous keepers, coming into the current registered keeper's possession in August 2013, and comes with its original service booklet showing five services, the most recent carried out in September 2013 at 17,931 miles (the current odometer reading is 18,480 miles). Finished in Tour de France Blue with tan upholstery, this desirable modern Ferrari Gran Turismo is offered with service invoices, current road fund licence, MoT to May 2015 and V5C registration document.

£70,000 - 90,000

€88,000 - 110,000

240 Ω

***The ex-Lord Howe/Hon. Brian Lewis/John Hindmarsh/Charles Brackenbury/
C.E.C.Martin/Marcel Lehoux - 1936 Grand Prix de L'ACF, 1936 and 1937 RAC
Tourist Trophy, 1936 BRDC Brooklands 500 Miles Race, 1937 Le Mans,
1952 Goodwood Nine Hours entry and Alan Hess Sports Car record breaking,
Fox & Nicholl Team Car***

**1936 LAGONDA LG45R RAPIDE SPORTS-RACING TWO-SEATER
COACHWORK BY FOX & NICHOLL**

Registration no. EPE 97 (See footnote)

Chassis no. 12111

Engine no. 12111



The car that we present here is one of the most visibly recognisable pre-war sports racing cars to survive from those halcyon days. It is a car that Geoff Seaton notably described as 'the most famous Lagonda of all', and it is one of the few cars of any period that have come to be known simply by its number plate, in this special case even that is simply abbreviated to 'EPE'.

12111 is without doubt an automotive icon, heralding from the days when there truly were 'all rounders' - cars that with a few tweaks to their form or formula campaigned in all manner of events. From a brief spell behind the wheel it is easy to appreciate the car's immense appeal to the number of luminaries who have been privileged to have owned her. The Rapide is fast, comfortable and straightforward to drive making it ultimately a very rewarding experience. But the best aspect of all is that the car simply oozes its history. Were there not a badge or sticker on her, you would still be able to tell that this war horse has an incredible tale to tell, a story that begins nearly 80 years ago.

It is perhaps an overlooked fact that the name of the Lagonda Motor Company of Staines in Middlesex originated from the Ohio District of Lagonda where its founder Wilber Gunn hailed from. Setting up shop in 1906, it was nearly 20 years before chief engineer Arthur Davidson designed a 2-litre overhead-valve engined model which established the company as a sporting marque.

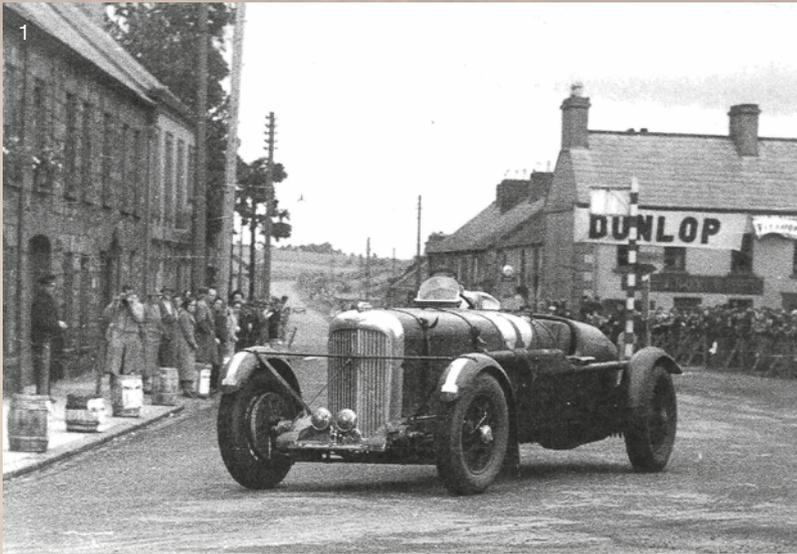
At the 1933 London Motor Show two important new Lagonda models were unveiled: the 1,104cc Rapier with twin-overhead camshaft engine and the 4½-litre M45 which employed an overhead-valve six-cylinder proprietary engine, manufactured by Meadows. Here at last was a Lagonda sports car which was capable of genuinely high performance, not only by the standards of the time, but enduringly so – even today.

In 1935, two additional models were also introduced. Both shared the same shorter, lighter chassis frame and were entitled the 4½-litre Rapide and the 3½-litre. Unfortunately, this multiplicity of models added to the company's post-Depression financial problems, and even the notable victory in the 1935 Le Mans 24-Hour Race came too late to save the company from collapse. It looked as if Lagonda was about to be absorbed by Rolls-Royce – as had Bentley Motors – but that summer it was rescued by entrepreneur Alan Good, who appointed the revered W. O. Bentley himself as new chief designer.

'W.O.' took Lagonda straight into the luxury car market in 1936 with the new LG45 model. It featured longer springs and Luvax dampers, while retaining the successful and well-proven M45-model Meadows six-cylinder engine and chassis. Bentley also directed his attention to improving the proprietary engine, and his modifications emerged in the 'Sanction III' power units introduced at the London Motor Show that very same year.

It was against this background that special competition variants of the LG45 had been tailor-made at Staines Bridge for the Lagonda company's experienced and battle-hardened quasi-works racing team, Fox & Nicholl Limited, of Tolworth, Surrey.





1, 2
 The Honourable Brian Lewis, RAC
 Tourist Trophy, Ards, 1936
 © The Geoffrey Goddard Collection



2

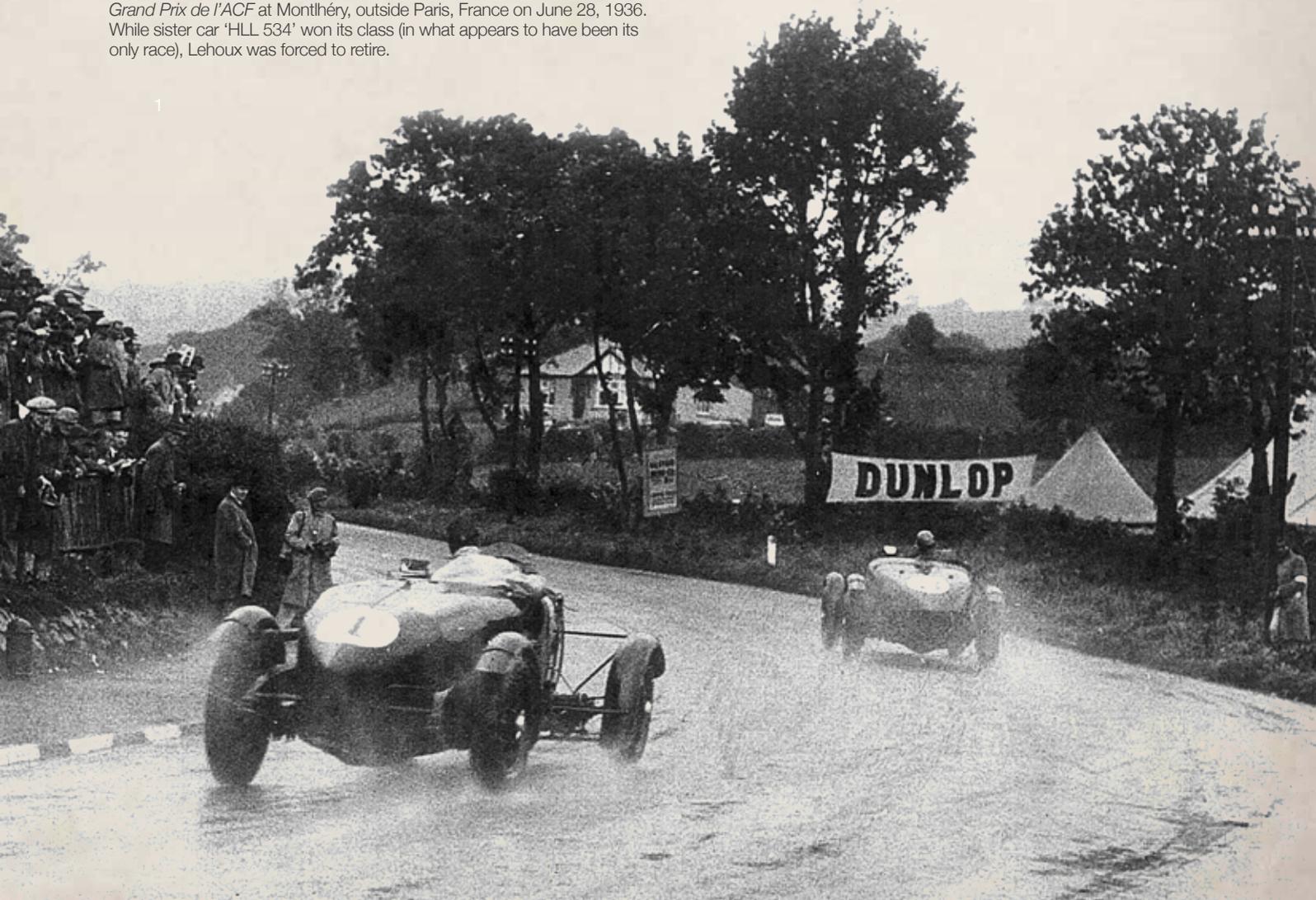
Arthur Fox and Bob Nicholl were Lagonda specialists, whose sizable business had been preparing and racing Lagonda cars since as early as 1927. Fox had persuaded the Lagonda company to support his team's competition activities and in 1929 he and Nicholl ran a flotilla of four 2-litre cars in both the Irish Grand Prix and RAC Tourist Trophy races. He rapidly established himself as a meticulous preparer of competition Lagondas, and he was never slow in improving upon the factory specification if he perceived any possible advantage. Just as Enzo Ferrari's private Scuderia ran the quasi-works Alfa Romeo team cars from 1932-37, so Fox & Nicholl's highly-effective organization became selected by the Lagonda company to represent their vital interests in International motor racing. In effect, one might read 'Fox & Nicholl' as 'Britain's Scuderia Ferrari'.

For 1936 the manufacturers' production department at Staines Bridge built four competition cars specifically for Fox and Nicholl. This quartet comprised two four-seaters, bodied to comply with Le Mans 24-Hour regulation requirements, and two two-seaters, this superb surviving example offered here being one of the latter. It was completed in May 1936 and entered by the team for that year's 24 Hour race at Le Mans, which was unfortunately cancelled due to strikes in France. It was first UK registered 'EPE 97' that August. Its sister two-seater was 'HLL 534' and also survives (incidentally sold by the Bonhams team - when known as Brooks - on behalf of the then owner Lord Dunleath in 1995) while the fate of the sister four-seaters remains obscure.

At this point Fox & Nicholl's as yet officially un-registered new car, chassis '12111', made its racing debut, apparently painted French blue instead of Fox & Nicholl's normal racing red livery. It was driven by the experienced hands of Algerian-born French driver Marcel Lehoux in the sports car *Grand Prix de l'ACF* at Montlhéry, outside Paris, France on June 28, 1936. While sister car 'HLL 534' won its class (in what appears to have been its only race), Lehoux was forced to retire.

There is some suggestion that 12111 was the car that Lehoux also campaigned at the Grand Prix de la Marne and that Seaman and Clifford ran at the Belgian Grand Prix in July, but this has never been definitively proven either way. What is certain is that by '12111's next appearance, it was registered as 'EPE 97' and finished in Fox & Nicholl's dark shade of red, for the RAC Tourist Trophy race over the fabulous Ards public road circuit outside Belfast, Ulster, in August 1936. It was driven there by the very capable aristocrat, the Honourable Brian Lewis, later Lord Essendon. The car carried race number '1' and was running in a strong second place after two hours, before sliding off the road and striking a bank. Lewis rejoined and recovered to run a close third behind Eddie Hall's famous Derby Bentley in what proved to be an epic duel.

Lewis's fastest lap of the Ards circuit during his fight back through the field was achieved at a shattering 83.20mph, compared to Hall's fastest of 81.07mph. If you imagine maintaining such an average speed around a narrow, undulating, winding loop of Ulster roads, through villages, a town centre and out around rolling farmland, you will form an accurate impression of the remarkable performance of these imposing-looking mid-1930s British sports-racing cars.





3

En route to third place in the
Brooklands 500 Miles Race, 1936
© The Geoffrey Goddard Collection

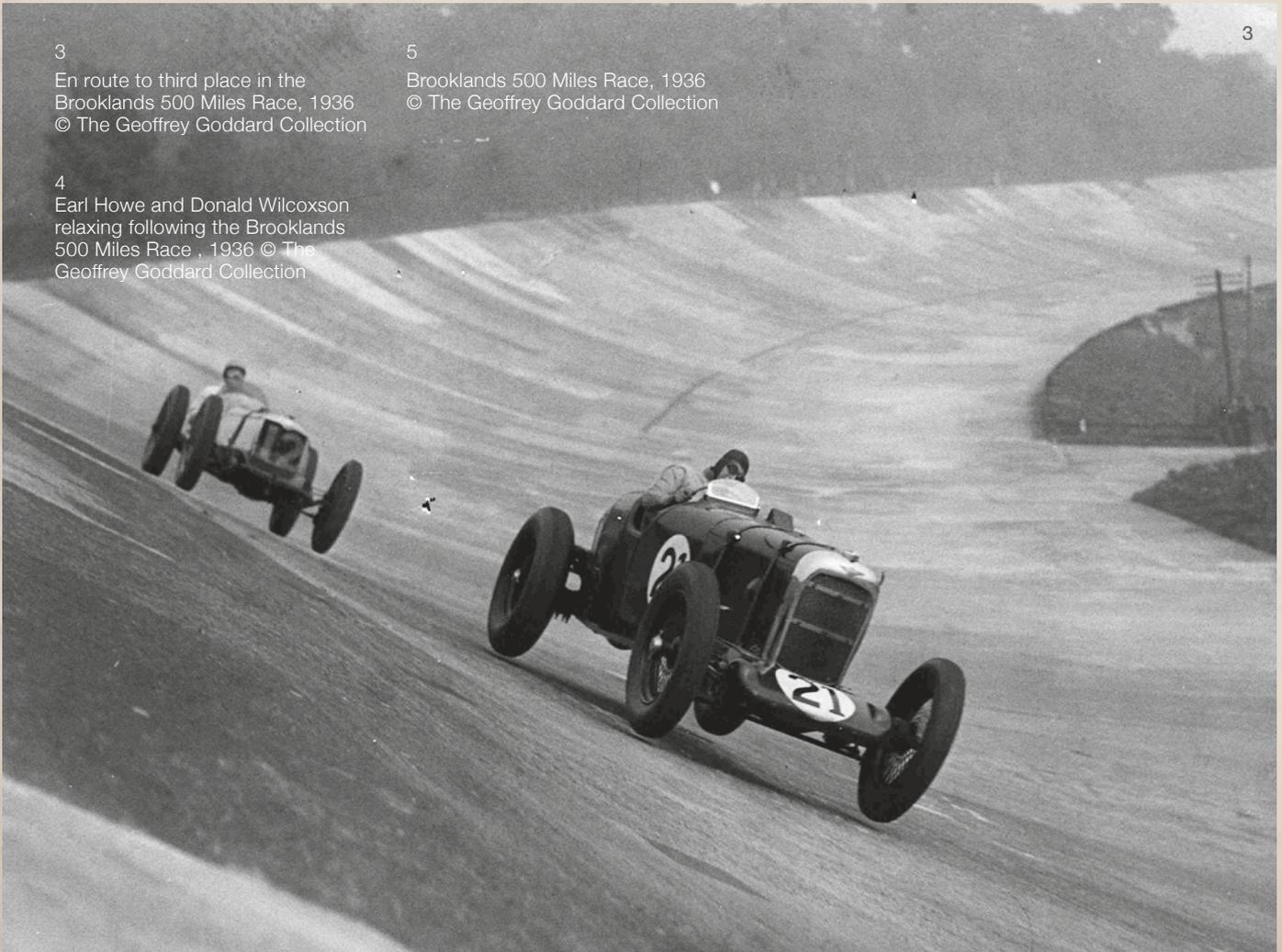
5

Brooklands 500 Miles Race, 1936
© The Geoffrey Goddard Collection

3

4

Earl Howe and Donald Wilcoxson
relaxing following the Brooklands
500 Miles Race, 1936 © The
Geoffrey Goddard Collection



Sadly, 'EPE 97' here began losing oil through a hole left by a broken engine timing cover stud, and after four hours of front-running – and recovery after his incident – Brian Lewis was reduced to touring round to nurse his car to the finish, finally coming home in 14th place at an average speed of 76.12mph.

This did not discourage Fox & Nicholl. They then entered 'EPE 97' for its third major race, the British Racing Drivers' Club 500-Miles classic on the high-speed Outer Circuit of the legendary Brooklands Motor Course near Weybridge, Surrey. This time esteemed privateer, BRDC President and former Le Mans winner Earl Howe partnered Lewis for the arduous race.

For this high-speed track race, without any tight corners whatsoever, its superfluous front brakes were removed to save weight and tyre wear. The car was fitted with a 3:1 back axle ratio, 7.00 x 21 rear tyres and fairings between the front dumb irons and over the passenger seat. Howe and Lewis drew on their considerable racing experience and achieved EPE's greatest overall result finishing third at an average speed of 113.02mph. In doing so, they won a green marble-block trophy which is today awarded annually by the British Vintage Sports Car Club for the Fox & Nicholl road-equipped sports car race at Silverstone.

Fox & Nicholl retained 'EPE 97' for another season's racing in 1937. June that year saw it competing in nothing less than the Le Mans 24-Hour race, co-driven by Charles Brackenbury and by Fox & Nicholl's 1935 Le Mans-winning star, Hawker Aircraft test pilot-cum-racing driver John Hindmarsh. They were forced to retire at 10pm on the Saturday evening, due to unspecified mechanical trouble. Sadly, this proved to be Johnny Hindmarsh's last race, as he was killed soon afterwards when his early-model Hawker Hurricane single-seat fighter aircraft crashed on St. George's Hill golf course, alongside the Brooklands Motor Course and its infield aerodrome.



That year's RAC Tourist Trophy race was run at Donington Park in Derbyshire, and 'EPE 97' reappeared, now with a tiny regulation door fitted to the passenger side, still on the car to this day. It was co-driven by Charlie Brackenbury/C.E.C. 'Charlie' Martin and the latter crashed it at Melbourne Hairpin due to breakage of its near-side front stub axle. While this was the car's last major race it was then loaned to Alan Hess – editor of the contemporary magazine *Speed* – who set a new sports car record of 104.4 miles covered within one hour from a standing start (with passenger!).

The car survived the Second World War and in 1952 it was acquired by enthusiastic racer and subsequent VSCC stalwart Joe Goodhew. He lowered the entire body 10 inches and fitted the car with an ENV pre-selector gearbox. He and Bob Freeman-Wright, the Managing Director of Kodak, then co-drove the old car in that year's major international British endurance race – the inaugural Goodwood Nine Hours. Despite being 16 years old, the Lagonda finished 14th amongst the 18 finishers and averaged 72mph around the charismatic 2.4-mile Sussex circuit, in comparison to the victorious works C-Type Jaguar's 81mph.

Shortly after, Colonel L.S. Michael acquired 'EPE 97'. He was the contemporary leading authority on tuning Meadows engines, and he constantly developed the car through a busy club racing program until as late as 1960. He achieved an astonishing record over 120 placings with the car, including victory in the VSCC Pomeroy Trophy event in 1959, and then setting a long – and possibly still – unbroken record for the marque in the Firlie hill-climb. In his hands 'EPE 97' covered the standing-start quarter-mile in 16.83 seconds, and the flying-start quarter-mile in 10.2 – 88.24mph – after a very brief run-up.

This fabulously versatile and drivable Post-Vintage Thoroughbred car then lay fallow until 1974, when it was acquired by David Dunn, who rebuilt it to its original Fox & Nicholl specification, restoring the bodyshell to its original height by fitting bonnet side panels but otherwise simply welding 10-inches of aluminium sheet back along the bottom where Goodhew had cut away the original. Both engine and gearbox were rebuilt during this extensive restoration, and it was little used by the contemporary owner before the car was offered for sale by auction in 1987. The buyer then was entrepreneur and car dealer Terry Cohn.



Mindful of the wealth of events for which the car was eligible, Mr. Cohn commissioned Coldwell Engineering to thoroughly overhaul EPE again and to prepare it for 'hard road and race driving'. At this point a contemporary engine was acquired and built to its correct race specification and sensibly what may well have been the original block was crated. It remains alongside the car to this day.

Over the course of the next decade 'EPE' perpetuated its active racing career, regularly being seen at many events either with Terry himself at the wheel or on occasions ace driver Martin Stretton. It was certainly one of his most prized cars, and was retained until his untimely death.

After Cohn's passing the Lagonda began a 15 year respite in America, leaving British shores to become the property of noted collector Dr. Richard Lisman of New York City. Dr. Lisman continued the line of true custodians of such an important automobile, actively campaigning the car while at the same time ensuring that it was maintained properly and the authenticity of the car preserved. When the original seats appeared to be deteriorating from the regularity of their use they were removed sent to a leather conservation expert and then stored (still being with the car) while exact copies were made and are in the car today. While he entrusted any mechanical repairs to acknowledged Meadows engine experts Cedar Classics under the auspices of the late Derek Green and Sue Wilkinson.



7

Alan Hess fresh from his 104.4 miles-in-the hour sports car record, Brooklands 1937 © The Geoffrey Goddard Collection

8

Le Mans, 1937 © The Geoffrey Goddard Collection

8



A passionate participant of the Mille Miglia Lisman would complete seven of the retrospective events between 2002 and 2008, before regulations tightened that year to allow only cars that had campaigned the event in period. At this point the Bonhams team handled its sale for the second time, passing his custody onto its current ownership, that of another long term enthusiast and racer.

In the last 15 years EPE has added participation in numerous events to its roster. These have included racing at the Monterey Historics at Laguna Seca, a series of Lime Rock Park meetings in Connecticut, Lagonda Club and Vintage Sports Car Club of America meetings and noted Hillclimbs at Mount Equinox in Vermont and Hunnewell in Massachusetts, where, true to form it took fastest time of the day. Its maintenance has continued to be handled by RPM of Vergennes, Vermont.

In this tenure, favouring one particular chapter of the car's history, its owner has had the car brought to resemble that of its racing in the most famous endurance race of all - the 24 hours of Le Mans. It is badged with the '3' that the car wore that day, and while carrying out this exercise, his restorer noted that the rear tube tail lights remain of the same pattern that once sat atop its tail at Le Mans to illuminate its rear racing numeral, albeit now mounted on the chassis. It is quite possible that they are the self same items.

This is an enormously charismatic classical British sports-racing car which is extremely easy and rewarding to drive. It is capable of terrific open road performance by the standards of the time, and still surprises many drivers of modern motor cars today as it is absolutely capable not only of sailing past them, but of maintaining extraordinarily satisfying average speeds on all kinds of road. It drips with history, having been handled in period by so many prominent personalities of British and European motor racing lore. It has tremendous presence. It is good looking with its distinctively streamlined tail, and has been much-loved and well maintained in its recent ownerships. And it began life as a carefully tailored Fox & Nicholl team car.

Today Bonhams welcomes 'EPE' back to the UK and appropriately to Goodwood where it ran in 1948, we are honoured to have been entrusted once again to secure a new home for this mythical pre-war racer. Its role call of major events places 'EPE' in that most lusted after category of not only being eligible by model for many of the world's most prestigious events, but having competed there in period, putting it at the top of the pile. Attesting to this history and assisting future competitive use, the car was one of the earliest and few that ever were granted an FIA Heritage certificate before the process was recalled. It has also held FIVA and FIA certificates, however owing to the fact that these apply to both car and owner these would need to be reapplied for by a new owner.



Over the course of 26 years since it first changed hands under Bonhams' gavel virtually all of EPE's brethren of Works or 'quasi Works' cars (be they 6 or 12 cylinder variants) have long since passed into major collections from which they are unlikely to emerge in the foreseeable future. For this reason it is quite possible that this is a generational opportunity not to be missed and deserving of very serious consideration.

Please note that having been outside the UK for the last 5 years the British registration 'EPE 97' has not been in use on the car. It remains available and will need to be reapplied for by its new owner.

£1,400,000 - 1,800,000

€1,800,000 - 2,300,000



241

1960 JAGUAR XK150S 3.8-LITRE COUPÉ

Registration no. 6 SPC (see text)

Chassis no. T825181DN

Engine no. VAS1153-9



What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. The new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

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

Only 150 fixed-head coupés were manufactured to 3.8-litre 'S' specification, of which it is estimated fewer than half survive.

Manufactured on 17th March 1960 and dispatch from the factory three weeks later, this matching numbers XK150S was first owned by Robertson Brothers Ltd of Woking, Surrey. It is understood that the second owner was Mr Harold Lebonwitz from Calgary, Canada who bought the car in the UK in 1975 and took it home with him. The third owner, Mr Steven Hynes of West Vancouver, Canada, bought the XK in 1993. In 1999 the car was for sale on his behalf at XK Unlimited in California, USA and passed that year via another dealer, Peter Scadron of Illinois to its fourth private owner, Mr John E Jordan of Potomac, Arizona. The fifth and last private owner, Mr Steven Strelitz of Payson, Arizona, purchased the car in 2004 and dispatched it to World of Jaguar in Phoenix, Arizona for a 'ground upwards' restoration, which was completed in 2006. Mr Strelitz was a keen collector and rally driver; all his cars, including this one, were fitted with improved cooling systems, alternators and electronic ignition (original parts with car).

Ready for tours and rallies, this rare XK150S is offered with Jaguar Heritage certificate, current MoT and an extensive history file containing numerous invoices and photographs of the restoration. We understand that a V5C registration document has been applied for, including the original registration number '6 SPC'.

£110,000 - 140,000

£140,000 - 180,000



242

The Earls Court Motor Show

1963 MASERATI SEBRING 'SERIES I' COUPÉ

Registration no. 41 GUC

Chassis no. 1817

Engine no. 1817



Introduced in 1959, Vignale's Maserati 3500GT Spyder was the creation of Giovanni Michelotti, at that time the company's star designer. Built on a slightly shorter wheelbase - 250cm as opposed to 260cm - than the coupé and constructed of steel panels rather than the closed car's aluminium, the spyder lasted in production until 1964, by which time only 245 cars had been made.

Built on the short-wheelbase chassis of the spyder and likewise styled by Vignale, the Sebring 2+2 coupé arrived in 1962. By now a five-speed gearbox, four-wheel disc brakes and fuel injection were standard equipment, with automatic transmission, air conditioning and a limited-slip differential available as options. Introduced in 1965, the Sebring Series II came with a 3.7-litre, 245bhp engine while some cars left the factory with 4.0-litre units towards the end of production in 1966, by which time 591 Sebrings had been built, around 400 of which were in the first series.

The 1963 Earls Court Motor Show display car, '41 GUC' was tested soon after by Autocar magazine (27th September edition, original copy on file) and it is interesting to note that with a price tag of £5,116 (tax paid in the UK) the Maserati was some 22% more expensive than the Aston Martin DB5 launched later that same year.

This car has, in the last two years, undergone extensive mechanical restoration and overhaul with marque specialist McGrath Maserati at a cost in excess of £53,000. All receipts and a photographic record of the work undertaken are on file. The car has had a full engine rebuild; fuel injection overhaul and tuning; the addition of electronic ignition; a full gearbox overhaul; new clutch; brake overhaul; and a new windscreen. In addition, the entire chassis was checked and any corrosion cut out and made good; a new bulkhead fitted; and the electrics totally rewired, to name just some of the major aspects of the restoration. Only 2,000 miles have been covered since the work was completed and the car is described as in generally 'A1' condition, structurally, cosmetically and mechanically.

A beautiful and original example of the extremely rare, right-hand drive, 'Series I' Sebring (only three of which are known to Maserati UK), '1817' retains the correct fuel injection, dashboard and Avorio carpets. The car has just returned from display by Maserati UK at their '100 years of Maserati' exhibition at the Society of Motor Manufacturers and Traders' London headquarters. Offered with full documentation, current MoT certificate and V5 registration document, the car is being sold by its owner to help finance the ongoing restoration of other Maseratis in his collection.

£120,000 - 150,000
€150,000 - 190,000



243

**1962 BENTLEY S2 CONTINENTAL DROPHEAD COUPÉ
COACHWORK BY PARK WARD LTD**

Registration no. 936 XUT

Chassis no. BC-131-LCZ

Engine no. C-130-BC

1 and 2

BC-131-LCZ on the Argentine
Mille Miglia, Patagonia, 2010



'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only British craftsmanship can give. The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique.' - *Autosport*.

The Continental version of the Bentley remained, as ever, exclusively a coachbuilt car. The firms of H J Mulliner, Park Ward, James Young and Hooper (with a solitary example) all offered bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition. Consolidating its in-house coachbuilding capability, Rolls-Royce purchased H J Mulliner in 1959 and two years later the firm was merged with Park Ward, which had been acquired in 1939.

The car offered here, 'BC-131-LCZ', is an early example of Park Ward's influential 'straight through wing' body style. An exceptionally well documented Continental that has had only three owners from new, 'BC-131-LCZ' was kept by the first - a Mr Boyer - from 1962 to 2004, when it passed into the care of the immediately preceding owner. Mr Boyer ordered the Bentley from Jack Barclay in London, taking his new car on vacation in Scotland before shipping it back to his home in New Jersey, USA. The Bentley covered some 64,000 miles in Mr Boyer's hands and was properly maintained at all times. It is completely damage and rust free and has never had any repairs. All correspondence from the date of original purchase, bill of sale, yearly registration cards, etc come with the car.

Cosmetically the Continental is excellent, with straight body panels, regulation panel fit and very nice paintwork. All the chromework is original and excellent with no dents or pitting, while the interior is in superb order, retaining its original leather upholstery, carpeting, woodwork and radio, the latter in working order. The boot and engine compartment are likewise totally original and in excellent condition. In short: everything on this car has been well maintained and is working. The second owner continued to maintain the car properly, entrusting the work to recognised Rolls-Royce and Bentley specialists, Brabo of Hillegom, Netherlands. There are invoices on file totalling circa €20,000 accumulated during his ownership, in which time the car was driven 25,000 miles.

The current (third) owner purchased the Bentley at Bonhams' Reims Sale in September 2009 (Lot 124). Since acquisition it has been maintained by Jeremy Padgett, the well known Bentley Continental specialist, and prepared by him for the various rallies and events in which it has participated. These include the Argentine Mille Miglia in Patagonia in the autumn of 2010, which was back-to-back with a 'fun run' event there and in Chile. The car has had maintenance and servicing work done since then and is in generally excellent running order. It has also been used for trips to the South of France and Italy, and another 'fun run' rally in Portugal in 2012. A new radio/CD player was installed in 2010.

Distinguished by its irreproachable history and documentation, long term ownership and excellent condition, this unique Bentley Continental is ready to go anywhere and comes with its original USA title, Dutch registration papers, V5C registration document and fresh MoT.

£90,000 - 120,000
€110,000 - 150,000

2



244

One of nine Lynx re-creations, ex-Dick Skipworth, Nicholas Cage

1967/1988 JAGUAR XKSS 3.8-LITRE REPLICA

Registration no. XNF 435

Chassis no. 1E50912

Body Number: LB4575-9



One of the rarest Jaguars of all, the XKSS was a spin-off from the D-Type racing programme. To satisfy sportscar regulations the D-Type had been built in numbers greatly exceeding the demand for such a specialised piece of racing equipment, and conversion to road trim was viewed as the best way of clearing unsold stocks, hence the XKSS. Modifications to make the D-Type acceptable for road use included installing a seat and door on the passenger side, fitting a full-width windscreen, and heat-shielding the side-exit exhaust system.

A mohair hood and detachable side screens provided weather protection, and, as twin fuel tanks and the spare wheel occupied the boot space, a luggage rack was provided on the tail. The 3.4-litre XK engine remained pretty much to racing specification, producing around 250bhp, which, in a car weighing just 18cwt, made for electrifying performance. The loss of a number of bodysells in the fire at the Brown's Lane works in February 1957 severely curtailed the XKSS programme, with the result that only 16 had been made when production ceased in November of that year.

Like many other legendary sports cars, the Jaguar XKSS inspired a number of imitations. An acknowledged master in this highly specialised field is the Sussex-based firm of Lynx Engineering, which enjoys an international reputation for accuracy and quality second to none.

The car we offer is one of an exclusive series of only nine such replicas made by them. Commissioned by Jaguar connoisseur and collector Dick Skipworth in 1988 and built to a high specification, its history is known from new. The following four owners in order, all in the USA, were Gary Bartlett, actor Nicholas Cage, Herb Wetson and Thomas Knudsen, who purchased the car in 2008. The current (sixth) owner purchased the XKSS in 2011.

Of riveted aluminium sheet, the coachwork conforms to the original method of construction. Unlike the original, the Lynx XKSS is powered by a larger, up-rated, 3.8-litre, dry-sump XK six fitted with triple Weber 45DCOE carburettors. Other noteworthy features include 16" wheels, a nicely patinated leather interior, and a correct original D-Type tachometer.

'XNF 435' was subject to substantial service work carried out by CKL Developments on its return to the UK in 2011/2012, and in 2013 was treated to a bare metal repaint to show standard by Thornley Kelham. Described as in generally very good condition, with excellent bodywork and paint, the car is both fast and reliable as evidenced by a faultless drive from London to Zurich in 2013. Offering breathtaking performance with classic Jaguar style, this superb XKSS re-creation comes with current MoT/tax and V5C registration document.

£225,000 - 275,000

€280,000 - 350,000





245

**1967 LANCIA FULVIA SPORT 1300 ZAGATO COUPÉ
COACHWORK BY ZAGATO**

Registration no. OPD 23E
Chassis no. 818312001155
Engine no. 818302017859



One of the first 200 made and believed to be the only Tipo 818.132 in the UK, this desirable Lancia has continuous history and has covered only 99,356 miles from new. A left-hand drive model, it was bought from the Lancia factory by a Turin-resident Englishman, Hugh Lloyd, and first registered in Italy on 16th January 1967. Mr Lloyd specified UK instruments, which are still present, and early in his ownership had Dinitrol rust proofing carried out and a set of five FPS alloy wheels fitted, which likewise are still on the car. Mr Lloyd worked at the Dino de Laurentis film studios in Rome and also at Shepperton Studios, using the Lancia to travel between the two locations.

He was a member of the Automobile Club D'Italia; the Roma division sticker is still on the windscreen and the Club passport in the history file, which also contains the original Carta De Circolazione logbook, correspondence with Lancia, service bills, Dinitrol guarantee and even insurance certificates. An original launch brochure (depicting a car in the same colour as this one), owner's manual and dealer directory are also present.

On 3rd February 1970, Mr Lloyd imported the car into the UK where it was registered 'EPE 199J'. HMC&E paperwork is on file, as is the export permit. Following an engine failure, the Fulvia changed ownership in 1983, passing to a noted Lancia collector who kept the car for some 15 years, upgrading it to a 1.3 Rallye engine complete with 35mm Dell'Orto carburetors but otherwise keeping it original. During his ownership the registration changed to the age-related 'OPD 23E'.

The Sport changed hands in 1997 and some ten years later, after a few more owners, was repurchased by the same collector who had bought it in 1983. The current vendors acquired the car in 2013, since when it has benefited from extensive renovation including minor body/chassis repairs; a repaint in original Mendoza blue; refurbishing the FPS wheels; fitting new original-specification Michelin XAS tyres; and an almost complete interior re-trim using authentic materials to original specification. The exhaust is a recent fitting and the Sport has just been MoT'd and serviced.

Ex-works HF rally cars aside, the Sport Zagato is the most desirable and collectible of all the Fulvias and undeniably one of the most striking designs of its era. Offered with its original keys and a tailored car cover, this example would be the perfect addition to any collection.

£25,000 - 30,000
€31,000 - 38,000



246

1960 AUSTIN HEALEY 3000 MK1

Registration no. 972 UYG

Chassis no. HBT712594

Engine no. 29D-RU-H/22475



This 'Mk1' Austin-Healey 3000 was restored during 2013/2014 and rebuilt as a replica of a period rally car, the vendor's intention being to keep to 1960 specification as much as possible. The triple SU carburettors have been retained, albeit without the restrictive standard air filters, and the engine bay left largely original. Rebuilt to 'fast road' specification by Richard Parker Race Engines Limited, the engine incorporates a 'Stage 1' gas-flowed cylinder head; bronze valve guides and unleaded inserts; tubular exhaust manifold; fast road/rally high-lift camshaft; 9.7:1 forged pistons; high-capacity oil pump; special harmonic crankshaft damper; and an alloy sump for better cooling and enhanced cylinder block stiffness.

The full specification is too lengthy to list here but is available for inspection. A maximum output of 185bhp at the flywheel has been achieved previously with engines of a similar specification. The gearbox and rear axle have been totally rebuilt by an expert in these Austin Healey components.

Jig built, the chassis has additional strengthening members, while the inner and outer body panels have been carefully repaired, with all joints fully seam-welded, before being treated to a bare metal re-spray. Chassis box sections and the underside have been wax protected. The running gear benefits from a new improved steering box; up-rated brakes with competition front discs and standard rebuilt drums at the rear; up-rated front shock absorbers; heavy-duty front stub axles; and adjustable telescopic rear shock absorbers. Vredestein tyres are mounted on 72-spoke silver painted wire wheels.

The interior has the black crackle-painted dashboard, rebuilt instruments and the long direct-action gear lever, while the hardtop has been fitted with a correct ventilator. Other noteworthy features include a new wiring loom and electrical components; front wing vents; twin-spares boot lid; BMC and Union Jack badges; and a custom-made stainless steel side-exit silencer. Recently completed and offered in commensurately good condition, this smartly turned out 'Big Healey' is offered with current MoT/tax and V5 registration document.

£40,000 - 50,000

€50,000 - 63,000

1956 ASTON MARTIN DB2/4 MARK II DROPHEAD COUPÉ COACHWORK BY TICKFORD

Registration no. 1 ATC

Chassis no. AM300/1191

Engine no. VB6J/813

The rare Aston Martin offered here is one of only 15-or-so drophead coupés made on the DB2/4 Mark II chassis, of which nine were right-hand drive like this example. It was first owned by one W R Bullough Esquire, who seems to have been the archetypal client for which Aston Martin catered in the 1950s: a gentleman of good taste, knowledgeable of the brand and with a well defined list of requirements that Aston Martin, then largely a bespoke manufacturer, was well positioned to meet.

In the case of chassis number '1191', Mr Bullough's requirements included that the car should be finished in Deep Carriage Green with a black interior, fitted with twin spotlights, and a hand-held Marchal spotlight for finding his way at night. He also required that the clutch pedal be built up by 2" (a modification that many DB2/4 owners would endorse) and clearly being a traditionalist, specified semaphore trafficators instead of indicators.

As a practical man he also required that the car be fitted with the Smiths 'Jackall', an innovative hydraulic system that allowed the owner to jack up the front, rear or whole car. Though Mr Bullough's sporting aspirations can only be guessed at, it is worth noting that the factory chassis card lists the special requirements to include a 'Mod. Cyl. Head' and Alfin brake drums.

Examination of most Aston Martin chassis cards show that very few cars benefit from continued maintenance by the works, particularly when they fall into the hands of second or third owners or once the manufacturer's guarantee has expired. However, for the first nine years of its life, until the mileage reached 54,000 (a new speedometer was fitted in 1961 at 27,000 miles) chassis '1191' was fully maintained at Aston Martin's Works Service Department. With the odometer now showing 57,000 miles, the car's total mileage is approximately 84,000, which is consistent with its long period of storage (see below) and the third owner's recollection.



P R Southall Esq. is listed on the Aston Martin chassis card as the second owner, the third owner purchasing the car from him in 1975, an ownership that was to last 39 years until 2014. As with many forays into Aston Martin ownership, the purchase in 1975 resulted from the encouragement of a close friend who was already an Aston owner. During a custodianship of almost four decades, the car was stored for 29 years and last taxed for the road in 1985. It emerged only in March 2014.

The third owner entrusted the Aston's maintenance to the nearby Vicarage Garage, who serviced it regularly. When Vicarage's proprietor retired, maintenance was entrusted to a local specialist where it was worked on by a young mechanic named Andy Chapman, who would later co-found Chapman Spooner Ltd, one of the UK's leading Aston Martin restorers, and who for many years has been Technical Adviser to the Aston Martin Owners Club.

Reappearing after its 29-year sojourn, this car may well be the most original extant and is probably the last un-restored example of the model given the limited number manufactured. Very unusually for cars of this age, particularly those that have been stored, chassis '1191' is complete with all its original tools to the engine compartment and armrest, and even the brake bleed tin and its contents.

Though requiring body restoration, the car secured an MoT certificate in April 2014 with little servicing necessary other than expected items such as new brake lines, wheel cylinders and brake master cylinder, flushing and treating the petrol tank and, with safety in mind, the replacement of the aged Avon Turbospeed tyres. We are advised that the engine holds excellent oil pressure and is exceptionally sweet running, which a recent fast run through the Cotswolds attested, though given the lengthy time in storage, a full check of all the car's mechanical components is recommended.

At the AMOC annual Concours d'Élégance at Ragley Hall on 18th May, the car - definitely the only one on the lawn that had not been washed and polished since 1985 - was exhibited in the 'Pride of Ownership' class, to the intense interest of members and Aston Martin directors.

With special cars such as Aston Martin '1191', originality, rarity and a proven unblemished provenance are the most important factors determining their value. In meeting these three criteria perfectly, this Aston Martin DB2/4 represents a very rare opportunity, not having been offered on the open market for almost four decades. Taxed, MoT tested and ready for the road, this is surely a most interesting and unusual 'barn find'.

£200,000 - 250,000
€250,000 - 310,000



248 N

The ex-Abba

**1975 MASERATI MERAK SS COUPÉ
COACHWORK BY ITAL DESIGN**

Chassis no. AM122A 1344



(Book and photograph included with lot)



Cars associated with celebrities have always exerted a powerful attraction for collectors, and there can be few celebrities better known, or loved by their legions of loyal fans, than Abba. Formed in Stockholm, Sweden in 1972, the group took its name from the initials of the four members: Agnetha, Björn, Benny and Anni-Frid, and first sprang to prominence by winning the 1974 Eurovision Song Contest with 'Waterloo'. They have since gone on to sell some 380 million albums and singles worldwide, making them one of the most successful popular music acts ever. During 1975, the year the Merak was manufactured, the group released two of its best-loved singles: 'SOS' and 'Mamma Mia' as well as the self-titled album 'Abba'.

The Maserati was purchased new in 1976 by Benny Anderson whose company, Harlekin, is recorded on the original registration papers (copy on file). Photographs of Abba with the Merak are reproduced in 'Abba – The Photo Book', a copy of which accompanies the car together with its original handbook. Not offered for public sale in the last 20 years, the Abba Merak is described as very original and in generally good condition, having been repainted in 1994. A total of 59,000 kilometres (approximately 36,600 miles) is currently displayed on the odometer.

Launched in 1972, the mid-engined Merak was intended as competition for Ferrari's top-selling Dino 246 and used a stretched, 3.0-litre, 190bhp version of the four-cam V6 that had debuted in the Citroën SM. The French firm owned Maserati at the time so the Merak made use of the SM's transmission, power-operated all-disc braking and, more controversially, Citroën's quirky instrumentation, though this applied to left-hand drive cars only, right-hand drive examples using the more conventional fascia of the Bora.

The unitary construction chassis, all-independent suspension and impeccable handling remained basically as the V8-engined Bora's, though the Merak offered the convenience of '+2' seating in the rear and superior all-round vision thanks to its distinctive rear 'flying buttresses'.

Competition from Ferrari's new Dino V8 prompted the introduction of a more powerful version - the Merak SS with 220bhp engine and revised interior - for 1975, ZF transmission being adopted shortly after. Widely recognised as one of the finest, if not the finest, of contemporary V6s, the Merak SS engine proved smooth, powerful and capable of delivering its urge over a surprisingly wide range for such a high performance engine. Like any true thoroughbred, the Merak possessed handling commensurate with its breathtaking acceleration and 150mph maximum speed. 'Performance and handling are the raison d'être of a mid-engined sports car, and the Merak's astounding cornering power is a match for its straight-line punch,' observed Motor magazine.

Changes made to the SS suspension greatly improved ride comfort over that of the original Merak, while alterations to the instrumentation, switch gear, and interior, and the phasing out of the Citroën brakes in favour of a more conventional system addressed some of the criticisms levelled at the earlier version. The most successful Maserati of its day, the Merak ceased production in 1983 after 1,832 had been built, 626 of them the SS version.

£60,000 - 80,000
€75,000 - 100,000



249

1967 FORD MUSTANG SHELBY GT350 COUPÉ

Registration no. WME 9G

Chassis no. 67200F5A01598

Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang 'pony car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalising on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby Mustang - the GT350 - arrived in 1965 powered by a modified version of Ford's 289ci (4.7-litre) small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. A four-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, three-speed automatic soon became available as an option.

The running gear was appropriately up-rated to cope with the GT350's increased performance, incorporating the optional Kelsey-Hayes front disc brakes, stronger Ford Galaxie rear axle, Koni adjustable shock absorbers and aluminium-alloy wheels. The first cars were supplied minus the rear seats, thereby qualifying the GT350 as a two-seat sports car! Outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centreline. On the open road there was, of course, no comparison.



One of the great iconic muscle cars of the 1960s, the Shelby Mustang continued to be based on the stock version, receiving the latter's styling changes and mechanical improvements while retaining its own distinctive special features, until production ended in 1970.

This exceptionally well documented GT350 comes with a wonderful history covering virtually its entire life, including the all important Marti Report confirming its authenticity. The car was completed 22nd March 1967 (28 days behind schedule) at the San Jose, California factory and shipped to Minar Ford Inc in Minneapolis for retail sale. It is one of 1,174 GT-350s manufactured in 1967, of which 821 had manual transmission like this example. We are advised that the current odometer reading of 24,852 miles is believed correct and that the car retains its original block cylinder heads, transmission and rear axle.

The first US owner is not known but in any case the Shelby was soon exported to the UK (in 1968) where it was raced competitively in club events before being sold to Anthony Wolfe Motors of Middlesex in 1971. On 4th June 1971 Mr R G C Watling purchased the GT350, which came complete with a trailer and a set of slick-shod racing wheels (bill of sale on file). In February 1978 the car was purchased by Simpson's of Wembley (the UK's largest importer of new American cars) still wearing its white and blue racing livery. Simpson's reinstated the original colour scheme and 'WME 9G' was run by Phil Simpson, a director of the company.

The car's next purchaser was Mr Robert William Mael in 1979. While in his ownership 'WME 4G' was photographed with Carroll Shelby at the inaugural Street Racing Promotion in Birmingham in 1984. Repatriated to Florida, USA in 1986, the car had two private owners in Florida (details on file) before passing via a dealer in Colorado to Robert Brooks, founder of Brooks Auctioneers and Bonhams' current Co-chairman.

Re-imported to the UK in December 1989, the car comes with records of its racing career in the 1970s, '80s and '90s and has FIA papers dated 1990. Purchased by the Marlboro Tobacco Company, the Shelby given as the star prize in its 'Coast to Coast' promotion in July 1991 and was won by Mr P Hanson of Bradford, Yorkshire. In March 1992 the car was purchased from a Bradford motor dealer by D Dean Motors of Ruislip and then had two further private owners (details on file) before its purchase by the current vendor in 2001.

In 2008 a full 'last nut and bolt' documented restoration commenced in consultation with Alan Faulkner-Stevens of muscle car specialists Dragon Wheels of Buckinghamshire at a cost of circa £100,000+VAT (bills on file). Only some 130 'shakedown' miles have been covered since the rebuild's completion in January 2014 and the car is presented in effectively 'as new' condition. Taxed, MoT'd and offered with V5C document, 'WME 4G' represents a rare opportunity to acquire one of these iconic muscle cars, fresh from total renovation.

£90,000 - 120,000
€110,000 - 150,000



250

Formerly the property of Byron Lee

1966 JAGUAR E-TYPE SERIES 1 4.2-LITRE ROADSTER

Registration no. YTA 469E

Chassis no. 1E13987

Engine no. 7E9177-9



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

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. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

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.

This superb left-hand drive E-Type roadster was sold new to Richard A Becker of Cincinnati, Ohio and subsequently owned - it is believed - by Byron Lee, the influential Jamaican musician, record producer and entrepreneur. As leader of The Dragonaires, one of Jamaica's top show bands since the early 1960s, Lee helped further the careers of dozens of up-and-coming performers including Jimmy Cliff, The Maytals and The Blues Busters. He was instrumental in raising the profile of ska and later established Dynamic Sounds, then the Caribbean's best-equipped recording facility. Dynamic played host to Bob Marley, The Melodians, Junior Byles and countless other Jamaican greats as well as Paul Simon, Roberta Flack and The Rolling Stones, who recorded 'Angie' there.

This E-Type is a matching numbers example retaining its original engine, gearbox and body tag. Jaguar E-type specialists Lanes Cars completed its rebuild in May 2014 and the car has covered a 300-mile road test since completion. It has had new floors, inner and outer sills, new boot floor and other fabrication, all undertaken by Lanes including painting the exterior in dark metallic blue. A complete new wiring loom has been fitted. The engine has been rebuilt with new pistons/rings and shell bearings, while the cylinder head has been reworked for unleaded fuel. The gearbox and differential have been refurbished. Upgrades include Gaz platform shock absorbers, stainless steel brake hoses, large-core radiator, slim-line electric fan and chromed wire wheels. A full photographic record of the entire restoration process, amounting to 500 images on a CD-ROM, is included in the sale. Presented in commensurately excellent condition, the car is currently taxed/MoT'd and comes with Heritage Certificate and V5C registration document.

£120,000 - 140,000
€150,000 - 180,000



251 N

**1952 ASTON MARTIN DB2 SPORTS SALOON
COACHWORK BY MULLINERS (BIRMINGHAM) LTD**

Chassis no. LML/50/281

Engine no. LB6B/50/6581952



This particular DB2 was completed in November 1952 and despatched to Brooklands of Bond Street on 17th April 1953. The car was registered 'NLO 949'. Its first known owner was Mrs J Bromage of London (1990-1993) followed by Mr Pat Anderson of Aylesbury (1993-2006). The Aston then had an unknown owner in Germany before returning to the UK in February 2007 in the ownership of Richard Dodkins of Stafford, from whom it was purchased by the current vendor in June 2008. A member of the Aston Martin Owners Club, the vendor had owned a DB Mark III for eight years before purchasing this DB2. The car is currently registered in Germany.

While in Richard Dodkin's ownership the Aston had been completely restored by renowned DB2 specialists Four Ashes Garage, who upgraded the engine for increased power, converted the electrics to negative earth, fitted halogen headlights and installed DB5 disc brakes. The interior is trimmed in dark green hide with black carpets, and features an original Halda Twinmaster and two bespoke bucket seats which are replicas of the seats in the works DB2 Le Mans race cars (originals with car). Other noteworthy features include a Dynator and Dayton wire wheels shod with Michelin Pilote radial tyres.

Four Ashes regularly serviced the car for the first year following its restoration, since when it has been looked after by Davron. No effort has been spared in ensuring that the Aston would be a reliable long-distance tourer capable of covering up to 1,500 kilometres per day without problems on the European auto-routes.

Regularly driven from Hamburg, Germany to Davron's premises at Dinton near Salisbury for inspections (a round trip of some 2,000 kilometres) the car has covered circa 15,000 kilometres (approximately 9,300 miles) since the rebuild by Four Ashes Garage.

The DB2 has competed in various rallies and hill climbs including the Ennstal Classic, Württemberg Classic, the famous Vernasca Silver Flag at Piacenza, Italy and the Bo'ness Hill Climb Revival at Bo'ness, Scotland and has always been driven to these events. It has won the 'Outstanding GT' award at the Vernasca on three occasions. The Aston has also made frequent trips from Germany to the Goodwood Revival meeting and Goodwood Breakfast Club.

'NLO 949' has appeared in various magazines, most recently 'Prestige Cars & Luxury' (Winter 2011/2012 edition). It has also featured in 'Octane' (April 2007) appearing on the front page and in an article entitled 'Evolution of the Species - All DB Aston Martins' representing the DB2; and in 'Classic Cars' (January 2010) again on the front page and in the article 'Distinctly British'.

Presented in generally very good condition, this sensibly upgraded and eminently useable DB2 is offered with sundry restoration invoices and photographs, BMIHT Certificate and German TÜV.

£140,000 - 180,000

€180,000 - 230,000





252 *

The ex-London Motor Show, Lady Docker
1954 DAIMLER DK400 'STARDUST' LIMOUSINE
COACHWORK BY HOOPER & CO LTD

Chassis no. 92700



Daimler maintained its long-established position as royalty's favourite in the immediate post-WW2 years while grabbing headlines in the popular press thanks to a succession of often outrageous 'Docker Specials' featuring bodies by in-house coachbuilder Hooper & Co. The driving force behind these sensational styling exercises - all the more remarkable for their appearance at a time of great austerity - was Lady Docker (née Norah Turner), wife of the parent BSA Group's millionaire chairman, Sir Bernard Docker. Lady Docker had been appointed a director of Hooper's, with special responsibility for styling matters, and set about transforming Daimler's staid image into something altogether more exciting, commencing with the spectacular 'Golden Daimler' which amazed crowds at the 1951 Motor Show.

The couple had married in 1949 when Norah was 44 and Sir Bernard 53; it was her third and his second marriage. A former dancer at the Café de Paris, Norah had been left well off following her previous marriages to wealthy businessmen and had acquired a taste for the high life. Declaring, 'Daimler can't survive on status alone,' she convinced Sir Bernard that the firm needed shaking up and was duly given a seat on Hooper's board of directors.

In an awe inspiring display of excess, Norah specified red crocodile skin, blue lizard skin, gold stars and silver metallic paint. For the first 'Docker' car - the 1951 'Golden Daimler' - she used £900 worth of gold plating, and this at a time when that sum would have purchased two Morris Minors and left enough change to buy a small motorcycle. Justifying this extravagance, she explained: 'It was practically impossible to obtain chrome.'

The culmination of this succession of sensational Docker cars was the so-called 'Ivory White Golden Zebra', a voluptuous extravagance on the 4.6-litre, six-cylinder, DK400 limousine chassis, which debuted on Hooper's stand at the 1955 Earls Court Motor Show. Lady Docker was particularly proud of the zebra skin upholstery. When asked 'Why zebra?' she famously replied with a flippancy that would have made Marie Antionette blush: 'Because mink is too hot to sit on.'



'Stardust', the penultimate car of the series, was built on the DK400 limousine chassis and bodied by Hooper at a reported cost of £12,500. The coachwork was finished in Royal Blue and silver, with 5,000 silver six-pointed stars on the sides, while the dancer bonnet mascot was modelled on Lady Docker herself.

Norah once again excelled when it came to the interior decor, specifying hand-woven silver-grey silk brocatelle upholstery for the rear compartment and blue crocodile skin trim for the aluminium cabinets. The central division and double-glazed side windows were electrically operated, as was the sliding shutter beneath the fixed glass sunroof above the rear seats. There were four crocodile skin suitcases in the boot. For all its opulence, the relatively restrained 'Stardust' exhibited surprisingly good taste, and a similar car was made by Hooper for the Queen Mother in 1955.

In April 1956, 'Golden Zebra' and 'Stardust' were shipped to the South of France for the wedding of Prince Rainier of Monaco and film star Grace Kelly, to which Sir Bernard and Lady Docker had been invited. Their invitations are sold with the car. By this time the Dockers' perceived extravagance was causing rumblings of discontent within the BSA Group board and on 30th May 1956 a special meeting was called that resulted in Sir Bernard being voted out of office. The board concluded that the five 'Docker Daimlers' had been commissioned, not to generate publicity for the company as the Dockers claimed, but for the couple's personal amusement. Sir Bernard ended up with a £50,000 bill for their construction, to which the Inland Revenue added a further £20,000 tax bill.

With their creators banished, the Daimler show cars were stripped of their expensive trimmings and sold. In 1966 'Golden Zebra', which cost £12,000 to build (many times the value of the average semi-detached house at the time) was offered for sale by Daimler distributors Henlys of Chester with 25,000 miles on the clock for only £1,400.



The Dockers too suffered a similar decline; running out of money, they were expelled from their Monaco residence and for a while lived on Jersey, having sold their yacht and Hampshire estate. Sir Bernard died in a nursing home in 1978 and Norah, who spent her final years living in the Great Western Hotel, Paddington, in 1983, almost penniless.

By this time, 'Stardust' had enjoyed a miraculous rebirth. Found abandoned on a Welsh farm with a frost-damaged cylinder block, the car was fully restored to show condition in 1980. Geoffrey Francis, the heraldic artist who had worked on the car in 1954, was commissioned to reapply the stars to the coachwork. By this time, of course, crocodiles had become an endangered species, so blue-dyed lizard skin – a Norah Docker favourite - was used instead for the interior trim. Wonderfully redolent of the 1950s, an age when excess still had the capacity to shock, this uniquely stylish piece of Daimler history is worthy of the closest inspection.

Stardust was acquired from the renowned Blackhawk museum by a previous owner in the 1980s and subsequently imported into Japan. The present Japanese owner acquired the Daimler in the 1990s. The car was started occasionally but has not been driven on public roads. We are aware the brakes require attention and the Daimler will need re-commissioning prior to road use.

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

£130,000 - 160,000

€160,000 - 200,000

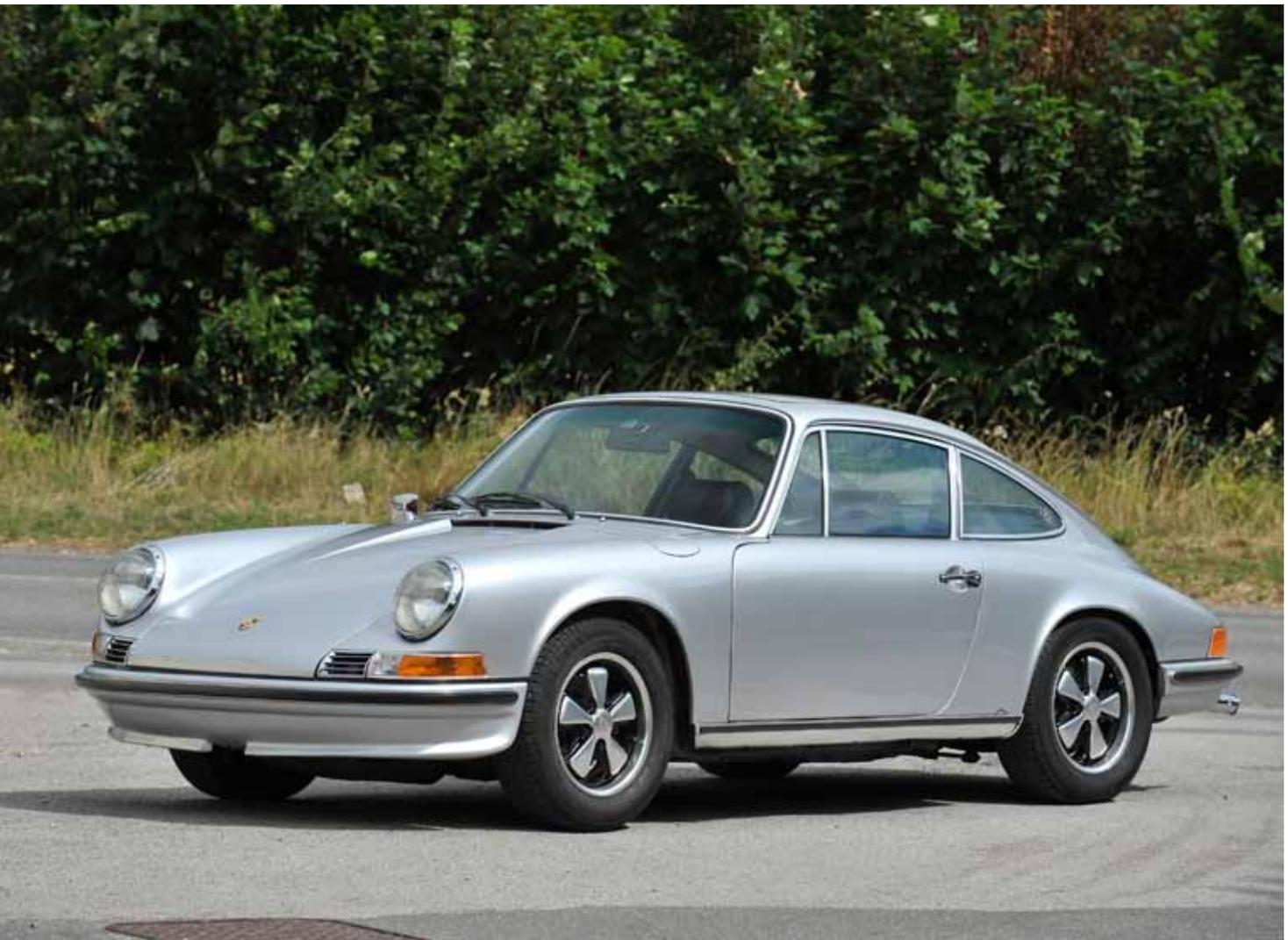
253

1971 PORSCHE 911S 2.2-LITRE COUPÉ

Registration no. TBA

Chassis no. 9111300760

Engine no. 6311277



This particular 2.2-litre 911S is one of only 44 right-hand drive examples delivered to the UK in 1971 out of 78 cars in total, making it a very rare Porsche indeed. It is a matching numbers example finished in its original colour of silver metallic with black interior, while original factory options comprised an electric sunroof, electric windows, tinted glass, rear screen wiper and black leatherette seats with corduroy centres.

In February 1979, with a total of approximately 9,500 miles on the odometer, the car was exported to dry and sunny Brisbane in Australia (no salted roads there) by an Australian ex-patriot. Since then has passed through the hands of three Porsche Club Queensland presidents and three subsequent owners: one in Victoria and two in Sydney.

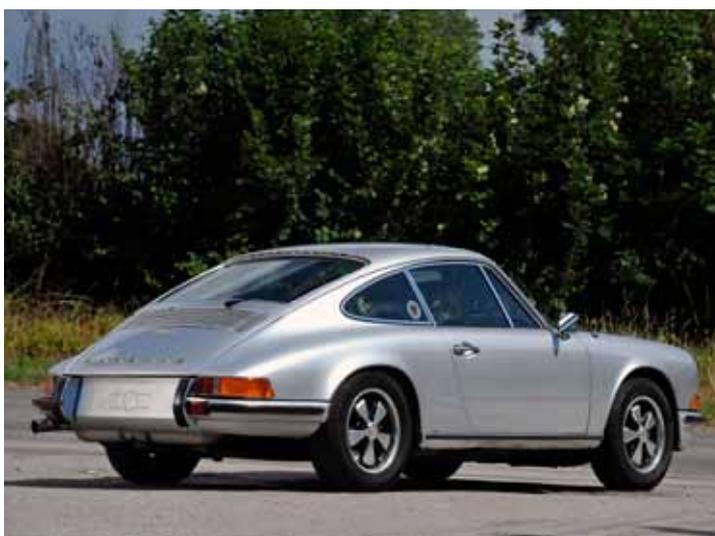
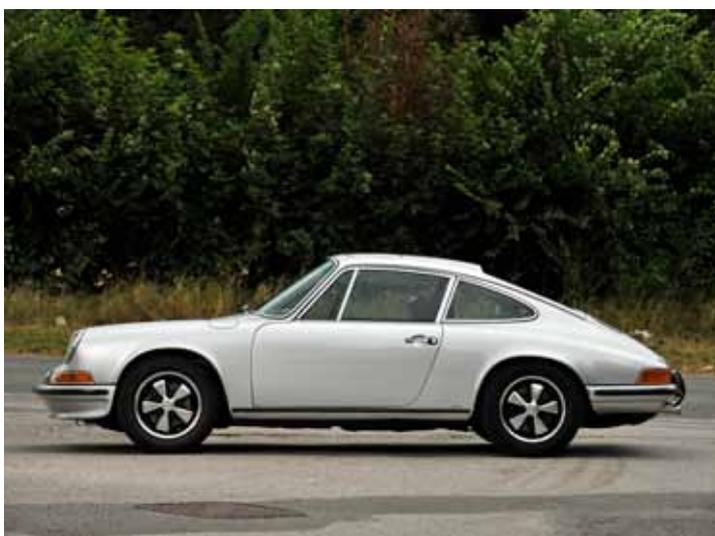
The car comes with a substantial folder of documentation dating back to 1978, which suggests that the current odometer reading of 63,950 is correct (the distance travelled is actually 163,950 miles as the five-digit odometer has travelled around once). Much care and attention has been lavished on this Porsche over the years, as evidenced by invoices for two engine rebuilds (in 1980 and 1994) and two gearbox rebuilds (mid-1980s and 1993) plus all the other routine maintenance one would expect.

The invoices show remedial work to the body in 1986 and a major refurbishment in 2006 at a cost of around AU\$31,000, which resulted in confirmation that the car has not had any major crash repairs and that the bodyshell was straight. On conclusion of the repairs, a complete 'glass out' re-spray in the original colour was carried out. Photographs of the rebuild are on file together with a detailed account of the restoration process written by the then owner, Dennis Brooks. The car is still in beautiful condition today.

More recent work includes refurbishment of the front seats in houndstooth check, new headlining, new factory 85-litre plastic fuel tank, new Koni Classic shock absorbers, SSI heat exchangers, wheels refurbished to correct finish, etc. The car comes with the original Durant mirror ('flag' style currently fitted for better visibility), the original clock (voltmeter fitted in place), a genuine Fuchs spare wheel and a number of other period spares. Re-imported to the UK in 2014, this highly original and correct 911S is offered with the aforementioned history, Porsche Certificate of Authenticity, old-style logbook and current MoT.

£130,000 - 160,000

€160,000 - 200,000



254

**1956 WINGFIELD JAGUAR 3.8-LITRE D-TYPE RE-CREATION
COACHWORK BY WILLIAMS & PRITCHARD**

Registration no. 870 UYE

Chassis no. 769101BW

Engine no. N6112-8



'This 190mph technical masterpiece, designed, built and prepared totally within Jaguar, was to achieve a hat-trick of spectacular Le Mans victories in the 1950s.' - Paul Skilleter, *Jaguar: The Sporting Heritage*.

The Jaguar C-Type had won the coveted Le Mans 24 Hour race twice (in 1951 and 1953) and was still competitive when Chief Engineer Bill Heynes and his team set about designing its successor. Moving the game on, Heynes abandoned the C-Type's tubular spaceframe chassis, adopting instead an aluminium monocoque body tub to which the aluminium front sub-frame carrying the engine and suspension was welded. It was an immensely far-sighted design, though later versions switched to a bolted-on steel framework. As ever, victory at Le Mans was Jaguar's first priority and so a great deal of attention was paid to getting the aerodynamics right. Aerodynamicist Malcolm Sayer duly came up with an efficient, wind-cheating shape that enabled the D-Type to outrun the opposition despite having a deficit of over 100 horsepower on occasions. In so doing he also created one of the most beautiful racing sports cars ever made. As well as building cars for the works team, Jaguar also undertook a limited production run for sale to privateers and between 1954 and 1957 some 87 in total of all variants were produced at Jaguar's Coventry factory.

Jaguar's multiple Le Mans wins in the 1950s - twice with the C-Type and three times with its D-Type successor - as well as numerous victories in the other great classic endurance events, have ensured a continuing healthy demand for replicas of these rare and exotic works sports-racers.

Acknowledged master in this highly specialised field is Brian Wingfield, an engineer famous for his Ford GT40 restorations and highly accurate C-Type and D-Type replicas. Constructed in the early 1980s, the car takes its identity and chassis plate from a 1956 Jaguar Mark VII saloon. This 'long nose' D-Type was originally commissioned by an American collector who subsequently loaned it to a prominent motor museum where it resided in an ideal environment for 30 years. It was driven approximately 100 miles annually, with service items regularly dispatched from Wingfield. The current odometer reading is only 3,021 miles.

Following the owner's death, the car was repatriated to the UK by JD Classics on his widow's behalf. Commencing in 2013, JD Classics undertook a thorough re-commissioning, which was only completed in February of this year (bills on file). The current (second) owner confirms that the D-Type provides a faultless and exhilarating drive, and advises us that it is identical to the real thing apart from not having the wide-angle cylinder head or Plessey servo-assisted brakes. Offered with current MoT and V5C registration document, this beautiful D-Type is presented in generally excellent and exceptionally original condition, having enjoyed an unusually easy and cosseted life.

£140,000 - 180,000
€180,000 - 230,000



255

1960 JAGUAR MK2 3.8-LITRE AUTOMATIC SALOON

Registration no. 9471 CR

Chassis no. 201730DN

Engine no. LA6748-8



senting the Jaguar Mk2 in its ultimate 3.8-litre configuration, this automatic transmission example has been built to an exceptional standard and specification. The car was commissioned by noted BRDC member and Jaguar collector, Peter Hall, who was the owner of the History of Jaguar Museum. Located in Maldon, Essex, the latter was one of the world's largest and most significant private Jaguar collections. The Museum was famous for the quality of its restorations, and its workshop lives on today in the form of the successor Fullbridge Restoration Company, based a few miles away at Witham.

Peter Hall's ambition was to build the ultimate Mk2, and to that end he sourced a brand new Jaguar Mk2 bodyshell from Germany at a cost of some £10,000, while all the other components used were re-engineered, modified and improved before assembly. The result of this 'no-expense-spared' approach was confirmed in 1996 by *'Jaguar World'* magazine, which described this Mk2 as the finest example they had ever seen: 'an absolute gem' (copy article on file). The car takes its identity from a Mk2 donor vehicle - '9471 CR' - first registered on 6th September 1960.

The immediately preceding owner purchased '9471 CR' from renowned Jaguar specialists, JD Classics of Maldon, Essex, in 2010. Not content with its already exceptional specification, he asked them to carry out a series of upgrades.

These included installing a modern ZF automatic gearbox; power steering; electronic ignition; electric radiator cooling fan; up-rated brakes; air conditioning; front and rear parking sensors; central locking with alarm; modern stereo system with iPod connection (discreetly concealed); electric windows front and rear; black-painted wire wheels; and raised front seats. Dated 31st March 2010, the related invoice is for £118,500. Relatively few miles have been covered since then and only 5,869 since the original build in the mid-1990s.

Stored within the previous owner's private collection, the Jaguar was purchased by the current vendor in February 2013 and immediately dispatched to JD Classics for a full service and the correction of various minor faults, including localised body repairs and repainting. At the same time, the car was upgraded yet again, receiving JD Sport heated front and rear screens, a JD Sport handmade exhaust system, and JD Sport Koni shock absorbers front and rear. JD Classics' detailed invoice for £21,500 is on file. Few Jaguar cars of any sort can have had as much expenditure lavished on them as this Mk2.

Finished in the ideal combination of British Racing Green with tan leather interior, the car comes with the aforementioned invoices, old-style continuation logbook, recently expired MoT (April 2014) and V5C registration document. Offered today at a mere fraction of the accumulated build costs, this unique car represents an wonderful opportunity to own a very special Jaguar Mk2 combining classic style with the best of modern technology.

£60,000 - 70,000
€75,000 - 88,000



From the estate of the late John Coombs
1950 JAGUAR XK120 ROADSTER

Registration no. OLH 3

Chassis no. 660280

Engine no. W2853-8

Racing driver John Coombs had enjoyed considerable success in his chosen career, including a win in a minor Formula 1 race, before giving up competitive driving to concentrate on running his Guildford-based Jaguar dealership. He continued to prepare and enter cars under his own name for other drivers, including stars of the day such as Ron Flockhart, Roy Salvadori, Jack Brabham and Bruce McLaren.

Coombs' name will forever be linked with that of Jaguar, his Mk1 and Mk2 saloons being at the forefront of British saloon car racing throughout the late 1950s/early 1960s. Capitalising on the lessons learned from competition, he offered a wide range of race-proven modifications aimed at making the road-going Mk2 both faster and more reliable.

1
National Race Meeting, Goodwood, 1954

2
Cats Eyes Rally, 1954

3
National Six Hour Handicap Relay Race, 1954

When the E-Type sports car came along he raced that too with considerable success. More recently his company has built several up-graded Jaguar E-Types using the best of modern technology. John Coombs sadly passed away at his home in Monaco in August 2013, aged 91.

Chassis '660280' was first registered on 22nd November 1950 as 'LXD 437'. Subsequently reregistered 'OLH 3', the car was enthusiastically campaigned in club races by Benjamin Harvey Bowring, its owner from January 1954. During WW2, Flying Officer Bowring, as he then was, had flown Hurricanes with 111 Squadron during the Battle of Britain and later (from November 1940) with 260 Squadron on air defence and convoy patrols from its base in Scotland.



After a period in the Middle East, he served with Air Sea Rescue Squadrons 276 and 277 back in the UK and ended the war commanding 278 Squadron at RAF Coltishall.

Ever the daredevil, Bowring was also a member of the famous St Moritz Tobogganing Club, founders of the Cresta Run. In 1954 Bowring entered his XK120 in the 750 Motor Club's 6-Hour Handicap Relay Race at Silverstone, where he and fellow Club member C K W Schellenberg came home 3rd overall. Modifications made to the Jaguar at this time – no doubt inspired by the Écurie Écosse cars – included C-Type 2" SU carburettors and C-Type exhaust manifold, a quick-action fuel filler cap and front wings cut away for improved brake cooling. In September 1954, while still owned by Bowring, the car was crashed at Goodwood, it is believed by well-known Jaguar exponent Dick Protheroe.

'OLH 3' was then rebuilt around a new, un-stamped chassis supplied by the factory. Jaguar later repaired the original chassis, which John Coombs then bought and built into another XK120, which he retained.

Sold by Bowring in 1955, 'OLH 3' remained in the London area for several years before being taken to Devon where it resumed its competition career, participating in sprints and hill climbs. The accompanying old-style logbook lists a further six owners during this period. Changing hands again in 1969, the XK was never driven by the purchaser's eldest son, for whom it had been intended, and remained in the family garage, untouched, for the next 40 years. When offered for sale at auction in 2009 as a 'barn find', albeit one of some considerable importance, the car was still complete and even retained the C-Type carburettors and exhaust.

Acquired by John Coombs, 'OLH 3' was then fully restored, being reunited with its original chassis – '660280' – in the process. The unstamped chassis went into John's other XK120. Although the engine currently fitted – 'W2853-8' – is not original to the car, the original engine block ('W2433-7') is present and will be supplied to the buyer. Accompanied by V5C document and copies of period race photographs, including two taken at Goodwood after the 1954 crash, this historic Jaguar XK120 is presented in lovely order.

£80,000 - 120,000
€100,000 - 150,000





1
1930 Mille Miglia, Bassi
and Gazzabini en route
to their class win

257

**The ex-1930 Mille Miglia Class winner and 5th Overall (Bassi/
Gazzabini), 1930 Targa Florio (Nando Minoia), 1930 Irish Grand
Prix (G.Ramponi) and 1930 Tourist Trophy, ex-Heiko Seekamp,
regular Mille Miglia retrospective entrant and finisher**

**1930 OM 665 SS MM SUPERBA 2.3 LITRE SUPERCHARGED
SPORTS TOURER**

COACHWORK BY S.A. CARROZZERIA SPORT, MILAN

Registration no. GN 8762

Chassis no. 6651095

Engine no. 6651095



1

This is a truly historic pre-war Sports Racing Car, and the most successful survivor of the noted OM marque, one of the very special definitive supercharged versions which among many events campaigned the Mille Miglia in 1930.

The Mille Miglia and the Brescia based OM Company are inextricably intertwined. It is said that one of the inspirations for the founders of the Automobile Club of Brescia, Aymo Maggi and Franco Mazzotti and their thousand mile race was the moving of the Italian Grand Prix away from their home town to Monza. Together with their mentor Renzo Castagneto, and journalist Giovanni Canestrini in little more than three months from its conception in December 1926, they had organised the first Mille Miglia, staging a new event that began and finished in Brescia charting a 'figure of eight' course down to Rome and back. To add a 'fairytale' ending to the equation, it was won with a 1-2-3 finish by Brescia based car manufacturer, OM.

The OM (Officine Meccaniche - Mechanical Workshops) company came into being in 1899 as a result of the merger of Miani, Silvestri & Co with Grondona, Comi & Co, both firms being active in the production of railway locomotives and rolling stock. OM's involvement with car manufacturing began in 1917 when it bought the Roberto Züst factory in Brescia and the first OM car, closely resembling a Züst, appeared in 1918. While the first cars to wear the OM badge had much in common with Züst production, it was not long before wholly new automobiles would appear.

As with so many Italian manufacturers, the punitive taxation system based on engine capacity dictated the need to get the most power out of what may have been considered almost nominal engine sizes in other countries. Designed by the Austrian-born engineer Lucien Barratouch and introduced in 1920, the Type 465 was powered by a four-cylinder 1,325cc sidevalve engine. This was followed by two more four-cylinder models, the Types 467 and 469 (OM type nomenclature being the number of cylinders followed by the bore dimension in millimetres).

When a six cylinder OM was added to the range, debuting at the Milan Auto Salon in 1923, contemporary reports would wax lyrical - "If the crowd flock at the O.M. stand drawn by the beautiful cars and the refinement of the furniture, the expert motorist and the technician especially are enticed by the interest of admiring the brand new chassis, model 6-65 with a 6 cylinder engine, not without reason christened 'Superba' 'this mechanical jewel in which is fulfilled the ideal type of today's production'.



Between its introduction in 1923 and 1932, the 665 (its hyphen was quickly dropped from the title), would be successively refined and improved. The gearboxes were reworked, engine sizes grew, short and lowered chassis variants were offered and so on, with each revision an extra suffix joined the model name. The format of cars entered on the 1928 Mille Miglia could be acquired by the public a month or so later when they were presented at the Salone in May as the Type S 'Mille Miglia'. The MM models now had an increased compression ratio, shorter wheelbases and lighter overall weight. In turn for 1929, the engine capacity went up to 2.2 litres and now a Roots Type Supercharger was offered, adding another 'S' to its title.



By 1930, there were no fewer than 25 models in OM's range, but at the top of the tree was the 665 Superba SS MM, and beyond even their specification were the works versions of these cars. Those 'rara avis', were of 2.3 litre supercharged specification, with Memini carburettors, finned cylinder heads, dual water manifold pipes and presumably for easier access or repair their shocks were fitted outside the chassis.

Chassis 665-1095 is one such car and it made its racing debut at the 4th Mille Miglia in 1930. Sporting lightweight two seater bodywork, it was piloted by Aldo Bassi and Carlo Gazzabini, who, continuing the string of successes for the marque, brought the car safely home in 5th place overall and first in class. Less than a month later, the car was fielded in the Targa Florio by Nando Minoia, coming home in 6th place.

OM's successes had long been noted by British Agent L. C. Rawlence & Co. of London's Sackville Street, who became their importer. Rawlence's development engineer and driver R.E. Oats, saw the potential for OM in British competition and ordered a series of cars. For the events which they were intended the cars needed four seater sports touring bodies, so it is surmised that over the course of the next few months this and other cars would have been sent to Milan where local coachbuilders Carrozzeria Sport modified its existing coachwork or else replaced it with the four seater lightweight touring bodywork that it needed in order to be eligible for the Irish Grand Prix in July. On their arrival in the UK, Rawlence & Co. had been supplied with new crankshafts, flywheels and connecting rods by the Italians and they had them re-machined and balanced by Laystall in preparation for the upcoming Irish events.







2
 Ramponi's car '10' lines up at the start
 of the Irish Grand Prix

3
 1930 Mille Miglia, Bassi and Gazzabini
 en route to their class win



3

On their British debut, one of the best known Italian racers, Giulio Ramponi took the drive, finishing in 9th position overall and second in class. At the Tourist Trophy on 23rd August, Ramponi again was in charge of the car, however he would crash in practice, rolling the car into a ditch. Although contemporary photos do not appear to show much external damage to the OM, it curtailed this race for Ramponi. As far as we can tell this would be final major outing for '1095', and it vanished from the scene until in early 1950s when the car surfaced again.

Recognition of 1095's importance today can be attributed to the exhaustive research made by Anthony Hopton, its owner of more than 30 years from 1966. He systematically pursued any leads to its history in an age when a number of those associated with the car in the 1930s were still alive. All of this is supplied with the car today.

Among this correspondence, is a letter from Eric Lister who owned the car in 1950. In it he writes: 'I bought it from a dealer in London called Brian Finglass who specialised in exotic motor cars. I wandered into Finglass' garage, looked at his stock, couldn't find anything. Just before I left I saw something in a corner under a white sheet. I lifted it up then discovered it was an OM, a car which I had heard of but knew very little about. Finglass told me it was an ex O.M. Team car which was never raced as it had turned over in practice during the 1930 Phoenix Park Races. The car was never sent back to Italy but repaired and stored for several years by Rawlence, the concessionaire, and really only used for about 30,000 kilometres after the war".

Lister kept the car for little more than a year before it passed to Leslie Byrom and then to Hopton. In Hopton's fascinating series of correspondence with many of the luminaries of the day, he sought to find anyone that might have been associated with Rawlence and OM in period, ranging from TASO Mathieson to R.F. Oats himself, including Angelo Tito Anselmi and others. Through this he was able to retrace the car's steps and to establish affirmatively that GN 8762/6651095 was indeed the Ramponi car.

In one eye opening letter, Mathieson recounts that the OM's 'road holding steering etc. were superb and in my opinion were superior to the type 43 and 55 Bugattis and the 1750 and 1500 Alfa Romeos. I speak from personal experience' 'I consider the OM to have been one of the best cars I ever owned.' - high praise from such an experienced racer.

During Hopton's long term ownership of three decades the car was sympathetically and comprehensively restored. Hopton kept the SSMM until 1999, when it passed to another luminary of the collector car world Heiko Seekamp. In his ownership the car received a thorough cosmetic and technical restoration at the hands of Bernhard Huke. From then onwards the OM was a regular sight on the Mille Miglia Retrospective, on numerous occasions wearing the coveted number '1' and being first out of Brescia.



Seekamp retained the car for more than a decade before it was passed to the current owner, a passionate Mille Miglia entrant of many years who desired the ultimate early starting guaranteed entry to the race.

In this present ownership the car has continued to be actively campaigned on the Mille Miglia and also in a multitude of events across the globe, from exhibition at the St. James Palace Concours d'Elegance, and prize winning at the 2013 Amelia Island Concours d'Elegance it has also just been displayed a few weeks ago at the 2014 Pebble Beach Concours d'Elegance, where it was awarded with the Mille Miglia Trophy. In addition to static events, it has been used at the Nassau Speed weeks and the subject of numerous articles in prominent publications such as Vintage Racecar in the U.S. All the while it has been fastidiously maintained, latterly by Simon Bish's SPB Historics regardless of cost purely with the concern that it be reliable and ready to be used.

Testament to its importance in the history of the marque the car is featured on the cover of Alessandro Silva's "OM - The Men, the Cars, the Races", and prominently within the story of this interesting Brescia marque. Its extensive documented file, is not only fastidiously compiled but makes fascinating reading, particularly various 'as found' photos and the aforementioned correspondence. It also includes the car's British old buff log book detailing its post war history and an original program for the 1931 edition of the Mille Miglia, which charts this car's progress in that event.

Immaculately presented, with a pedigree rivalled by few cars of its era, it is ultimately its class win in the Mille Miglia in 1930 that will command the most focus as it enables its future owners to start right at the forefront of the pack for what is among the top, if not the most prized of all historic motoring events, and to relive successes of the likes of Bassi and Gazzabini on the arduous 1000 mile course.

Footnote - the car is currently domiciled in the UK and USA and is not subject to import duty.

£800,000 - 950,000
€1,000,000 - 1,200,000



4
2012 Mille Miglia

5
2013 Mille Miglia

6
Mille Miglia Trophy
Winner - Pebble Beach
Concours d'Elegance
2014



258 N

1958 ASTON MARTIN DB MKIII SALOON

Chassis no. AM300/3/1506

Engine no. DBA/1107



Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959. Externally, the most obvious change was the adoption of a DB3S-style grille, this restyled nose giving the car a more imposing look, while the interior boasted a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver.

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

A desirable disc-braked, overdrive transmission model, right-hand drive chassis number '1506' was sold new via Brooklands of Bond Street on 21st March 1958 and first registered 'UYR 410' in the UK. We are advised that the car's full history up to November 1988 is recorded in the AMOC Register and that in August 1991 it was first registered in France under number '945 JMM 75' (subsequently '6873 TW 02'). Bought by the immediately preceding owner in Paris in June 2000, the car displayed a total of 68,382 miles on the odometer at that time and, reputedly, had previously been restored by Stratton Motor Company.

While in his care '1506' benefited from considerable expenditure with recognised specialists including Garage Lamy, Garage Parinello, Eric Peyrou and Carrosserie Lecoq. Work carried out involved major refurbishment, including an engine rebuild, replacement gearbox, chassis overhaul and an interior re-trim in addition to routine servicing/maintenance. Upgrades include Cosworth pistons, competition valves, electronic ignition, stiffened and lowered suspension, Aeroquip brake hoses, silicone brake fluid, stainless-steel exhaust, FIA cut-out, fire extinguishing system and a cylinder head converted to unleaded compatibility.

The current vendor purchased the Aston at Bonhams' Goodwood Revival Sale in 2007 (Lot 215). Since acquisition the car has formed part of his private collection in the North of England where it has been professionally stored and looked after by his in-house mechanic. FIA papers, FIVA passport and invoices totalling €96,000 (approximately £67,200) come with this superb DB MkIII, which is presented in excellent condition both bodily and mechanically. Although not currently registered in the UK, the car does come with its last French Carte Grise.

£200,000 - 250,000

€250,000 - 310,000



Ferrari Classiche certified
1949 FERRARI TIPO 166 INTER COUPÉ
COACHWORK BY CARROZZERIA TOURING

Registration no. 770 XUX

Chassis no. 017S

Engine no. 017S



Enzo Ferrari had begun planning his new car during the war and in 1946 commissioned Gioacchino Colombo to design a small-capacity V12 engine for it. The 1.5-litre *Tipo* 125 unit took its designation from the capacity of an individual cylinder (125cc), thus instigating a system of nomenclature that would characterise Ferraris for many years to come. Ferrari's *Tipo* 125 sports-racer made its competition debut in 1947 and by mid season had been re-designated *Tipo* 159, its engine having been enlarged to 1.9 litres. Later in the year the first *Tipo* 166 (2.0-litre) unit appeared. In race tune up to 150bhp was available - the Inter road car with its single twin-choke Weber carburettor produced 100bhp - which was transmitted via a five-speed gearbox, an unusual feature in those days, even on a competition car. The twin-tube chassis employed transverse leaf and double wishbone front suspension and a semi-elliptically sprung live rear axle located by torsional stabilising bars. Houdaille hydraulic shock absorbers were fitted all round.

Before long Ferrari had become the dominant force in international sports car racing, 1949 proving to be a phenomenal year for the *Tipo* 166, which claimed victory in three of the world's most prestigious events: the Mille Miglia, Targa Florio and Le Mans 24-Hour Race, a quite outstanding achievement.

This car is one of fewer than 40 *Tipo* 166 Inter made. (Sources differ with regard to the exact number produced, but Stanley Nowak in his highly regarded work 'Ferrari On The Road' states that 36 were completed). In keeping with tradition, the car was built with right-hand drive - it being deemed safer to sit on the right when driving across the Alps, which at that time were cursed with poor roads lacking in safety barriers. Ferrari's road cars were allocated odd numbers at this time (the competition cars had even numbers) making '017S' only the ninth road-going Ferrari completed and the sixth *Tipo* 166 Inter (the first three cars were *Tipo* 166 Sport).

The *Tipo* 166 was bodied by several of Italy's foremost *carrozzeria*, Vignale and Touring being responsible for the bulk of production. Chassis number '017S' is clothed in the latter's distinctive *Superleggera* coupé coachwork, its grace and elegance recalling the lines of the immortal *Barchetta*. Only 5 cars were bodied by Carrozzeria Touring in this style, 017S being the last. '017S' was sold new to the official dealer Franco Cornacchia in Milan, Italy and resold by him to Cerana Bros of Busto Arsizio, Italy. In June 1958 the Inter was imported into Switzerland where it was owned for the next 30 years by a Mr Stemmler of Kilchberg, and while in his care was restored by Autofficina Franco Toni in Maranello, the work being undertaken in 1983(Sholto, I am not sure of this. Marcel showed me a photo of what was alleged to be 017S at Toni body works but this was a later design by Touring. I pointed this out to him by email. He may not have updated his file or may have further evidence to support this.)



The car's next owner was Marcel Capecchi, a restaurant owner resident in Kilchberg, who purchased the car in 1989. In 1994 the body and interior were refurbished by Motor Service in Modena and Capecchi drove the Ferrari in the Mille Miglia both in 1995 and 1996. During 1996/1997 the engine was rebuilt by Cavaliere Antonio Constantini of Zurich. Capecchi drove '017S' at the Ennstal Classic Rallye in Austria in 1998 and the Mille Miglia in 2000, and at the year's end offered the car for sale at Bonhams' Gstaad auction in December (Lot 133).

Purchased there by Edgar Schermenhorn of Holland, the car was displayed by its new owner at the MECC Show in Maastricht, Holland in January 2002 and at the 11th Annual Modena Motorsport Track Days meeting and concours at the Nürburgring in July 2005. Sold at auction in May 2009, the Ferrari passed via Autospeak Srl of Modena to the current vendor in the UK.

Since its acquisition in February 2010, the Inter has been enthusiastically campaigned, attending several Ferrari Owners Club of GB and other prestigious meetings. In 2011 the car again took part in the Mille Miglia for the fourth time and soon afterwards was shown at the Beaulieu Italian Day, winning the 'Pride of Ownership' award. Later that same year '017S' picked up the 'Overall Connoisseurs Trophy' at the FOCGB's Annual Meeting and Concours at Heywood Park, and in 2012 was shown at the Salon Privé Concours at Syon Park and displayed on the FOCGB's stand at the NEC's Classic Motor Show. It has regularly attended Wessex Ferrari Owners Club events over the last few years and is currently the earliest Ferrari road car resident in the UK. Finished in deep red with fawn cloth interior, this beautiful Inter is described by the vendor as in generally excellent condition.

Ferrari Classiche certified, and thus correct in every respect, '017S' comes with Massini Report, current FIVA Identity Card; current MSA/HTP; current MoT/tax; V5C registration document; and sundry invoices relating to the 1990s restorations. Many Ferraris are historically important but few are of greater significance than the *Commendatore's* first car built for road use, the Tipo 166 Inter; this superbly presented example warrants keen interest and the closest inspection.

£500,000 - 700,000

€630,000 - 880,000







260

1923 CHENARD ET WALCKER 3.0-LITRE 70/80HP PHAETON

Chassis no. 36275

Engine no. 32187



'Le Mans' has become a mythical name whereas the French marque Chenard et Walcker appears to have been largely forgotten. Nevertheless, it was a Chenard et Walcker of the type offered here that won the very first 24-hour race at Le Mans in 1923.

Chenard Walcker (Chenard et Walcker after 1906) was founded in Asnières, Seine in the late 1890s by railway engineer Ernest Chenard and mining engineer Henri Walcker, initially making De Dion-style tricycles before moving on to car manufacture in 1900. Chenard Walcker's first four-wheeler was powered by a twin-cylinder engine of the company's own design, which drove the rear wheels via an unusual double axle, an arrangement that lasted into the 1920s. Marine engines were added to the firm's portfolio and in 1905 Chenard Walcker produced 400 cars, becoming a Société Anonyme (public company) in March 1906 and moving to a new factory at Gennevilliers. The company grew, partly thanks to a substantial order for Paris taxis, and by 1914 had risen to become France's ninth largest motor manufacturer. Chassis made from reinforced wood were used up to 1907 when steel was adopted, and from 1906 onwards four-cylinder models predominated. Chenard et Walcker favoured sidevalve engines of 'T'-head layout up to 1910, after which they were phased out in favour of the more efficient 'L'-head type.

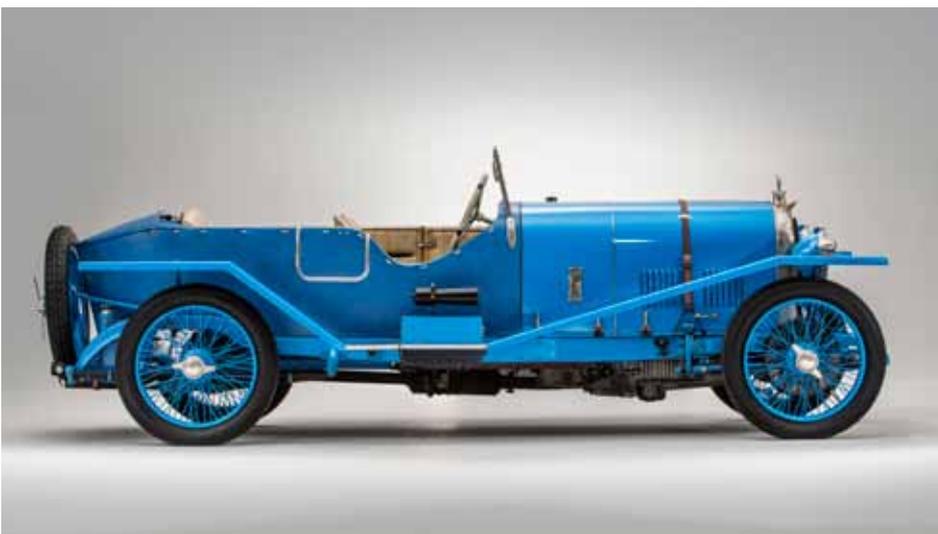
Chenards of the early post-WWI years were somewhat old fashioned but in 1922 the firm launched a new model powered by a 3.0-litre overhead-camshaft four designed by Henri Toutée. The company's Le Mans winning entry was driven by two of its engineers – René Leonard and André Lagache – who circulated the 17.3-kilometre track at an average speed of 92.064km/h (57.2mph), covering a distance of 2,209.536 kilometres by the finish. Another Chenard et Walcker finished second while Bentley's first Le Mans entry, driven by Captain John Duff and Frank Clement, came home fourth.

By 1925 Chenard et Walcker was France's fourth largest motor manufacturer, producing 100 cars per day. It had links with several other French firms and in 1927 joined a consortium with Delahaye. This alliance lasted until 1931 when the two companies went their separate ways, but while Delahaye prospered Chenard struggled. In 1936 it was taken over by the coachbuilder Chausson. Cars continued to be produced up to the outbreak of war and again in 1946, after which Chenard concentrated on the manufacture of a light forward-control van before selling out to Peugeot in 1950.

Little is known about the history of this Le Mans-type Chenard et Walcker, which is offered for sale from a prominent European motor museum where it has been on static display. A bill of sale on file records its purchase in the USA by celebrated collector Peter Kaus in August 1987 but there is no other documentation.

£35,000 - 45,000

€44,000 - 57,000



261

1936 RILEY SPRITE SPORTS

Registration no. DMG 497

Chassis no. S27S6030

Engine no. TBA

H C Ballantine, Team Manager for Ecurie Ecosse aboard 'DMG 497'

'The best of the series was the Sprite, which... had a distinctly lively performance up to its maximum of nearly 90mph...' – John Stamford, *The Sports Car*, Batsford 1957.

Introduced in 1926, Percy Riley's 9hp, 1,087cc twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry marque's pre-war offerings were among the world's finest small-capacity sporting cars.

Percy Riley's proven twin-camshaft layout was retained for the new Hugh Rose-designed 1½-litre four introduced in September 1934. The Falcon saloon made its debut on this new 12hp chassis, which was also available with the familiar Kestrel saloon and Lynx tourer coachwork. The following year the range was augmented by the Sprite two-seater sports and three more saloons: the Adelphi and six-light Kestrel on the 112.5" long-wheelbase chassis and the shorter-wheelbase (106") all-steel Merlin. In Standard trim the 1.5-litre 12/4 engine produced 45/46bhp with single Zenith carburettor. The Special Series came with twin SUs and 52bhp while at the top of the range was the 59/61bhp Sprite specification engine that added £48 to the car's purchase price.



In its 'TT' guise the new Sprite more than upheld Riley's sporting traditions, winning the Ulster Tourist Trophy in both 1935 and 1936 with the legendary Freddie Dixon at the wheel, while there were numerous privateer successes at Brooklands and elsewhere. Dixon's winning car formed the basis for the production Sprite two-seater introduced at the 1935 Motor Show. Clearly related to that of the existing Imp and MPH sports cars, the Sprite's handsome streamlined bodywork was distinguished by a 'fencer's mask' front grille. The chassis was MPH based and under-slung at the rear, while there was a choice of either manual or Wilson pre-selector transmissions. The Sprite was priced at £425 when launched and continued in production until 1938.

This example of one of the rarest and most sought after of 1930s British sports cars was campaigned by E.A (Ted) Denny and E. N. R. Hewitt on the 1937 Monte Carlo Rally. *Motor Sport Magazine* reported that "the Denny-Hewitt Riley was steady and quick", resulting in a class win for under 1,500cc open cars. Interestingly, for that event DUG 497 was equipped with two spare wheels at the rear and not the single spare wheel cowl that most Sprites had.

Denny sold the Riley after the War to T C (Cuth) Harrison who continued to use it in trials and speed events. Harrison sold it to fellow racer and friend Ms Nancy Binns and H C Ballantine who was the Team Manager for Ecurie Ecosse. Whilst in their ownership 'Willie' Wilkinson prepared and maintained the Riley.

Acquired by the current vendor in 1995 it has been used on a regular basis in the West Country. In 1997 the car was extensively restored by Barrie Gillies, whose instructions were to achieve mechanical perfection yet leave the exterior unchanged, thereby preserving the well worn patina. Photographs of this 'chassis upwards' restoration are on file together with numerous related invoices totalling £35,000. There are additional bills on file for subsequent maintenance and servicing, the most recent being issued by Sigma Engineering of Gillingham, Dorset for a service and other works carried out in January 2013.

The car is currently MoT'd and comes with a V5 registration document. Rarely do cars of such sporting provenance come to the open market.

£100,000 - 150,000

€130,000 - 190,000



1961 CHEVROLET CORVETTE CORRECTION SIGNATURE

Registration no. BOF 68A

Chassis no. 10867S108131

Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical restyle for '56 consolidated the 'Vette's position in the market. A facelift for 1958 saw the Corvette gain a quartet of chrome-rimmed headlamps and a host of other more minor styling changes. Perhaps not surprisingly, alterations for the next couple of years were few.



By this time, the end of the 1950s, Corvettes had begun to establish an enviable competition record for the marque. Corvette Chief Engineer Zora Arkus-Duntov was a big fan of auto racing and it was he that was responsible for unlocking the car's innate potential and development it into a genuine race-winner. These racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sports car.

Of the first-generation Corvettes, the 'duck tail' models of the early 1960s have a particularly enthusiastic following. As with other classics of this era, it has become increasingly common to upgrade them with more modern components. Constructed by Billy Dawson's Corvette Correction of Seguin, Texas, this car is an excellent example of a modernised Corvette. It combines a solid, undamaged '61 Corvette body and a powder-coated Dawson chassis, and is the fourth of ten 'Signature Series' cars built in 2009. The car is powered by a 2008 Corvette 6.2-litre LS3 V8 'crate' engine producing 430bhp, which drives via a Tremec six-speed manual gearbox and a Dana 44, 3.45:1 differential. The suspension is from a type C4 Corvette, a version produced between 1984 and 1996.

The Corvette Correction chassis enables a standard body to bolt on, unaltered. Subtle aesthetic alterations include a 1960-type toothed front grille; C5 door handles with electric locks; five-bolt 18" custom chromed wheels; and a custom-made exhaust system with central four-pipe outlet. The Al Knoch custom leather interior features heated seats, power windows and an electric boot release. Mounted in the original dashboard, the gauges are by Classic Instruments, including the electrically driven speedometer, while a chrome-plated steering column from Ididit and a Signature Series Wonderbar AM/FM radio complete the ensemble. Vintage heating and air conditioning has been tastefully added, together with a Be Cool radiator. Manufactured by Coffman Tops, the maroon convertible hood matches the interior carpeting. Accompanying documentation consists of a V5C registration document, and the car is taxed and MoT'd to 2015.

Finished in 2008 Cadillac Pewter, with superb chrome by Prestige Plating, this extensively upgraded Corvette is exquisitely detailed, both inside and out. An iconic classic sports car possessing the performance, safety and reliability of a modern supercar, it is ideal for every excursion.

£160,000 - 200,000

€200,000 - 250,000



263 N

1959 JAGUAR XK150S 3.4-LITRE ROADSTER

Chassis no. T831803DN

Engine no. VS-1545-9



'The 3.4-litre Jaguar Engine is one of the marvels of the age. In racing tune, it achieves tremendous speeds, and in normal form it powers a range of cars from six-seater luxury models to the sports XK types. Now, a "hotter" version of this basic engine has been made available, and it is used in the ultra-high speed XK 150S two-seaters.' – John Bolster, *Autosport*.

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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph.

This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

Bolster concluded his review thus: 'It combines extreme performance with perfect manners to a quite exceptional degree, and it has a sporting appearance that is entirely suitable for the most formal occasions. Being a Jaguar, it is really hardly necessary to remark that it represents outstanding value for money.'

Equipped with the desirable overdrive transmission and an oil cooler, this XK150S is described by the vendor as in 'absolutely original' and '80-100 point' condition, and is said to be un-restored apart from a 'face lift' in the early 1990s. The Jaguar was previously owned by the noted French Ferrari collector, Pierre Potet (see *Carte Grise* dated 23.7.96 on file) and was acquired from him in July 1998 by the current owner, a private collector in Barcelona. The car is finished in Old English White with red leather interior and comes with Spanish registration document and FIVA papers.

£80,000 - 100,000
€100,000 - 130,000





264

1965 ALFA ROMEO GIULIA SPRINT GTA COUPÉ

Registration no. FAW 128C

Chassis no. AR 752621

Engine no. AR 00502/A



Introduced in 1965, the GTA (the 'A' stood for *Alleggerita* - lightened) was the official competition version of the Giulia Sprint GT and was produced in both road and race variants. The latter, as usual, was the responsibility of the factory's Autodelta competitions department, which had been founded in 1961 as an independent company by Carlo Chiti and Ludovico Chizzola, and subsequently absorbed by Alfa Romeo.

Visually almost indistinguishable from the road-going Sprint GT, the GTA differed by virtue of its aluminium body panels, Plexiglas side and rear windows, and lightened interior fittings and trim. As a result the GTA tipped the scales at around 200 kilograms lighter than the stock steel-bodied car. Alfa's classic twin-cam 1,570cc four underwent extensive modification for the GTA, the angle between the valves being reduced from 90 to 80 degrees and the valve sizes substantially increased; there no longer being room between them for a central spark plug, a change was made to twin-plug ignition. In road trim the revised engine produced 115bhp with up to an incredible 170 horsepower available in race tune.

The GTA made its racing debut on 20th March 1966 at Monza where Andrea de Adamich and Teodoro Zeccoli triumphed in the Jolly Club Four-Hour Race. From then on the Autodelta-prepared GTAs enjoyed outstanding success, winning the European Touring Car Championship three years running from 1966-68. The Championship's 1,300cc class had long been the preserve of the Mini Cooper but that would all change in 1968 with the arrival of the GTA 1300 Junior, which for the next few years would enjoy dominance equal to that of the Mini in the early '60s.

An accompanying letter from the Archivio Storico Alfa Romeo states that the chassis number 'AR 752621' corresponds with a right-hand drive Giulia Sprint GTA manufactured on 27th July 1965 and sold on 16th April 1966 to one Salvatore Ferragamo of Firenze (Florence). Nothing is known of its subsequent history, though the copy of a French *Carte Grise* on file shows that the car was registered in that country in 2002. In September of that year the Alfa was sold at the Le Mans auction to the current vendor and brought to the UK, being registered here on 1st February 2003. The catalogue description (copy on file) stated that the car had had some racing history in Germany, as evidenced by the presence of a roll cage and fire extinguisher, and that it had been restored in 1999. Its condition was described as 'excellent'.

Since its acquisition by the current vendor, a well known and respected historic racer, the GTA has been used for competition on events such as the Tour Auto and the UT2C series at Paul Ricard, Monza, and the mighty Spa among others. Ongoing maintenance and preparation has been carried out by respected specialists Lanzante Ltd of Petersfield, Hampshire. Offered with V5C registration document and HTP papers issued in 2005, the car was last used circa 2010 and is currently SORN'd.

The Alfa Romeo GTA is the car for all competition seasons, equally at home on road, hill-climb or track.

£160,000 - 180,000

€200,000 - 230,000



Delivery mileage only**1986 ASTON MARTIN V8 VANTAGE ZAGATO COUPÉ**

Registration no. G877 KPW

Chassis no. 20049

Engine no. V580/0049/X

'The Vantage Zagato relies on its Italian styling to heighten the emotions of car collectors and Aston followers alike, harking back as it does the halcyon days of David Brown patronage at Newport Pagnell when 19 DB4GTs wore gorgeously curvaceous lightweight Zagato bodywork.' – *Motor*.

With the introduction of the Vantage Zagato, Aston Martin renewed its association with one of Italy's most illustrious carrozzeria, Zagato having been responsible for that most celebrated and desirable of all post-war Astons, the DB4GT Zagato. Neighbouring stands at the 1984 Geneva Salon facilitated the initial contact between Aston Martin chairman, Victor Gauntlett and Elio and Gianni Zagato, and by the following year the project had progressed sufficiently for Aston to accept deposits on the 50 cars planned.

Part of Zagato's brief was to shed some of the standard Vantage's not inconsiderable weight, which was achieved by shortening the wheelbase and deleting the rear seats, thus creating Aston's first production two-seater since the DB4GT. In doing so, Zagato was able to shed all of 168kg (370lbs) from the four-seater V8 saloon's not inconsiderable weight.

The proven 5.3-litre four-cam V8 was to Vantage specification, producing 432bhp at 6,200rpm and 395ft/lbs of torque at 5,100 revs. Production involved shipping the rolling chassis - complete with engine and drive train - to Zagato in Milan for bodying, trimming and painting, following which they were returned to Newport Pagnell for final inspection.



The first three completed cars were displayed at Geneva in March 1986 and in June the Zagato successfully met its design target by achieving a maximum speed of 300km/h (186mph) while on test with the French magazine Sport Auto. A 0-60mph time of five seconds had been another target and that too was achieved, the French journalists clocking a best of 4.8. The fact that the projected price had risen from £70,000 to £87,000 between the car's announcement in March 1985 and its arrival did nothing to deter the 50 customers, all of whom had paid deposits of £15,000 by August 1985.

Eventually 52 cars would be constructed, including the pre-production '20010' and prototype '20011'. Of the 50 'production' cars only 27 were right-hand drive manual transmission models like that offered here, though one of these – '20042' - was re-created as the prototype of the Zagato Volante convertible. If subsequent engine enlargements are taken into account, it is estimated that only 20 right-hand drive manual transmission Vantage Zagatos remain in their original specification like the one we offer. Of these, only two were finished in Gladiator Red: '20049' (this car) and '20019'. This car is trimmed with red-piped Parchment leather while the other has a black interior, making both unique.

'20049' was delivered to the current vendor from Stratton Motor Co by covered transporter and since then has been kept in their dehumidified storage facility in a Carcoon. In an accompanying letter dated 31st March 1998, Stratton Motor Company states that it had collected the Zagato by transporter from Newport Pagnell on 12th November 1987 before selling it to a Mr Saunderson, who never took delivery.

During subsequent changes of ownership, the car never left Stratton's storage facility. When it was eventually registered in January 1990 to Mr Michael Fleming, the car had still not been used. Stratton's later reacquired it. Their managing Director, Roger Bennington, concludes the letter by saying: 'The only person to have driven this Zagato since leaving the factory is myself, on the occasional removal from storage to run the engine.'

Unused since acquisition, the Zagato remains 100% factory correct, even down to retaining the protective wax coating sprayed over the engine bay before it left Newport Pagnell. Regular maintenance has been carried out 'in house' by the vendor's workshop personnel and resident fully qualified Aston Martin mechanical engineer, in order to ensure the car has remained 'on the button'. This has included regularly running the engine up to full operating temperature and yearly replacement of all fluids, filters and the battery. At time of writing the Aston was undergoing its yearly service. The work will include replacing engine oil and filter, air filters, brake fluid, clutch fluid and the battery. Valve clearances will be checked and adjusted, and the cylinder head bolts re-torqued while the cam covers are off.

With only 221 miles recorded, this rare and desirable British thoroughbred supercar is presented in effectively 'as new' condition and thus represents a unique opportunity for collectors. It is offered with owner's handbook, MoT to August 2015, V5 registration document and its Vehicle Storage Maintenance Log detailing dates and mileage of all works carried out since acquisition.

£180,000 - 220,000
€230,000 - 280,000



266

1961 JAGUAR E-TYPE 3.8-LITRE 'FLAT FLOOR' ROADSTER

Registration no. 1150 UR

Chassis no. 850102

Engine no. 1655-9



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.

This very early E-Type is the 102nd right-hand drive roadster completed, the chassis numbering sequence having commenced at '850001'. For the last 27 years the car has been in the care of the current owner, a highly skilled craftsman with 50 years motor-trade experience and numerous restorations to his credit, who thus was particularly well qualified to carry out its renovation. Work began in 2000, prior to which the E-Type had been in storage.

During the restoration, the body was fully stripped of components and paint, fitted to a jig and all corroded panels replaced as necessary; these included the bonnet, floors, transmission tunnel, inner and outer sills, boot floor, boot lid and doors. All joints were then sealed by the traditional method of 'lead loading', while careful attention was paid to ensure tight, accurate panel gaps were achieved. This was followed by a full, bare-metal repaint in the original Jaguar cream.

The vendor fully rebuilt the original engine, which was then re-installed by Classic Restorations (Scotland) Ltd of Alyth. Drive-train components were inspected and replaced as necessary; new electrical wiring fitted throughout; and the hydraulics completely overhauled. All brightwork was inspected and replaced as necessary. The interior was then professionally re-trimmed in red to a very high standard and a bespoke mohair hood fitted. Only some 200 miles have been covered since the rebuild's completion earlier this year and the engine is not yet run in.

Representing a wonderful opportunity to acquire a fully restored example of the Jaguar E-Type in its earliest and purest form, '1150 UR' is offered with old-style continuation logbook, current road fund licence, V5 registration document, fresh MoT and a quantity of restoration invoices and photographs.

£80,000 - 120,000
€100,000 - 150,000



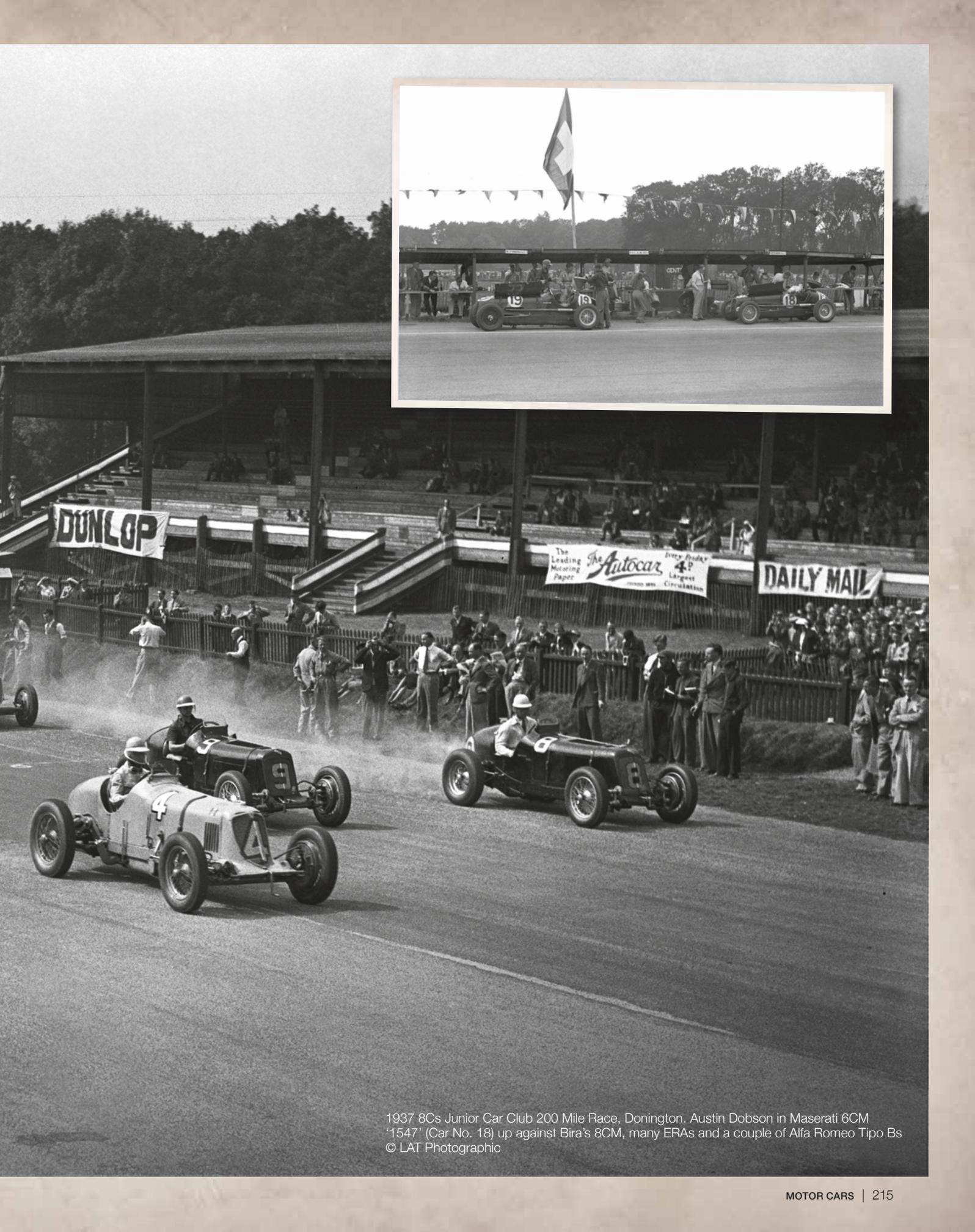
The ex-Austin Dobson, A.A. 'Buster' Baring**1937 MASERATI TIPO 6CM SINGLE-SEAT RACING VETTURETTA**

Chassis no. 1547



By 1935 the Maserati 4CM 4-cylinder Voiturette - or in Italian Vettura - racing car design had been out-moded by the new British 6-cylinder ERAs. The Bologna-based factory team was taken over by Luigi della Casa and Gino Rovere who ran it as the *Scuderia Subalpina*, while Rovere poured new funding into the Maserati firm. In January 1936 Rovere became President of Maserati and provided further financial support.

Ernesto Maserati also recognized the need for a more competitive Vettura - to combat the growing threat within the 1500cc single-seat racing category from the ERAs. He promptly produced his 6-cylinder Maserati 6CM design which featured a supercharged twin-overhead camshaft engine with bore and stroke dimensions of 65mm x 75mm. The supercharger itself was increased from 115mm as used on the 4CM to 130mm. The design broke new ground in featuring independent front suspension instead of a beam axle. The suspension system chosen comprised double wishbones and torsion bars, as Voiturette authority David Venables wrote in his book *The Racing Fifteen-Hundreds* (Transport Bookman Publications, 1984): "...becoming the first of a new generation of voiturettes which was to leave the vintage image behind..."



1937 8Cs Junior Car Club 200 Mile Race, Donington. Austin Dobson in Maserati 6CM '1547' (Car No. 18) up against Bira's 8CM, many ERAs and a couple of Alfa Romeo Tipo Bs
© LAT Photographic

In fact, Ernesto Maserati had already used that kind of torsion-bar suspension on its 1935 V8-R1 Grand Prix car and the early successes that were achieved by the Maserati 6CM must be attributed largely to the improvement in roadholding and cornering speed conferred upon the car by the new system.

The ex-factory price for a brand-new 6CM was *Lire* 95,000 – then Sterling £1,050 – and the car was regarded as a bargain compared to the expensive ERA at £1,800. In addition, the Bologna factory's support of its private owners was far more consistent, energetic, and better-trusted than that of the ERA company in Bourne. The Maserati 6CM also proved very consistent in retaining its tune and with the minimum of attention between races it could race reliably and earn start, prize and bonus money. All Maseratis in that period were regarded – when near-new – as being reliable racers, competition cars for the sporting gentry.

In period the Maserati 6CM, in the hands of talented drivers such as Luigi Villorosi and Count Trossi, were worthy competitors to the best of what the ERAs had to offer. In Italian events, in particular, the Maserati 6CM proved invincible and it found a ready market. By the end of 1936 four had been delivered to private entrants and a further twelve would be completed and out there racing during 1937.

The 6CM became the mainstay of the Maserati works team in 1938. The hopes of the Trident marque were also bolstered by the leading private Italian teams, most notably the Milan-based *Scuderia Ambrosiana* which always had very close links to the Bologna factory.

The Maserati 6CM we offer today, chassis number '1547', is well known, respected and with continuous history from new. It was supplied new in 1937 to English private owner-driver Austin Dobson, who campaigned the car in numerous events that season including Donington Park near Derby and Phoenix Park in Dublin, Eire. Postwar '1547' passed on to another English privateer, Mr Anthony Alastair 'Buster' Baring, who campaigned it from 1946 until 1948 including such events as Goodwood, The British Grand Prix at Silverstone and the St. Helier Jersey Road Races to name merely a few.

As early as 1950 it was sold to Bill Harrah for his world-renowned car collection based in Reno, Nevada, USA. It was preserved there for no fewer than 35 years, before eventually being returned to the UK in 1985. It was acquired by leading Historic racing owner-driver Peter Hannen who entrusted its restoration to the leading British Maserati expert Sean Danaher. The car was painstakingly re-commissioned for Historic competition, and it was during this time that the car was found to be in remarkably original condition, retaining its original engine, gearbox, axles, suspension, frame, and body panels. The 6CM subsequently passed to Maserati connoisseur Stefan Schollwoeck who continued to campaign the car with great success. Today the car is renowned as being one of the most original and least spoiled by a long life of Historic competition.

In recent years it has proved very successful within its category, appearing in the Shell Historic Challenge for at least three consecutive years, and running in various Monaco Historic Grand Prix and the Goodwood Revival Meetings. It has also been raced in the Ferrari/Maserati Challenge series since 2000, and won 'Grid A' in 2000, 2002, 2003. It raced in the Ferrari Challenge again in 2007 and so the list goes on.

The 6CM has been maintained by Sean Danaher Restorations Limited since the 1980s for the last three owners. The last event '1547' attended was the Nurburgring Oldtimer Meeting in August 2013. During the meeting, the engine lost compression in one of the cylinders that will necessitate a strip-down and inspection by the new owner. The Danahers are naturally the ideal candidates to undertake this work and would be pleased to advise interested parties.

It is thought just 27 of these 6CMs were built, and no doubt fewer survive today. With 1547's provenance, this represents a rare opportunity to acquire one of the most respected and admired 6CMs surviving today. This is an appealing, important, very competitive and proven pre-war Historic racing Maserati with great pedigree, and we commend it to the market.

£600,000 - 900,000
€750,000 - 1,100,000





1, 2, 3 & 4
 '1547' in action at the Monaco Historique races
 © Jim Houlgrave

268

1983 ASTON MARTIN V8 VANTAGE X-PACK SPORTS SALOON

Registration no. A462 YGJ

Chassis no. SCFCV81V9ETR12379

Engine no. V/580/2379/X



First registered on 11 November 1983, 'A462 YGJ' was supplied new by the Aston Martin agent, Chapman-Spooner and delivered to its first owners, James Developments Ltd in Romford, Essex. Owned by Mr A Stevens, it was sold to a Mr P Daft of World of Computers on 5 June 1995 (invoice on file). In October 1990 the car had undergone extensive renovation at Aston Martin Works Service, as evidenced by their invoice on file for the sum of £16,632.

Mr Daft entrusted the Vantage to Aston Works Service for servicing and then to the renowned marque specialists R S Williams. While the Vantage was owned by Mr Daft, R S Williams removed and rebuilt the engine to full 'X Pack 580' unleaded specification at a cost of £12,975. Their bill for this work is on file together with others relating to extensive body/chassis renovation. R S Williams purchased the car in June 2005.

R S Williams then sold the Aston to Mr C I Mason in January 2006 at 87,054 miles. There are various invoices on file relating to Mr Mason's period of ownership, issued by R S Williams and Nicholas Mee. In June 2011 the car was sold on Mr Mason's behalf by Nicholas Mee to Mr Muller-Wrede, Berlin. During his ownership the car was serviced in Germany by Krauthahn Berlin, Aston Martin main dealers.

There are numerous service invoices from Krauthahn on file, the most recent issued in December 2013. As well as the aforementioned bills, this exceptionally well documented Aston Martin also comes with its original and two continuation service booklets together with a quantity of expired MoTs and old tax discs. The car also retains its original owner's handbook. It is currently MoT'd and comes with a V5C document.

This outstanding Aston Martin Vantage has been cherished and cosseted by its enthusiast owners and only ever entrusted to Aston Martin Works Service at Newport Pagnell or the very best Aston Martin service agents throughout its life. Only 20,000-or-so miles have been covered since the X-Pack conversion, 9,000 of them in the last four years. Finished in Blenheim Silver with contrasting dark blue leather upholstery, the latter preserved in extraordinarily good condition, this ultimate V8 Vantage presents beautifully and is a testament to the inherent quality of this hand crafted British supercar.

£130,000 - 160,000

€160,000 - 200,000





269

**One of only 500
right-hand drive examples
1972 BMW 3.0 CSL COUPÉ**

Registration no. VLN 721M

Chassis no. 2285311

Engine no. 2285311

1973 was a landmark year for BMW, for not only did the German manufacturer power Jean-Pierre Jarier to the European Formula 2 Championship, it also captured the European Touring Car Championship using one of the most iconic racing 'saloons' of modern times: the 3.0 CSL, known popularly as the 'Batmobile'.

BMW had returned to six-cylinder power for its range-topping models in 1968 with the launch of the 2500 and 2800 saloons. Also new was the 3.0 CSL's forerunner, the 2800CS coupé, though the latter's running gear had more in common with the existing, four-cylinder 2000C/CS. The introduction of the similarly styled 3.0-litre CS in 1971 brought with it numerous improvements, including four-wheel ventilated disc brakes, and with 180bhp on tap the model was good for around 130mph. For racing purposes there was the lightweight 3.0 CSL.

Visually indistinguishable from its more 'run of the mill' relations, the CS and CSi, the 3.0 CSL (Coupé Sport Leicht) was creative homologation at its best. The BMW engineers' solution to the marketing department's requirements was to develop a limited production run 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations. By removing the trim; using thinner steel for the main bodyshell; aluminium alloy for the doors, bonnet and boot lid; and Perspex for the side windows a valuable 300lbs (136kgs) in weight was saved – 'Leicht' indeed.



Homologated initially with a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-litre class) the 3.0 CSL came with 206bhp for road use and well over 300 horsepower for the track. In 1973 the engine's stroke was increased, upping capacity to 3,153cc (nominally 3.2 litres) and from mid-season onwards the racing CSLs used the so-called 'Batmobile' aerodynamic package, developed at Stuttgart University, which consisted of a front chin spoiler, large rear wing and various other devices. Illegal for road use in Germany, the wings were left in the boot for final installation after purchase.

Thus equipped the Batmobiles were able to defeat the previously all-conquering Ford Capri RS2600s, Toine Hezemans capturing the 1973 European Touring Car Championship for BMW at the wheel of a 3.0 CSL and co-driving one to a class win at Le Mans that year with Dieter Quester. Ford bounced back in 1974 but from 1975 onwards the BMW 'Batmobiles' won five consecutive European Touring Car Championships, a quite unprecedented run of success.

The majority of the 500 3.0 CSLs exported to the UK retained the soundproofing, electric windows and stock bumpers at the importer's insistence – the so called 'City Package'. All 500 cars had been completed by December 1972. Regulations at the time required all duties to be paid on date of import so the cars were only imported by BMW Concessionaires once a customer had confirmed a contract to purchase. This car was built in 1972 and therefore qualifies for the Historic vehicle taxation class.

'VLN 71M' was first registered in May 1974 and was delivered finished in Chamonix White complete with the optional City Package to one C R Page of London NW3. The BMW has had only seven further owners including the English aristocrat, Charles James Spencer-Churchill, the Marquess of Blandford. Accompanying the CSL is a very comprehensive file containing the original handbook pack; copies of registration documents from new; BMW Classic Certificate; expired MoTs dating back to 1982; an original road test report from 1973; and a 2012 road test feature in *Classic Cars*. The file also contains various maintenance invoices dating back to 1980, including one for engine blueprinting by Tom Walkinshaw Racing Ltd.

MoT'd to August 2015, the CSL is presented in generally superb order, benefiting from a recent service by a leading historic BMW specialist and installation of a security Tracker and classic audio upgrade. The car has also been upgraded with a five-speed gearbox.

With only 1,039 CSLs produced up to 1975 compared with over 19,000 standard CS/CSi models, these 'specials' will always be relatively rare and today this ultimate BMW coupé is highly sought after. Currently displaying a total of only 89,995 miles on the odometer, 'VLN 712M' represents a rare opportunity to acquire a right-hand drive example of one of these limited edition classics.

£55,000 - 65,000
€69,000 - 81,000



270

Ferrari Classiche Certified

**1965 FERRARI 330GT 2+2 SERIES II BERLINETTA
COACHWORK BY PININFARINA**

Registration no. FKJ 558C

Chassis no. 7613

Engine no. 7613



By the end of the 1950s, the market for sports cars with 'family accommodation' had grown sufficiently for Ferrari to contemplate the introduction of a four-seater model. Introduced in the summer of 1960, the first such Ferrari - the 250GTE 2+2 - was based on the highly successful 250GT. Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting characteristics, and the master *carrozzier* succeeded brilliantly, moving the engine, gearbox, and steering gear forward and the fuel tank back, thus creating sufficient room for two occasional rear seats.

The 250GTE provided the basis for its replacement: the 330GT 2+2 introduced in January 1964. Pininfarina was once again entrusted with the styling, adopting of a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. The 330GT's tubular chassis was 50mm longer in the wheelbase than before, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs, while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted for front and rear.

The 330GT's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a big-bore 250GTE 2+2) in 1963. Displacing 3,967cc, the single-overhead-camshaft, all-alloy unit was good for 300-plus bhp, an output sufficient to propel the 330GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari. Equipped at first with a four-speeds-plus-overdrive gearbox, the 330GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, becoming the 'Series II'. Electric windows, alloy wheels and hanging control pedal were other Series 2 improvements.

Left-hand drive chassis number '7613' was delivered new via the Milan Ferrari agent Crepaldi in December 1965. A 'Series II' model, it has the arguably more elegant bodywork with single headlights, and the new all-synchromesh five-speed gearbox. '7613' was restored in the mid-1990s and in May 2004 was offered for sale at Bonhams' Monaco auction (Lot 222), the description stating that the then owner's assessment of it as 'very good' had been borne out by a test drive.

The car was subsequently owned by Michel Mazzone of Monaco and while in his care underwent extensive restoration in 2010, there being related bills on file from Maranello-based specialists *Carrozzeria Zanasi* (body, paint and interior) and Toni Auto (motor, transmission, suspension and brakes) together totalling €121,339. The car was restored to its original colour scheme of Grigio Notte metallic with Pelle Nera interior. Ferrari Classiche certification was obtained in April 2011.

The current vendor purchased the Ferrari in February 2012 from Simon Furlonger. Prior to purchase, noted marque specialist Terry Hoyle was appointed to list what would be required to bring the car up to an exceptional standard. His recommendations were duly carried out, the cost of the works being shared between buyer and seller. Since then Terry Hoyle has continued to maintain the Ferrari, which will have been serviced by him prior to sale and delivered directly to the venue. Offered with current MoT/tax, V5C document and the all-important Ferrari Classiche documentation, this beautiful 330GT must be one of the very best currently available.

£180,000 - 220,000
€230,000 - 280,000



271 Ω

2007 FERRARI FXX EVOLUZIONE BERLINETTA

Chassis no. ZFFHX62X000142162



'Ferrari has developed a truly innovative technical collaboration programme around the FXX prototype aimed at its most dedicated and passionate Clients. The FXX is the most advanced GT ever created at Maranello and its mission is to involve Ferrari's most valued Clients as genuine Prancing Horse Test Drivers in their own right. The wealth of data and experience gathered in the course of this very special programme will be exceptionally important. In fact, the feedback from these highly skilled, non-professional Client Test Drivers will be compared and supplemented with suggestions from Michael Schumacher, Rubens Barrichello and Ferrari's professional in-house Test Drivers.' – Ferrari Press Release.

Ferrari's position as a fixture of Formula 1 since its inception, and its occasional successful participation in international sports car racing, means that the Italian manufacturer is uniquely placed to bring advanced technologies, developed initially for competition purposes, to its customers.

In signing up for the FXX project by purchasing one of the estimated 20 or so cars being built, Ferrari's customers, it was stated, would be joining Team Ferrari and would have their driving experiences monitored directly by the Prancing Horse's technicians and specialists. For their €1,600,000, the FXX purchasers also got a racing kit of helmet, suit, gloves and shoes. The racing heritage was emphasised: 'The FXX is the fruit of Ferrari's know-how in building special limited-series sports cars combined with, of course, its racing experience. It will provide the basic framework on which the specifics of future extreme models will be worked out. The exceptionally powerful FXX delivers absolutely blistering performance on all fronts.'

The fact that the FXX had not been homologated for road use meant that it was ineligible to compete in any of the major international racing formulae. Rather, it was intended exclusively for track use as part of a specific ongoing research and development programme in collaboration with Ferrari's first ever group of 'Corse Clienti' - Client Test Drivers. A second seat – available as an option – meant that the drivers were able to share their track experience with a passenger.



Based on the Ferrari Enzo, at least as far as the basic chassis was concerned, the FXX was powered by an extensively up-rated 6,262cc V12 engine producing 789bhp at 8,500rpm. By way of comparison, the standard Enzo could only manage a paltry 650 horsepower from its 6.0-litre unit. The FXX's maximum represented an output of 126bhp/litre, a quite exceptional figure for such a large, normally aspirated engine.

Its gearbox incorporated Formula 1 technology, delivering gear change times of under 100 milliseconds, almost as fast as Maranello's F1 single-seaters, themselves the absolute pinnacle of contemporary technological achievement, while the FXX's aerodynamic design resulted in a body generating 40% higher downforce than ever achieved before. In addition, the moveable rear spoiler was adjustable to suit the specific circuit.

Ferrari's partner Bridgestone developed a bespoke 19" slick tyre for the FXX, while Brembo came up with a special brake cooling and pad system for the FXX's extra large composite ceramic brake discs.

But, according to Ferrari, what really set the FXX apart from its few peers was 'the sophisticated telemetry system which will monitor and give feedback on 39 different vehicle dynamics parameters in real time. The system is also able to record other data as demanded by specific circumstances.'

The information gathered would then be analysed by the Ferrari technicians working on the programme and discussed with the individual Corse Clienti participants to ensure that the car was kept constantly updated. Exclusive Corse Clienti events were scheduled for venues including Mugello, Mont Tremblant, Spa Francorchamps, the Nürburgring and Vallelunga.

Surely the ultimate in 'track day' exotica, the Ferrari FXX supercar commenced production in 2005. A mere 29 were scheduled for completion by April 2006, plus one for multiple Formula 1 World Champion Michael Shumacher, and despite a price tag approaching \$2 million each, all were pre-sold.



At that time the fastest series-production Ferrari ever offered to paying customers, the FXX was, sadly, intended for track use only and cannot legally be used on the road. However, the German tuning firm Edo Competition later modified one for road use, gaining TÜV approval in Germany.

Ferrari would go on to extend its FXX programme for another two years with a faster, more developed version announced in October 2007: the Evoluzione. Featuring a new livery and revised aerodynamics, including an active front spoiler, the Evoluzione came with an up-rated version of the 6.3-litre V12 engine producing 848bhp at 9,500rpm (1,000 revs higher than before). The suspension and brakes were modified, the gearbox now shifted gears in just 60 milliseconds, and the traction control now had nine driver-controlled settings, plus 'Off' for the really brave.

Currently forming part of a private collection in Japan, the car we offer represents a possibly once-in-a-lifetime opportunity to acquire one of these ultra-rare Corse Clienti Ferraris and thereby join one of the most exclusive drivers' clubs in the world.

Should the vehicle remain in the EU, local import taxes of 20% will be applied to the hammer price.

£1,250,000 - 1,400,000

€1,550,000 - 1,750,000



272

**1993 PORSCHE 911 TYPE 964 CARRERA RSR 3.8-LITRE
COMPETITION COUPÉ**

Chassis no. WPOZZZ96ZPS496067

Engine no. 62P85569



'Directly from their Weissach shipping crates, RSRs have won outright at the 24 Hours of Spa and the 1000km of Suzuka. Interspersed was a class victory at Le Mans. Then came another overall victory at the 24 Hours of Interlagos.

'At the 24 Hours of Daytona, the RSR 3.8 not only swept the first four spots in IMSA's GTU class, but the lead car of the four also finished third overall – six places in front of the fastest WSC prototype. Weeks later... another RSR won its class at the 12 Hours of Sebring. It was fifth overall.' – *Car & Driver*.

Built for privateers to go international GT racing, the phenomenally successful RSR was one of the final developments of the Porsche 911 Type 964, which on its launch in 1989 had represented a major step forward in the development of Porsche's long-running sports car. Two versions were offered - the Carrera 4 and Carrera 2 - the former marking the first time that four-wheel drive had been seen on a series-production model.

Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the new Carreras' chassis and suspension. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre, flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations.

Evoking memories of the legendary 2.7 and 3.0-litre RS and RSR 'homologation specials' of the 1970s, in 1992 Porsche introduced a Type 964 Carrera RS, which was a lightweight variant like its illustrious forebears. It was based on the 'Carrera Cup' competition car and sold exclusively in the European market.





The Carrera RS retained the 3.6-litre engine, albeit boosted in maximum output to 260bhp, but for the following Carrera RS '3.8', the bore size was increased by 2mm for a capacity of 3,746cc. Maximum power went up to 300bhp and this M64/04 engine was installed in a wider, Turbo-style body, also used for the RSR competition version. It is estimated that only 55 of these 3.8-litre cars were made.

Car & Driver felt that the factory's claimed 320bhp for 'their' RSR was typically conservative, reckoning it was nearer 375 horsepower in actual fact, an estimate born out by the car's neck-snapping 3.7-second 0-60mph time, making it significantly quicker than a Dodge Viper or Ferrari F40. Equally impressive were the brakes, which proved capable of stopping the 2,679lb RSR from 70mph in only 150 feet.

This particular RSR was delivered from the factory in May 1993 to Joest Racing, the famous Porsche exponents and many-times Le Mans winners. Joest Racing's letter on file states that the RSR had been purchased for use in the newly conceived Warsteiner-ADAC GT Cup series. It contested two events with Ronny Meixer as driver, finishing 15th at Avus and 13th at Zolder, both of these events in May 1993. The RSR was not used again and in early 1994 was sold to a Mr (Harald) Weiland. Its accompanying ONS-Wagenpaß (competition logbook) shows that in 1995 Weiland entered the car at Zolder, Spa, the Osterreichring, Hockenheim and the Nürburgring.

The next owner is recorded as Klaus Bohrer of Madrid, Spain, the entry being stamped 09.10.00, while another document, dated 15.2.2013, records the Porsche's sale by Bohrer to Thomas Boettcher of Amersham, Buckinghamshire. Offered with the aforementioned documentation and Porsche Certificate of Authenticity, this car represents a possibly once-in-a-lifetime opportunity for collectors to acquire one of these ultra-rare and highly sought after RSR racers.

£400,000 - 450,000

€500,000 - 560,000



273

51,000 miles from new

1971 FERRARI 246 GT 'DINO' COUPÉ

COACHWORK BY CARROZZERIA SCAGLIETTI

Registration no. EPN 4K

Chassis no. 03048

Engine no. 03048



'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...' - *Road & Track*.

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

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 coupé 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 via an in-unit five-speed transaxle. The motor's 180 brake horsepower 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 original Dino 206 in late 1969. Built by Scaglietti, 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 - adequately compensated for the weight gain.



A Targa-top version, the 246GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M' and 'E', these designations reflecting detail changes in the specification. Of the three, the M-series is by far the rarest, being produced during the early months of 1971 only. Changes from the preceding L-series included a 30mm increase in rear track; five-bolt fixing for the road wheels; internal boot release; seat-mounted headrests; and various minor improvements to the engine and gearbox.

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. Truly a driver's car par excellence.

One of only 235 Dino 246GTs supplied to the UK in right-hand drive configuration, this stunning M-series car has to be one of the most original and unmolested examples of its type. Ordered on the 2nd November 1971 by Maranello Concessionaires, the car was delivered in the extremely rare colour of Azzurro Dino, with optional radio, nose bar and electric windows.

It was supplied new to Christopher Andrews of Sussex-based precision instrument manufacturers J E Batty Ltd and registered on the private plate '1 DUF'. The supplying Ferrari dealer took Mr Andrews' Aston Martin DBS V8 in part exchange. Mr Andrews owned the Dino for only a couple of years before a Mr Terry Wells purchased it circa 1975, whereupon the car was reregistered 'EPN 4K', the registration it carries today. Mr Wells owned the Ferrari from 1975 to 2005, covering approximately 45,000 miles during his 30-year ownership. Unlike so many of its kind, this Dino has been well maintained on a regular basis, including a major overhaul and full repaint in the original Azzurro Dino in 1991. The interior remains original and un-restored.

Chosen on account of its originality, stunning colour and few owners, this exceptional Dino was exhibited at the Haynes National Motor Museum and then selected for a major article in *Classic & Sports Car*, appearing on the front cover of the magazine's November 2012 edition. The Dino's then owner, Mark Hutchinson, described how Mr Wells had interviewed him to see if he should be 'allowed' to own it. The article concluded that car was just 'a bit special'.



Photo credit: Classic & Sports Car



Since then this beautiful Dino has featured in other publications including the *Classic & Sports Car* Calendar, and has changed hands once more, passing to the current vendor in 2013. Currently displaying a total of only 51,000-or-so miles on the odometer, it is presented for sale in remarkable condition, complete with a superb history file containing MoTs dating back to 1976, the original Maranello Concessionaires order, current V5C registration document, and all books including the original stamped warranty booklet. The car is also accompanied by its tools and jack. This well-known and extremely rare M-series Dino is taxed, MoT'd and ready to enjoy.
£160,000 - 200,000
€200,000 - 250,000



Photo credit: Classic & Sports Car



274 N

1952 JAGUAR XK120 ROADSTER

Chassis no. 661004

Engine no. W 5587-7



According to the accompanying Jaguar Daimler Heritage Trust Certificate, this delightful Jaguar XK120 left the assembly line on 12th August 1952 and was delivered to the distributor Besse & Co in Aden (Yemen) in September of the same year. Around 1970 it joined the Aalholm Museum's collection in Denmark with some 31,000 miles recorded, a total believed correct.

The current owner purchased the XK in 2012 and commissioned a comprehensive 'chassis off' restoration by specialists in Italy to the original specification as provided by the JDHT. The body was removed from the frame then sandblasted clean, rust proofed and repainted in the original colour, Suede Green. Any repairs were 'lead loaded' in the traditional manner. The front and rear axles were removed from the chassis, overhauled and reinstalled after the chassis had been repainted. At the same time the engine and gearbox (both matching numbers) were disassembled and overhauled.

The only upgrade from the original specification was the use of higher-compression 8:1 pistons instead of the 7:1 type supplied to countries where fuel was of low quality. A stainless steel exhaust was fitted also. The interior has been re-trimmed in the matching original colour of Suede Green, while the wood trim has been renewed also. Other parts renewed include the chromework, stainless steel bumpers and the weather equipment including a new hood frame, side screens and tonneau cover in the original colour of French Grey.

The restoration was only finished earlier this year, since when the XK has successfully completed the prestigious 'Le Mitiche Sport a Bassano' three-day regularity event in Northern Italy followed home by, among others, a Jaguar D-Type. The car is offered with German registration documents, the aforementioned parts and a book containing more than 500 photographs documenting the restoration. Aero screens and the original 7:1 pistons are included in the sale also.

£95,000 - 115,000
€120,000 - 140,000





275

Single family ownership for 34 years
**1931 LAGONDA 2-LITRE
SUPERCHARGED TOURER**

Registration no. WH 3420

Chassis no. 9971

Engine no. 2B1076

Chassis number '9971' was supplied new in 1931 by Parkers of Manchester, and a record of its owners is provided by the accompanying complete run of buff logbooks. The Lagonda has been owned by the current vendor's family since 1980, a total of 34 years.

In looking for a good fast touring car, a number of 2-litre Lagondas and Bentleys 3-litres had been carefully considered before this car was chosen on its overall merits. 'WH 3420' was purchased from a senior member of the Lagonda Club, who had overhauled and restored the car particularly sensitively, and had used it for various longer journeys. We are advised that the Lagonda is in its element as a fast touring car, pleasingly able to keep pace with modern traffic. Indeed, its original acquisition was to provide exciting transport for family outings: parents and their three teenage sons. A day's round trip to the coast of some 250 miles made for an excellent outing, while in recent years the car's spaciousness has made it ideal for use on camping trips.



It still presents well and was enthusiastically received on the occasion of the wedding of the daughter of a former Lagonda 2-Litre owner. Well loved, this family's Lagonda is now for sale as parents have become grandparents, while their sons now have families of their own and their own exciting cars.

Lagonda's Supercharged model was the ultimate development of the original 2-Litre series, while its top speed of over 90mph, as recorded in published contemporary road-tests, was not bettered by any other Lagonda pre-war production car until the arrival of the V12. Originally Zoller-blown, this car now carries a Cozette supercharger of the series reproduced by Hutchings in the 1990s, which was fitted by another senior Lagonda Club member well known for his engineering skills. We are advised that the blower makes for a very responsive engine with particularly strong and smooth torque at moderate as well as higher speeds.

A routine cylinder head overhaul was carried out by a recognised Lagonda expert some years ago. The car has a recently upgraded stainless-steel exhaust system, but otherwise little work other than routine maintenance has been required over the years. The car's overall exterior condition is described as generally good-to-very-good, evidencing conscientious use over the years, while the interior, attractively upholstered in red leather, has worn well and is most appealing.

The weather equipment is likewise in good order; the hood and hood bag were recently renewed by another recognised Lagonda craftsman, while the as-new tonneau cover was fitted a few years ago. There is also a full set of side screens, rarely used. Smart and very original in appearance, the car is offered with the aforementioned logbooks, current road fund licence and V5 registration document. A rare survivor of this most desirable Lagonda model, 'WH 3420' represents an opportunity to acquire a well-preserved example of one of the finest British sporting cars of its day.

£90,000 - 110,000
€110,000 - 140,000



276 Ω

2012 FERRARI 599XX EVOLUZIONE COUPÉ

Chassis no. ZFF69PXX000188894

The fabulous and exclusive Ferrari supercar offered here represents the ultimate high-performance derivative of the 599 GTB Fiorano: the 599XX Evoluzione, a competition derived track car intended for VIP customers only. As such, the Evoluzione was Ferrari's latest venture in its highly successful 'Corse Clienti' product development programme.

Introduced at the Geneva Motor Show in February 2006, the 599 GTB Fiorano took its name from Ferrari's famous test track and was the latest in a succession of models named after places associated with the marque such as Modena and Maranello. Its immediate predecessor - the 575 Maranello - had met with a mixed reception, disappointing those that had so admired the 550 Maranello, so Ferrari had some catching up to do in designing the 599.

Having favoured the mid-engined layout for its 12-cylinder road cars from the mid-1970s to the late 1990s, Ferrari had surprised everyone when it introduced the 550 Maranello. The latter's arrival in 1997 saw the Italian manufacturer return to its tradition of building front-engined V12 two-seater sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The 599 was the latest in this noble line that stretched all the way back to the 250GT SWB of the early 1960s.

In designing the 599, Ferrari abandoned the tubular steel chassis of the 550/575, adopting a more advanced and lighter all-aluminium chassis of greatly increased stiffness. Styled by Pininfarina under the direction of Ferrari's Frank Stephenson, the 599 with its long bonnet, small cabin, raised haunches and aggressive stance seemed the very definition of the term 'sports car'. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the front brake ducts and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past while the tail incorporated Ferrari's characteristic twin circular lights.

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-litre V12 was a reworked version of that found in the Enzo supercar. As installed in the 599, this state-of-the-art unit produced a staggering 612bhp at 7,600rpm with maximum torque of 448lb/ft at 5,600 revs. Weighing a claimed 1,690kg, the 599 has a power-to-weight ratio of 362bhp per tonne, far eclipsing the 291bhp/tonne of its 575 Maranello predecessor. Developed as part of Ferrari's Formula 1 programme, the paddle shift gearbox had become a feature of its range-topping sports cars and was available in its latest form for the 599, capable of changing gear in a mere 100 milliseconds. A conventional six-speed gearbox was available also.

Although active suspension had long been banned from Formula 1, its development for road cars had continued and the 599 came equipped with SCM magnetorheological 'semi-active' dampers.



The latter's damping fluid changes in viscosity almost instantaneously when a magnetic field is applied, thereby altering the suspension characteristics. Damper controls were placed on the Formula 1-style steering wheel together with those for traction control and stability, as was the starter button. The 599's fortunate driver would find him/herself looking at a central analogue rev counter flanked by a similar speedometer and an electronic display screen for all other functions. Ferrari thoughtfully provided plentiful storage space within the sumptuous leather-trimmed interior.

Even more exclusive, special-edition derivatives were not long in coming, commencing with HGTE (Handling Grand Tourer Evoluzione) which as its name suggests brought with it a revised, more sporting suspension package. This was followed by the 599XX, a more powerful, stripped down model intended solely for track use although, perhaps somewhat surprisingly, air conditioning was retained. Weight was reduced by employing a greater proportion of composite and carbon fibre body parts while the engine, with its rev limit raised to 9,000rpm, now produced 720bhp. A revised gearshift reduced the change time still further. The aerodynamics were altered to produced increased downforce, employing a rear wing, F1-style diffuser and twin electric fans in the boot to suck air from beneath the car. When applied to the 599XX's aerodynamics, the phrase 'state of the art' was no exaggeration.

The 599XX was introduced at the 2009 Geneva Auto Show and the following year Ferrari was able to announce that one had lapped the Nordschleife circuit at the Nürburgring in 6 minutes 58.16 seconds, the fastest time ever achieved by a production-based sports car and quicker than the mid-engined Enzo.

The 599XX's driver, Raffaele de Simone, commented: 'We were pleased that this car turned out to be far more driveable than the Enzo FXX.' Ferrari went on to build 29 599XXs, which their fortunate owners – or 'client development drivers' in factory parlance - were invited to enter in 18 special 'Corse Clienti' non-competitive track events worldwide.

Aware that for some customers too much is never enough, Ferrari took the 599 concept a stage further, announcing the 599XX Evoluzione at the Bologna Motor Show in December 2011. The Evoluzione weighed 35kg (77lbs) less than the 599XX and was more powerful still, producing 740bhp, while the rear wing became active, Formula 1-style. Indeed, there are few out-and-out competition cars that incorporate such advanced technology and stupendous performance as the 599XX Evoluzione. For an additional \$250,000, existing 599XX owners could have their cars upgraded to this enhanced specification.

Un-raced and with delivery mileage only, the car we offer represents a possibly once-in-a-lifetime opportunity to acquire one of these ultra-rare Corse Clienti Ferraris.

Should the vehicle remain in the EU, local import taxes of 20% will be applied to the hammer price.

£540,000 - 580,000
€680,000 - 730,000

277

12,600 miles from new

**2001 FERRARI 360 MODENA COUPÉ
COACHWORK BY PININFARINA**

Registration no. Y424 FBK

Chassis no. ZFFYR51C000123962

Engine no. 61405



Ferrari's most successful model since the 308, the F355 was always going to be a hard act to follow; indeed, there were many that questioned the need to replace a model just five years old and still selling well. Clearly, in order to surpass the outstanding F355, its successor would have to break new ground rather than offer mere incremental improvements. By starting with a clean sheet of paper in designing the 360 Modena, Ferrari and its partner Pininfarina succeeded in doing just that, the new car attracting superlatives that put even its illustrious predecessor in the shade.

Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 litres for the 360. Equipped with four overhead camshafts and five valves per cylinder - an arrangement borrowed from Ferrari's F1 engine - this remarkable unit produced 400bhp at 8,500rpm, with 275lb/ft of torque available at 4,750 revs.

Unlike the F355's transverse unit, the 360's six-speed gearbox was mounted longitudinally behind the similarly disposed engine and could be ordered with an improved version of the F1-inspired paddle-operated gearchange pioneered on the F355.

While its power train represented a degree of continuity with the past, in every other respect the 360 was entirely new, the most striking break with Ferrari tradition being the body's frontal treatment: gone was the omnipresent oval grille, replaced by two separate intakes set low into the front fenders à la McLaren F1.

A larger car than the F355, the 360 owed its radical new shape to the quest for increased downforce, generating four times as much as the F355, yet achieving the impressively low Cd of just 0.33. There was further innovation beneath the skin, a lighter, stiffer aluminium spaceframe/monocoque replacing the old arrangement of steel frame, tubular steel sub-frames and part steel, part aluminium body. This extensive use of aluminium meant that, despite its increased size, the 360 weighed around 220lbs less than the F355. Although it was also more powerful (by 20bhp) than its predecessor, the only straight-line performance increase claimed was a marginal reduction in the 0-60mph time to 4.5 seconds, top speed being unchanged at 183mph.

Nevertheless, the 360's on-the-road dynamics constituted a significant advance, its best time around Ferrari's Fiorano test track being some three seconds faster than the F355's.

Previously registered in Jersey before coming to the UK mainland in 2012, this right-hand drive example has covered only 12,600 miles from new and is presented in commensurately excellent condition. The car comes with all books, two keys, two expired MoTs, V5C registration document, MoT to August 2015 and sundry invoices for recent servicing, including one for a timing belt change and other works carried out by Meridien Modena in November 2011 (at 11,432 miles).

£45,000 - 55,000
€56,000 - 69,000





278

**1961 LANCIA APPIA GTE ZAGATO COUPÉ
COACHWORK BY CARROZZERIA ZAGATO**

Registration no. 584 UXO
Chassis no. 812.01-4564
Engine no. 814.00-3588

One of the rarest and most desirable of Appia variants, this left-hand drive GTE Coupé is typical of Zagato's work of the period. The car was exported new to Hoffman Bros, the New York-based Lancia importers, and after a handful of private owners in the USA was purchased in October 1983 by Jarl de Boer of Walnut Creek, California. The car had lost its engine by this time and was fitted with '814.00-3588' from a Vignale convertible, which it retains. Subsequently raced by de Boer and others, the car next changed hands in 2003, passing to Strada e Corsa in the Netherlands where restoration commenced.

Inspected by Martin Cliffe of marque specialists Omicron Engineering, the Appia was purchased by the current vendor in October 2005. Following a bare metal re-spray by Carrosserie Procard in Belgium and further restoration by Strada e Corsa, which included making new doors and fitting Perspex side windows, the car was imported into the UK in August 2006 and registered '584 UXO'.

With the intention of doing some historic racing, an FIA-specification roll cage was fitted by Robinson Race Cars in 2007, and then in 2008 the engine was fully rebuilt by Classic Restorations of Alyth, Scotland. Upgrades included electronic ignition (in period distributor), alternator electrics and an electric cooling fan.



Not satisfied with the performance, the owner pursued further upgrades that had been homologated in period. Sourced over a few years, these comprised a Weber 40DCOE carburettor; custom-made inlet manifold; lengthened distributor spindle and housing; and an exhaust custom-made from an original pattern. In addition, the car has been fitted with a Nardi steering wheel; new alloy fuel tank; Monza fuel filler cap; Marchal spotlights; and custom-made 'Zagato' seats.

We are advised that the engine work, especially the Weber carburettor, has transformed the car, which is the only one incorporating homologated improvements to become available in recent years and cannot be compared to a standard example. Fewer than 1,000 miles have been covered since the engine rebuild.

The Appia performed faultlessly on the 2011 Mini Tour Britannia and earlier this year participated in the Doune Hill Climb. It is MoT'd, 'on the button' and ready for whatever challenges the new owner might have in mind. Eligible for many prestigious international rallies and events, the car comes with FIVA papers; a history file containing bills and photographs of the restoration; and a quantity of removed original parts.

£37,000 - 45,000
€46,000 - 56,000



279

1970 ALFA ROMEO 1750GTV COUPÉ

Chassis no. AR1456103

Engine no. AR00S48G4569



Launched in 1963, the first of Alfa Romeo's Bertone-styled coupés - the 1.6-litre Giulia Sprint GT - featured classically stylish four-seater coachwork designed by Bertone's Giorgetto Giugiaro, though this was now manufactured not by Bertone but at Alfa's new factory at Arese. Beneath the skin the new two-door coupé utilised the recently introduced 105-Series Giulia TI saloon's five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - early cars excepted - all round disc brakes.

The Sprint GT came with 106bhp on tap (up from the TI's 92bhp courtesy of two twin-choke Weber carburettors) an output sufficient for a top speed of around 112mph. Improvements to the inlet ports characterised the more-powerful (109bhp) engine of the Sprint GTV (or GT Veloce) introduced for 1965.

A 1300 model - the GT Junior - arrived in 1966, and the range was further extended the following year by the launch of the 1750GTV, the latter powered by a 1,799cc, 118bhp version of Alfa's classic twin-cam four housed in a four-headlamp version of the existing bodyshell running on 14" - down from 15" - wheels. A short-lived but nonetheless popular model, the 1750GTV underwent a minor mechanical and styling revision part way through production before being replaced by the 2000 version in 1972. Drivers' cars par excellence in the Alfa Romeo tradition, Bertone's timelessly elegant Giulia coupés are among the most exciting sports saloons of the 1960s and today all versions are highly sought after.

Built at Alfa Romeo's Brits factory in Pretoria, South Africa, this right-hand drive 1750GTV was restored in Johannesburg in 2000 and imported in 2012. Dry stored both in Cape Town and the UK, it is described as in generally 'immaculate' condition. Import duties have been paid but SVA and UK registering has yet to be carried out.

£18,000 - 22,000

€23,000 - 28,000

No Reserve

280

1968 LAMBORGHINI MIURA P400 COUPÉ
COACHWORK BY CARROZZERIA BERTONE

Registration no. SKR 291G

Chassis no. 3510

Engine no. 30608



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

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

The car's technical specification was breathtaking in its sophistication and complexity. Designed by Gianpaolo Dallara, the Miura carried its transversely mounted engine amidships in a box-section platform chassis, the latter clothed in stunning coupé coachwork styled by Bertone's Marcello Gandini. Like the contemporary 400GT, the Miura used the 4.0-litre version of Lamborghini's Giotto Bizzarrini-designed four-cam V12. With 350bhp available, the Miura was capable of shattering performance, a top speed of 180mph being claimed. Production examples were independently tested at more than 170, confirming that the Miura was the world's fastest production car.

Early in 1968, after the 125th car had been completed, the steel used in the chassis was increased from 0.9 to 1mm in thickness, while from April that year customers could specify a leather interior. Initial development had concentrated on chassis strengthening, these improvements being consolidated in the more powerful Miura 'S', for spinto (tuned), introduced in 1968. Production of the original P400 effectively ended when the successor 'S' version was introduced, by which time a little over 470 of these wonderful cars had been produced.



The process of making the Miura faster yet more durable reached its zenith in 1971 with the arrival of the 'SV', for spinto veloce. Apart from the deletion of its distinctive 'eyelash' headlight embellishments and changes to the rear lights, the body remained largely unaltered apart from slightly flared wheelarches shrouding wider tyres. In addition there were cosmetic changes to the interior and a more powerful (around 390bhp) engine to offset the increased weight and rolling resistance, but the main gain was a significant improvement in build quality.

There were also major revisions to the front and rear suspension arrangements to improve the handling and accommodate the new 9" Campagnolo wheels. Part way through 1971 a 'split sump' lubrication system was phased in, which used separate reservoirs for the engine and transmission oil. This was necessitated by the final cars' ZF limited-slip differential, which could not share the engine's oil, and brought with it the additional benefit of increase component life and less frequent rebuilds.

The Miura SV was the world's fastest production car when introduced but its arrival coincided with the Countach successor model's announcement. Although the latter was still years from actual production, demand for the Miura slackened inevitably and only 150 SVs had been made when production ceased at the end of 1972. There was also, briefly, a solitary competition version. Brainchild of Lamborghini development engineer Bob Wallace, the latter, known as the 'Jota', featured bodywork crafted in aerospace light alloy, Plexiglas side windows, racing suspension, Campagnolo magnesium wheels and an engine tuned to produce 440bhp. Sadly, this car, chassis number '5084', was destroyed in an accident in 1972.

Left-hand drive chassis number '3510' was supplied new to a lady in Italy, who sold it to Mr Peter Wrigley in July 1979. Mr Wrigley's letter outlining the Miura's history with him is in the file. He states that the car had been back to the factory in 1975 to be partially upgraded to SV specification. It has been fitted with an SV engine (number '30608') and has the later SV-type bodywork. Mr Wrigley kept the car for 20 years and had commenced its restoration before selling it, unfinished, in December 1999.



The buyer was Alan Carrington, whose company then undertook a complete 'last nut and bolt' rebuild over the next two years (see summary of work on file). The Lamborghini was then sold to dealer Phil Stubbs, from whom it was purchased by the current vendor in 2004. The vendor had the car re-sprayed in Lamborghini Black metallic and sent it to Lamborghini specialist Carrera Sport (Mike Pullen) for any work that needed doing, which included a full engine and transmission strip and rebuild (bill on file).

In 2005 the vendor commissioned the Jota headlamp conversion from glassfibre specialists PPC Marine Fabrications Ltd, which was made without altering the body in any way (description on file). The original headlamps are with the car and in good condition, including the glass. Four new wider wheels were made and fitted with the original tyres (the original wheels, in good condition, are with the car).

Although the bodywork renovation is ten years old, there are no signs of corrosion, while the dashboard is in very good condition as is the rest of the interior. The vendor advises us that he has no reason to doubt the veracity of the 53,641 kilometres (approximately 33,300 miles) recorded. The engine has recently been fitted with new plugs and caps, and the ignition timing and carburettors adjusted. A compression test found all cylinders above 200psi (bill on file). Boasting a unique specification, this beautiful Miura comes with V5C registration document and a substantial file of history.

£350,000 - 450,000
€440,000 - 560,000



281

1948 ALLARD M-SERIES DROPHEAD COUPÉ

Registration no. JOF 560

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 and registered 'JOF 189'. 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 some nine years ago 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 Allard was purchased by the current vendor at Bonhams' December Sale at New Bond Street in 2013 (Lot 015), since when he has obtained an age-related registration from the same series as the original. The car is only offered for sale because it no longer fits into the vendor's future plans. Currently taxed, 'JOF 560' comes with a laminated sheet of starting instructions, American title documents and V5C registration document. 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

€56,000 - 69,000



1954 JAGUAR XK140SE ROADSTER

Registration no. TJH 791

Chassis no. S800004

Engine no. G1534-9

'For 1955, Jaguar present a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety.' - Jaguar Cars Ltd.

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type.

The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type.



A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by *Road & Track* magazine, a USA-specification XK140MC (as the 'C'-type head-equipped SE version was known there) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.

One of 73 XK140 roadsters made in right-hand drive configuration, this 'SE' is one of only 12 fitted with the C-type cylinder head and also has twin 2" SU sand-cast carburettors and overdrive transmission, thus representing the model in its ultimate and most desirable form. It is only the fourth right-hand drive XK140 built, the chassis numbering sequence having commenced at '800001'. The XK was delivered finished in Old English White with red leather interior and black hood, and came equipped with side screens.

Around 1957 the car received the following D-Type upgrades: all-round disc brakes, 9:1 compression ratio pistons, bronze main bearings, close-ratio (non-overdrive) gearbox, high-ratio rear axle, 'Le Mans' headlights and 60-spoke wire wheels.

Carried out by Massey & Bridges of Fakenham, Norfolk, a branch of Mann Egerton & Co Ltd, these works were performed with the technical assistance of Brown's Lane, with parts being supplied by the factory's Competitions Department. The number of the reconditioned and upgraded engine was changed from 'G1534-8S' to 'G1534-9' to reflect the alteration in compression ratio.

The accompanying old-style logbook records two keepers: Major John Greenish of London SW1 (January 1957 to December 1957) and Flight Sergeant Thomas Jacks of Windsor House, Norfolk from December 1957 to (it is believed) circa 1979. 'TJH 791' was then sold at auction and was driven by its new owner, Mr Rupert Arkell, until October 1982 when it was dismantled for a rebuild. From February 1987 the Jaguar was owned by Mr Brian Arculus of Foxfields, West Sussex, followed by the current vendor, who has owned it since August 1993. It is obvious that the car has been restored but there are no records of when this was carried out or by whom.

Kept in storage since acquisition, the XK is offered fresh from re-commissioning which included the installation of a custom-made Radtec aluminium radiator together with all new coolant and heater hoses, a full service and successful MoT test. Currently taxed, the car comes with an extensive history file containing the aforementioned old-style logbook; V5 registration document; a quantity of expired MoT certificates; period correspondence from the Jaguar factory; and numerous related articles and magazines of interest.

£90,000 - 120,000
€115,000 - 150,000



The ex-Arturo Merzario, Derek Bell, European 2-Litre Championship-winning 1972 ABARTH-OSELLA SE 021 SPORTS PROTOTYPE

Chassis no. SE 021/0020

Austrian engineer Karl (Carlo) Abarth originally moved to Italy to work on the Cisitalia Grand Prix car, turning to the manufacture of silencers when Cisitalia folded. An innovative concern with a sporting pedigree second to none, Abarth branched out from producing induction and exhaust systems into selling performance kits for - mainly FIAT - production cars, later building a succession of aerodynamically stylish sports prototypes and limited-series production cars. When Abarth sold out to FIAT in 1971, becoming the latter's competitions department, the racing team was purchased by Enzo Osella.

Son of a garage owner from Volpiano, near Turin, Vincenzo 'Enzo' Osella raced Abarths in the early 1960s and eventually joined the company. In 1965 Osella left and set up independently, his first prototype chassis proving highly successful in races and hill climbs in Italy.

Following his takeover of Abarth's racing assets, he worked with designer Antonio Tomaini to produce the Abarth-Osella SE 021 that won the European 2-Litre Sports Car Championship in 1972 driven by Arturo Merzario. This was followed by the PA1 and PA2, the latter boasting bodywork designed by Pininfarina.

Osella Squadra Corse branched out into Formula 2 at the end of 1974 with its first single-seater but without success. Osella's Formula 3 car proved equally un-competitive, and sports cars continued to be the company's main source of income. The developing 'PA' sports cars continued to win at international level into the 1980s but by this time Osella's sights were set on Formula 1. The team maintained a presence there as 'also rans' until the end of the 1990 season when it was taken over by Gabriele Rumi and renamed 'Fondmetal'. Enzo Osella returned to his first love - sports cars - continuing production of the highly successful 'PA' series at a new factory in Atella and enjoying considerable success on the Italian national scene.



Chassis number 'SE 021/0020' was constructed for the 1972 season and campaigned by Scuderia Brescia Corse as a works entry in the European 2-Litre Sports Car Championship, driven by Arturo Merzario. It was also driven by Derek Bell when 'Little Art' was otherwise engaged. British manufacturers had dominated the Championship's first two seasons, Chevron taking the title in 1970 and Lola in 1971, but that would cease with the arrival of the SE 021. Although the opening round of the 1972 campaign at Paul Ricard in April was won by Gérard Larrousse's Lola, Merzario's Abarth-Osella, starting from pole, had built up a 30-second lead before being forced out with a broken suspension mount, caused by him driving over the kerbs. Merzario was not present at the next round, Vallelunga, but it was here that the SE 021 would score its first victory, courtesy of Toine Hezemans' Canon Racing entry. Bell then took over '0020' for the Salzburgring round in May but retired with low oil pressure.

Merzario was back in the car for Dijon in June, dominating the meeting with pole position and wins in both heats to claim overall victory. 'Little Art' was overall winner at the next two rounds, Silverstone and Enna, and by the middle of August was leading the Championship. Driven by Bell, '0020' recorded a 'DNF' at the Nürburgring, victory going to the Lola of Jean-Louis Lafosse. Merzario returned for the following round at Montjuic Park in Barcelona to finish 3rd in a race won by John Burton's Chevron, before Bell took over the drive for the final round at Jarama, which he won. Merzario won the Drivers' Championship while Abarth-Osella took the Manufacturers' by a country mile. The Championship is documented by a substantial quantity of period press cuttings and race result printouts on file.

Dated July 1981, a letter on file from Osella to the second owner, noted collector Luciano Bertolero, confirms that '0020' is Merzario's Championship-winning car from 1972, while another document, signed by Bertolero, shows that he sold the car to Norbert J McNamara in the USA that same month. Mr McNamara kept '0020' for the next 20 years before selling it to Colin Pool of Shrivenham, Wiltshire in 2002. The current vendor purchased the Abarth-Osella from Colin Pool (since deceased) in 2005. He then consigned it to historic motor sports restoration specialists Lanzante Ltd of Bordon, Hampshire for a complete 'ground upwards' rebuild including new FIA-specification fuel cells, which was carried out in 2006/2007. Running to some 37 pages, Lanzante's detailed invoices are on file, testifying to the fact that this was a no-expense-spared restoration carried out with the utmost attention to detail. The total for parts and sub-contractor services alone is £46,450.84.

The car has not been used since the restoration's completion and is presented in commensurately excellent condition. It is accompanied by a substantial quantity of spare parts, some new, a full list of which is available (inspection recommended). Offered with the aforementioned documentation and up-to-date FIA papers (issued 2012), '0020' represents a rare opportunity to acquire a Championship-winning 2-litre sports prototype, eligible for a wide variety of prestigious events including Super Sports Festival, Abarth invitation and FIA historic hill climbs.

£150,000 - 200,000
£190,000 - 250,000



284

**1959 ALVIS TD21 DROPHEAD COUPÉ
COACHWORK BY PARK WARD LTD**

Registration no. USK 553

Chassis no. 26141

Engine no. 26141



Styled by Swiss *carrossier* Graber and boasting coachwork manufactured by Rolls-Royce's in-house coachbuilder Park Ward, the Alvis TD21 debuted in 1958. The TD21 retained Alvis's torquy, 3.0-litre, overhead-valve six that came with 104bhp on tap at first, though this was increased early in 1959 to 120bhp courtesy of a new cylinder head. Inside there were improvements to the accommodation, with increased headroom and legroom when compared to the preceding TC108G, especially in the rear. Lockheed servo-assisted disc brakes were now an option, becoming standardised for 1960. A mere 1,070 TD21s were completed between 1959 and 1963, and today these traditional, thoroughbred and luxurious Gran Turismos enjoy an enthusiastic following.

The TD21 drophead coupé offered here was purchased new by the late Judge D M Bevington and comes with one of the most complete vehicle histories we have ever seen, commencing at the first service in December 1959. First registered 'DMB 1', the Alvis was bought in 1972 from a *'Sunday Times'* advertisement, sight unseen, by a British Army Major, John Dyas, by which time it had covered some 73,000 miles. In short order the registration changed from 'DMB 1' to 'UFL 883' and then to 'DYS 3'. When Major Dyas took the Alvis to Northern Ireland in 1973, the registration was changed to the local number 'AIB 5931' for security reasons.

Returning to the UK mainland, Major Dyas had the Alvis reregistered with the age-related number 'USK 553', which it retains, and in the early 1990s treated it to a complete cosmetic and mechanical restoration. The car was used by the Dyas family for trips through the French and English countryside, plus the occasional classic rally, until John Dyas's declining health saw it driven less frequently. When John Dyas passed away in 2010, the Alvis was sold to its third owner, Mr M Thomas of Cirencester, who had the engine overhauled at a cost of £3,600, four new wire wheels fitted (£1,084) and a new mohair hood and cover installed (£4,200).

More recently, the radiator was rebuilt at a cost of £900. Bills for these works are available and the history file also contains an old-style logbook; a copy of the *'Sunday Times'* advertisement; extensive service records and bills; assorted previous-owner correspondence; instruction manuals and parts books; V5C document; and a large quantity of expired MoTs and old tax discs (close inspection recommended). MoT'd until July 2015, this quite magnificent Alvis TD21 will have been driven to the sale.

£50,000 - 70,000

€63,000 - 88,000



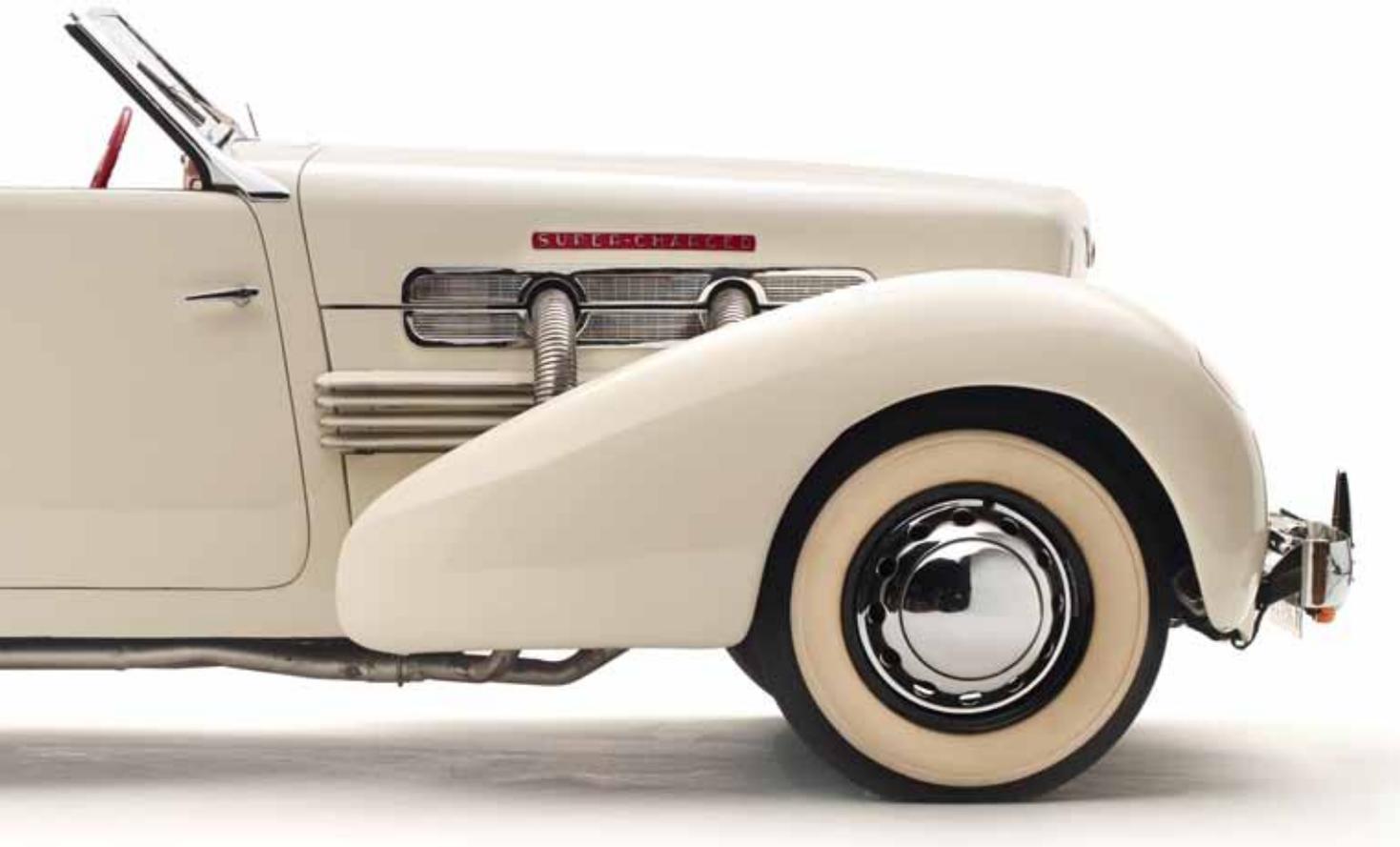
285 N

1937 CORD 812 SUPERCHARGED PHAETON

Chassis no. 32419H

Engine no. FC3169





One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York and arguably the most easily recognised American car of all time, the Cord 810 debuted in November 1935, receiving a rapturous reception at US automobile shows. The work of a team headed by Duesenberg designer Gordon Buehrig, the 810 body style with louvred 'coffin' nose, streamlined, spat-shaped wings and absence of running boards would prove immensely influential, its distinctive features being borrowed by most mainstream manufacturers by the decade's end.

The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931. Errett Lobban Cord had introduced the latter in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines. Powered by a Lycoming straight eight, the Cord L29 featured front wheel drive, a chassis layout then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

A front-wheel-drive car like the L29, the 810 differed from its predecessor by virtue of its more compact Lycoming V8 engine and four-speed, pre-selector gearbox. Set further back in the chassis, the former endowed the 810 with better balance and came with 125bhp in standard trim or 170bhp when supercharged.

The Cord was re-designated '812' for 1937 when custom sedans on a longer wheelbase joined the four-model range, though it is doubtful whether any independent offering ever matched Buehrig's original Beverly fastback sedan for sheer style. Priced competitively in the \$2,000-3,000 range, the 810/812 should have been a huge success, though, sadly, this was not to be. The Cord Corporation was in deep financial trouble, and when its proprietor sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, a little fewer than 3,000 810/812s had been made.



This example of a car widely recognised as one of the top ten automotive designs of all time represents the model in its ultimate 812 supercharged configuration. The current vendor's father, a Spanish collector of fine automobiles, purchased the Cord in South America in 1985. Between 2002 and 2005 the car underwent a complete 'last nut and bolt' restoration in Switzerland and in 2007 won its class at the prestigious Concorso d'Eleganza in Villa d'Este. There are photographs on file of the Concorso and also of the car prior to its restoration. Presented in generally excellent condition, this sublime Cord 812 is offered with restoration invoices, Spanish registration document and FIVA papers.

£120,000 - 150,000
€150,000 - 190,000



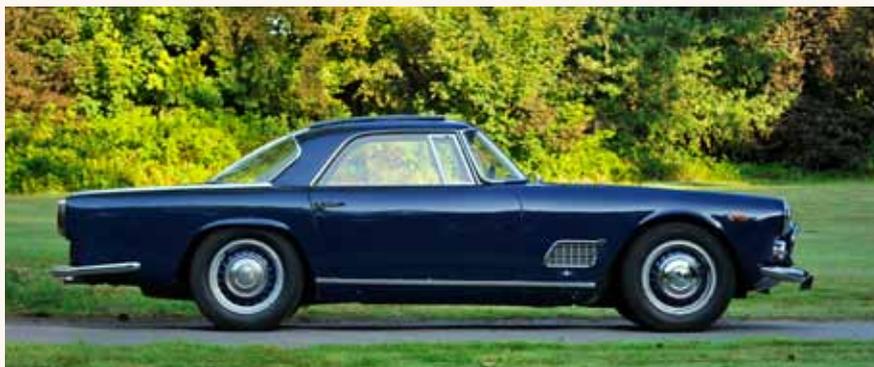
286

1960 MASERATI 3500GT COUPÉ
COACHWORK BY CARROZZERIA TOURING

Registration no. 367 GNV

Chassis no. 101/754

Engine no. 101/754



Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sports Car Championship with the fabulous 450S - both in 1957, the marque's most successful season - Maserati was by that time facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing and Maserati's survival strategy for the 1960s centred on establishing the company as a producer of road cars. The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT, its first road car built in significant numbers. A luxury '2+2', the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S competition sports car unit of 1956.

Chassis number '754' is one of only 40 right-hand drive cars built, of which it is estimated that fewer than half survive worldwide. A matching numbers example, it boasts arguably the most desirable specification, combining the 'Series 1' cars' purity of line with the desirable upgrades of a five-speed gearbox and front disc brakes. The car's early history is uncertain, though it is known to have been owned in the USA by one Hunt Ethridge.

The Maserati's current UK registration dates from 18th May 1993, although the earliest invoice on file is dated August 1992. That invoice is from Corley Motors of Warwickshire, who appear to have done some restoration work on the car before its registration.

Anthony Bonser owned the Maserati from May 1993 to November 1995 when it was purchased by the current vendor. The recorded mileage total at that time was 65,000 miles; it is currently 96,625.

The vendor has used the car as its makers' intended: as a Grand Tourer. It has been to Scotland and France many times and to Ireland, Wales and Cornwall. It was a regular at Maserati Club rallies for many years and is well known within the Club for its proven reliability. In 2010/2011 the Maserati was used regularly in the French Alps before undertaking a 'Grand Tour' home via Italy, Switzerland, Austria, Germany and Belgium.

'367 GNV' has been regularly and comprehensively maintained, initially by the classic car specialist, journalist and racing driver Roberto Giordanelli and since 2002 by Bill McGrath Maserati (details on file). Recent works have included a new stainless steel exhaust (September 2011), new ignition coils (November 2011), dynamo overhaul (July 2013) and a new clutch slave cylinder (March 2014). Recently MoT'd and currently taxed, this obviously much enjoyed Maserati 3500GT is offered with aforementioned history and V5 registration document.

£60,000 - 80,000
€75,000 - 100,000



287

1992 PORSCHE 911 TYPE 964 CARRERA 2 RS 3.8-LITRE COUPÉ

Registration no. J99 RSL

Chassis no. WPOZZZ96ZNS491848

Engine no. 62N82688



Representing a major step forward in the development of Porsche's perennial 911, the Carrera 4 and Carrera 2 ('Type 964' in factory parlance) had been launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production model. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the new Carreras' chassis and suspension. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to 162mph with 60mph attainable in 5.4 seconds (5.6 seconds Tiptronic).

Evoking memories of the legendary 2.7 and 3.0-litre RS and RSR 'homologation specials' of the 1970s, in 1992 Porsche introduced a Type 964 Carrera RS, which was a lightweight variant like its illustrious forebears. It was based on the 'Carrera Cup' competition car and sold in the European market only. The Carrera RS retained the 3.6-litre engine, albeit boosted in maximum output to 260bhp, but for the following Carrera RS '3.8', the bore size was increased by 2mm for a capacity of 3,746cc. Maximum power went up to 300bhp and this M64/04 engine was installed in a wider, Turbo-style body, also used for the RSR competition version.

Towards the end of production Porsche came up with one of the rarest of Type 964 variants, the Carrera RS with 3.8-litre engine, which was produced in limited numbers, an estimated 55 being made.

Built as a standard 3.6-litre Carrera 2 RS, this left-hand drive example has been converted to full 3.8-litre specification by Porsche specialists Ninemeister of Warrington, Cheshire. Carried out towards the end of 2011 for the current registered keeper, who had acquired the car in October 2004, the work cost over £32,000 (bills and photographs on file). Other noteworthy features include a full body kit (using metal panels), '3.8' boot spoiler and original Speedline alloy wheels. An accompanying dynamometer printout shows that the engine produces 325bhp.

Finished in Amethyst, 'J99 RSL' has covered only 93,761 kilometres (approximately 58,200 miles) from new and is described as in generally excellent condition. The car comes complete with owner's handbooks, Porsche Certificate of Authenticity, German registration papers, UK type approval certificate, sundry bills, a quantity of expired MoT certificates and old tax discs, current MoT (expires August 2015) and V5C document listing only one previous keeper since the vehicle was first registered in the UK in 2001.

Truly awesome, this beautiful Carrera RS represents a wonderful opportunity to acquire a most desirable Type 964 variant, upgraded to the ultimate and exclusive 3.8-litre specification.

£150,000 - 180,000
€190,000 - 230,000



288

1970 PORSCHE 911S 2.2-LITRE TARGA COUPÉ

Registration no. VDA 85H

Chassis no. 9110310558

Engine no. 6301978



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356 that had secured the fledgling company's reputation as producer of some of the world's finest sporting cars. The iconic 911 would take this reputation to an even more exalted level on both the road and racetrack.

The 356's rear-engined layout was retained but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower. The first of countless upgrades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph. A lengthened wheelbase introduced in 1969 improved the 911's sometimes wayward handling, and then in 1970 the engine underwent the first of many enlargements, to 2.2 litres, in which form it produced 180bhp on Bosch mechanical fuel injection when installed in the top-of-the-range 'S' model.

Two years after the original coupé's introduction, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in the Sicilian classic - arrived in 1966. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowed in the boot. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way. The much loved and instantly recognisable original Targa finally bowed out at the end of the 1990s when the Cabriolet became the sole open-topped 911 with the introduction of the Type 996 range for 1999.

This left-hand drive 911S Targa comes with Porsche Cars GB Ltd dating letter stating that it was manufactured in May 1970 and subsequently delivered to Italy finished in black. The car was first registered in the UK on 1st November 2013. Restored to a good standard, this desirable 911S Targa is offered with MoT to August 2015, V5C registration document, old Italian registration papers and a specialist maintenance invoice for recent suspension work.

£95,000 - 115,000
€120,000 - 140,000



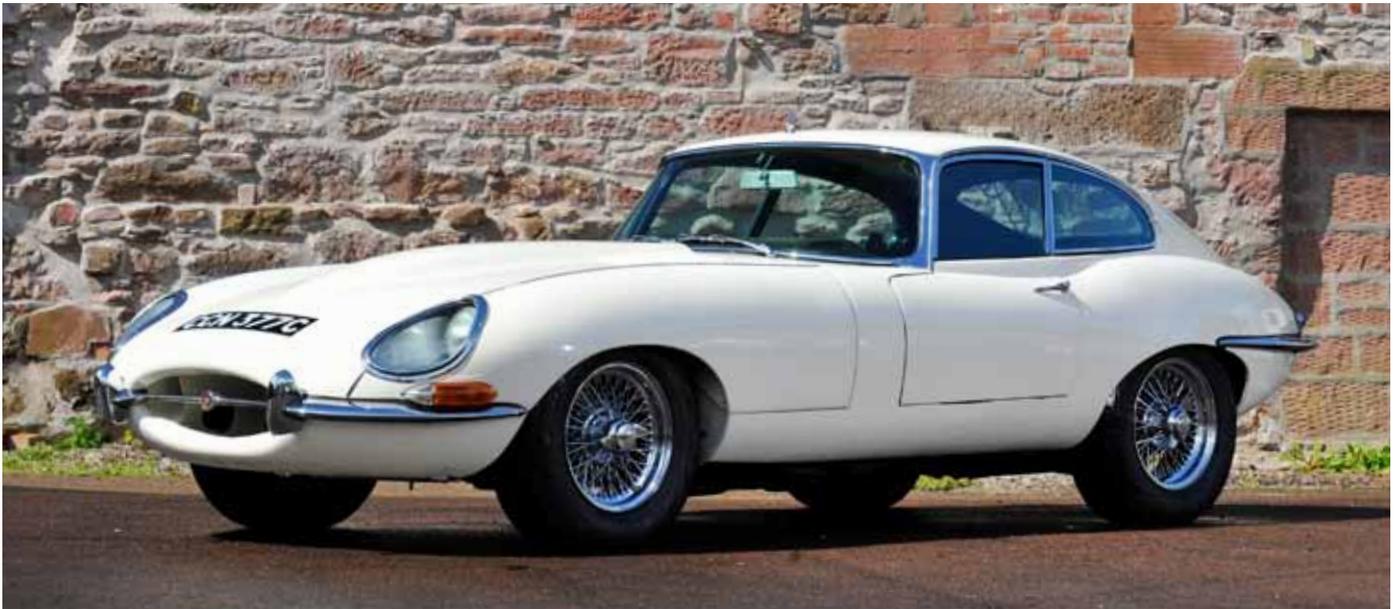
289

1965 JAGUAR E-TYPE SERIES 1 4.2-LITRE FIXED-HEAD COUPÉ

Registration no. CCN 377C

Chassis no. 1E20996

Engine no. 7E6244-9



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

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.

In the vendor's ownership for past 16 years, this matching numbers E-Type coupé is offered fresh from a complete bare metal restoration carried out over the last two years by an internationally respected classic car restoration company where it is currently stored.

Noteworthy features include new MWS chromed wire wheels; new tyres; new stainless steel exhaust; Rob Beere front suspension height adjuster; Spax adjustable shock absorber; original Triplex Sundym glass with heated rear screen; electronic ignition; Kenlowe fan; inertia reel seatbelts; Coopercraft vented discs and four-pot callipers; and many other new parts including the clutch, radiator, header tank, bonnet and Reynolds 531 engine chassis rails.

Retaining its original locking glove compartment lid, the interior has been renovated with new velvet pile leather-trimmed carpets and genuine hide trim to the door panels and centre console. Much attention to detail has been given to the interior trim, including re-upholstering the seats using their original black leather covering, which is in excellent condition and retains its classic patina. The chrome is said to be superb and door and bonnet shut lines excellent; everything works as it should and this E-Type is presented in pristine condition. Other features of note include a driver's side chromed 'bullet' mirror; halogen headlight bulbs; detailed engine bay with machine-polished cylinder heads and carburettors; and the original radio aerial, correctly positioned above the centre of the windscreen. The original lap seat belts and chromed wire wheels/tyres are included in the sale.

Finished in Old English White with black leather interior, this freshly restored E-Type coupé is offered with restoration invoices, V5 registration document, MoT to June 2015 and an extensive history file.
£65,000 - 75,000
€81,000 - 94,000





290

The ex-Robin Hamilton/Marsh Plant
**1970 ASTON MARTIN DBS V8 6.0-LITRE
COMPETITION SALOON**

Chassis no. DBSV810071R/V8R003 (Marsh Plant)



The Aston Martin 'RHAM/1', known as 'The Muncher', was a highly modified Aston Martin DBS V8 racing car, developed by Robin Hamilton and built with the intention of competing at the Le Mans 24-Hour Race. After development by Hamilton, 'RHAM/1' competed in the 1977 and 1979 Le Mans races, finishing 17th overall and 3rd in the GTP class in the 1977 event. The car has also held the World Land Speed Record for towing a caravan, at the speed of 124.91mph.

Robin Hamilton subsequently built a second Le Mans-styled DBS V8 competition car based on the look of 'RHAM/1' as it had been in 1978. Offered here, that car was assembled for Peter Griggs, who wanted a replica of 'The Muncher'. Chassis number 'DBSV810071R' featured a glassfibre front end and Piper prepared V8 engine, but no turbocharger, while the fuel injection system was replaced by a quartet of Weber 48 IDA downdraft carburetors. The car had some success with Griggs, winning a race at the 1981 AMOC Brands Hatch meeting, even though it was quite heavy. In 1982 the car finished 2nd at Brands Hatch and 4th at an Intermarque race at Silverstone.

In 1987 the car was bought by Richard Williams with the intentions of upgrading it with an experimental 6.3-litre V8 engine and racing it in Intermarque events. However, the Aston was then sold to Marsh Plant Holdings where it was reassembled as 'V8R003' in 1991 and raced on many occasions by John Freeman, Gary Pearson and others in numerous races with great success. It is believed that the car was at least tested by the late, great Gerry Marshall, and may also have been raced by him on occasion.

Between 2007 and 2011, 'DBSV810071R' was stripped to a bare shell and completely rebuilt by Roxwell Racing, with limited running since. Now displacing 6.0 litres, the engine was rebuilt and upgraded and currently produces 570bhp, while other noteworthy features include a new AP triple-plate clutch; new Tex Racing T101A NASCAR-type four-speed dog gearbox; new bespoke prop shaft; overhauled differential; upgraded rear brakes; new AP Racing 6-pot Pro 5000+ front brakes; new driveshafts with competition CV joints; new up-rated rear hub shafts; new bespoke three-way adjustable remote canister shock absorbers; nine new BBS 3-piece split-rim 18" wheels; new lightweight fire system; new custom fuel tank; and new Perspex windows (full specification available on request).

Refinished in the Link Systems livery worn by 'RHAM/1' at Le Mans in 1979, the car was set up and track tested on completion. Highly competitive, it has been driven by Andy Jenkinson and John Young in the Heritage GT Series and AMOC Intermarque series with considerable success, and recently has been campaigned by Andrew Smith and Euan Marshall in AMOC Intermarque and Masters Historic Racing events.

£65,000 - 85,000

€79,000 - 100,000





291

**The ex-Brian Redman, South African
Formula 1 Championship
1971 CHEVRON B18 FORMULA 2
MONOPOSTO**

Chassis no. 71/4



First seen in 1967, Chevron's first monoposto racer was a design for Formula 3, the B7, which served as a prototype for the first such car produced in significant numbers: the B9. Successor B15 and B17 models were as good as anything in the Formula 3 category in the late 1960s, and then for 1971 the factory came up with a design intended for Formula 2, Formula 3 and Formula Atlantic: the B18. Chevron's designs hitherto had used tubular spaceframe chassis, with some stressed skin stiffening, and the B18 took this a stage further, being a 'semi monocoque' built around square-section tubing. This kept damage repair relatively simple, while a bolt-on rear sub-frame facilitated engine changes for drivers competing in more than one category.

Previously noted for its sleekness, Chevron's formula car took on a more boxy look with the B18, which featured prominent wings, the front carried above a large rectangular nose intake. The B18 whilst not at the cutting edge of contemporary Formula 2 design was always considered a practical and effective racing car.

The B18 had first appeared in the summer of 1970, and the following winter the car offered here was driven by Brian Redman in two rounds of the South African Formula 1 Championship, presumably as a development exercise. Chevron's works driver and winner of the inaugural European Sportscar Championship in 1970, Redman had retired to South Africa at the season's end. It would turn out to be a short sabbatical, lasting only four months.

By the time he eventually retired from full-time professional racing at the end of 1989, the Lancastrian driver had added multiple wins in virtually all the international endurance classics apart from Le Mans, to an already illustrious record that included podium finishes in the Formula 1 World Championship. Resident in the USA from 1974, he won the SCCA/USAC Formula 5000 Championship three years consecutively from 1974 to 1976, and in 1981 was the IMSA GT Champion.

Entered by Richter Motors Racing, fitted with a Cosworth FVA engine and driven by Redman, '71/4' finished 2nd in the opening round of the South African Formula 1 Championship at Killarney on 9th January. Redman drove the car again in the second round at Kyalami on 30th January, posting a 'DNF' (engine). Thereafter, the Chevron came to France where it competed in several hill climb events. In 1994, the car was acquired by Dr Veit Dennert, from whom it was purchased in 1999 by the current vendor.

Specialising in the restoration of classic automobiles and competition cars, the vendor's company completely restored '71/4' in 2005, the car is currently fitted with an FVA incorporating modifications from the later Cosworth YB engine, running Webber carburettors and a Hewland Mark 9 gearbox. Since restoration it has competed three times at international level. Completed but not yet submitted, a DMSB passport comes with the car, which is described as in 1st class condition and ready for use.

£35,000 - 45,000

€44,000 - 56,000



292

1989 LISTER JAGUAR 7.0-LITRE LE MANS COUPÉ

Registration no. FCF 3
 Chassis no. 038LJ05LM
 Engine no. LPO47/70L



A director of his family's Cambridge-based light engineering firm, Brian Lister was better placed than most to become a racing car designer. He enlisted the considerable talents of Don Moore and Archie Scott-Brown to help with engine tuning and driving respectively, and built his first car in 1954. The MG XPAG-powered Lister proved an immediate success, notching up five 1st and eight 2nd places in short order. Upgraded that summer with a Bristol straight six, the Lister won its class during the British Grand Prix support race and throughout the 1955 and '56 UK racing seasons was a serious thorn in the side of both the Aston Martin and Jaguar works teams. Fitted with Jaguar straight-six and American V8 engines, the Lister 'knobbly' sports-racers proved immensely successful at international level through the 1950s but by the decade's end the writing was on the wall for front-engined sports-racers and Lister closed at the end of 1959.

In recent years cars bearing the Lister name have been a major force in GT racing worldwide. From the early 1980s the name has also graced some of the world's fastest road cars, after an agreement first with BLE Automotive and then WP Automotive saw converted XJ-S models marketed as Lister Jaguars. Following six years of development, the Lister Le Mans burst onto the supercar scene in 1989. Named in honour of Jaguar's successes at La Sarthe in the 1980s, the Le Mans featured a 7.0-litre version of Jaguar's V12 engine, comprehensively re-worked and upgraded to cope with its now 604bhp maximum power output. A similar torque figure ensured stupendous acceleration in any gear. Needless to say, the suspension, brakes, wheels and tyres were up-rated to cope, while a purposeful-looking body kit ensured that the car remained stable at its 200mph maximum speed. The price? A cool £160,000.

Previously registered 'G445 UGX' and '9951 EJ', the car we offer is the fifth of only 20 Lister Le Mans made. Chassis number '038LJ05LM' served as Lister's demonstrator and featured in its sales brochures before being purchased by industrialist Jack Walker, who had just sold the Blackburn-based family firm, Walkersteel, to the British Steel Corporation for more than £300 million. A keen supporter of Blackburn Rovers, Walker bought the football club and invested heavily in new players, twice setting a new British record for the most expensive transfer. Jack Walker died in 2000 but in 1994/1995 had had the immense satisfaction of seeing his beloved team win the Premier League.

In 1994 this Lister Le Mans was sold to Mr Eric Palethorpe, one of Jack Walker's fellow company directors, who kept it until September 2013 when it passed to the current registered keeper. Now carrying the cherished registration 'FCF 3', the Lister has covered only 38,000 miles from new and comes with service history including a bill for £3,400 for its most recent service. The car also comes with a Lister handbook pack, sales brochure, (copy) old V5, V5C document and a quantity of expired MoTs. Freshly MoT'd, 'FCF 3' represents an exciting opportunity to acquire a powerful car possessing an exceptional specification, as well as a direct link with one of the greatest of all Jaguar exponents. The car will be driven to the sale.
£40,000 - 60,000
€50,000 - 75,000

293 N

**1965 FERRARI 275 GTB BERLINETTA
COACHWORK BY PININFARINA**

Chassis no. 06585

Engine no. 06585



'The 275 GTB is... a superlatively vigorous, very agile and quick automobile. Its comfort, the quality of its finish, the original lines of its bodywork all justify its exceptionally high price, for it is an exceptional automobile. It is a thoroughbred, with luxury devoid of excess, and a fiery temperament...' Jose Roskinski, *Sport Auto*, July 1965.

When Ferrari's highly successful '250' series was superseded in 1964 by the '275', Pininfarina was once again called upon to work his magic for the Maranello concern, creating a true classic of sports car design for the 275GTB. Penetrative nose, long bonnet, purposeful side vents, high waistline and short be-spoilered tail: these were all ingredients of the recipe, yet the result was so much more than merely the sum of its parts.

The tail spoiler and cast-alloy wheels echoed developments first seen on Ferrari competition cars, while beneath the skin there was further evidence of racing improving the breed, the independent rear suspension - seen for the first time on a road-going Ferrari - employing a double wishbone and coil-spring arrangement similar to that of the 250LM racer. The adoption of a rear-mounted five-speed transaxle combining the gearbox and differential in a single unit helped improve weight distribution, and this feature would characterise future generations of front-engined Ferrari road cars. Body construction was entrusted to *Carrozzeria Scaglietti*, Ferrari's close neighbour in Maranello.





Now enlarged to 3.3 litres, the 60-degree V12 engine remained the familiar Colombo type, in standard form producing 280bhp at 7,600rpm. A higher - 300bhp - state of tune employing six Weber carburettors was available, and this was used for the handful of aluminium-alloy bodied 275GTB/C (*Competizione*) models built, though customers purchasing a 275GTB for road use could also specify aluminium coachwork and/or the six-carburettor engine.

Despite its near-perfect appearance, revisions to the original 275GTB were not long in coming: a longer nose, enlarged rear window and external boot hinges being introduced towards the end of 1965. Mechanically the only major change was the adoption of torque tube enclosure for the prop shaft. The model's ultimate incarnation - the 275GTB/4 - appeared in October 1966, the '4' suffix denoting the presence of four, rather than the original's two, overhead camshafts. Sadly, by 1968 the progress of automobile emissions legislation had effectively outlawed the 275GTB and its like from Ferrari's most lucrative export market, the United States, and the model was phased out later that same year after a total of only 460 cars had been completed.

Left-hand drive chassis number '06585' was completed in February 1965 in steel bodied, short nose form and sold new by the factory through the official dealer VECAR in Rome. Factory records show that '06585' is the 19th car assembled. Its original colour scheme was blue with beige interior. The car's first owner was SILA SpA (Società Impresa Lavori Agricoli) in Rome. On 30th December 1966 SILA sold the Ferrari to its second owner, Ugo Forcesi of Fracsati, Rome. Around 2-3 years later, '06585' was exported from Italy to the USA, and in May 1969 was advertised for sale in *Autoweek* magazine by Internal Combustion Engineers (ICE) of Kensington, Maryland. Conversion from the original short to the current long nose configuration was carried out and then in April 1977 the car was again advertised for sale in *Autoweek*, on this occasion by Bud Pessin's Archway Motor Imports of Manchester, Missouri. By this time it had been repainted red and re-trimmed in black.





By 1988 the Ferrari was in the ownership of Tom Gerrity, who subsequently undertook a comprehensive restoration to exacting standards, a process that took seven years to complete and was finished in 1996. The car was repainted by Bill Decarr to show standard, while the engine rebuild and mechanical overhaul were carried out by Norbert Hofer of Grand Touring Classics, again to the highest standard. Noteworthy features include carburettor velocity stacks, which were present when the car was purchased by Gerrity, and the 'Series II' drive shaft conversion to eliminate vibration. Being an early model, '06585' has the under-dash heater controls, while another fascinating feature is the riveted fuel tank, similar to those found in Ferrari's race-cars but soon discontinued in its production road models.

Subsequently sold at Christie's Pebble Beach auction during August 2000 to a new owner in Portugal, the car remains in generally excellent condition having been well maintained within his private collection for the subsequent fourteen years. It comes with a history folder containing, among other items, a bill for a major service in 2006 costing €7,139. Offered with Massini report.

Rarer - and quicker - than a 250GT SWB yet considerably less expensive than a 250GTO, the 275GTB is a landmark model in the technological evolution of Ferrari's road cars, as well as being one of its most beautiful.

£1,500,000 - 1,800,000

€1,900,000 - 2,300,000



294

*The ex-Jack Brabham, Team Rosebud/Trevor Taylor,
Duncan Dayton, Bobby Rahal*

1964 BRABHAM-BRM BT8 SPORTS-RACING PROTOTYPE

Chassis no. SC-5-64



Brabham occupies a unique place in motor racing history, being the only constructor to win the Formula 1 Drivers' World Championship with a car bearing the driver's own name. The company started out as Motor Racing Developments (MRD), which had been founded in 1960 by driver Jack Brabham and designer Ron Tauranac, Australians both, and began manufacturing racing cars for sale to customers in 1961. MRD operated from premises in Surbiton, Surrey from whence its first car – a mid-engined Formula Junior designed by Tauranac – emerged in the summer of 1961. The MRD name was dropped almost immediately in favour of Brabham, with type numbers prefixed 'BT' for 'Brabham Tauranac'.

Having secured the second of his Formula 1 World Championships with Cooper in 1960, Brabham parted company with them at the end of the 1961 season but it was not until the summer of 1962 that the first Brabham Formula 1 car – the BT3 – was ready. Dan Gurney brought the fledgling marque its first Championship Grand Prix win in 1964 but there would be no World Championships for Brabham during the 1½-litre Formula 1 era.

While many manufacturers were caught flat-footed by the change to the 3-litre Formula for 1966, Brabham was ready with a simple, lightweight car which, although nowhere near as powerful as some of its rivals, was nevertheless fast enough and, even more importantly, more reliable. Jack took four mid-season wins on the trot and the Driver's Championship at the year's end by a margin of 14 points from John Surtees. His team-mate, New Zealander Denny Hulme, finished 4th and would go on to bring Brabham back-to-back Drivers' and Manufacturers' World Championships the following year.

However, by then the 'Cosworth Era' had begun and although Brabham would eventually switch to the Northampton-made engines, forsaking the Australian Repco, there would no more World Drivers' Championships until Nelson Picquet's two successes in the early 1980s. Picquet took the team's last ever Formula 1 win in 1985. By this time neither Jack Brabham nor Ron Tauranac had any connections with company.

1
Jack Brabham winning his class, Goodwood, Easter Monday, 1964



The Brabham BT8 sports-racing prototype offered here is one of nine built for the 1964 season, a year in which MRD made a total of 53 cars for Formulas 1, 2, and 3, sports car racing, the Tasman series and Indycar. A further three BT8s were constructed during 1965/66. By the decade's end, Brabham had become the world's largest manufacturer of open-wheel formula racing monopostos and had sold around 500 cars of all types. Throughout the 1960s, production Brabhams dominated virtually every class for which they were eligible, thanks to a winning combination of sound engineering, basic strength, ease of use and inter-changeability of spare parts. Tauranac's designs were somewhat conservative, retaining spaceframe chassis and outboard suspension, but this made them easy for the privateer to repair and maintain, important factors when budgets were tight. They also worked on any circuit.

The BT8 was a development of Brabham's first sports-racer – the BT5 of 1963 – and by far its most successful two-seater design; the successor BT17 was a flop and thereafter the company would concentrate on single-seaters.

The fifth of the series, 'SC-5-64' was built to the special order of Texan Tom O'Connor's famed Team Rosebud and made its debut in 1964 at the Goodwood Easter Monday meeting, driven by none other than 'Black Jack' himself in the Lavant Cup race, it won its class and finished 3rd overall. This car was constructed for O'Connor with virtually the ultimate spec available for a 2-litre sports-racing car of the period, powered by a 1,880cc BRM V8 engine, this being an early 'stretched' version of the Bourne firm's Formula 1 World Championship Winning 1½-litre Formula 1 unit, and also used BRM's coveted own designed and manufactured six-speed gearbox.

Having won first time out with Brabham in Europe, 'SC-5-64' was shipped out to Team Rosebud in Texas and driven by Ex-Works Team Lotus Grand Prix driver Trevor Taylor, mostly in the USA, scored frequent victories. Around 1967 the car in the illustrious company of the Rosebud Team Ferrari 250GTO passed to the Victoria, Texas Technical School under whose auspices it was driven by Boyd Grice and Paul Scott. Scott was the car's next owner, followed by Darryl Johnson (1973) and Dee Johnson (1974).



At around this time the Brabham was fitted with a Lotus Twin-Cam engine. It continued to be campaigned regularly in the USA until 1982 and subsequently went to Australia in the ownership of Steve Pike (1989).

In the mid-1990s, 'SC-5-64' returned to the USA in the ownership of Steve Tillack. Next owner leading historic racer Duncan Dayton had the car completely overhauled by the UK-based specialist Sid Hoole in 2002, including the installation of a new 2.0-litre BRM V8 supplied by marque specialists Hall & Hall (bills on file). Duncan Dayton was the driver at the 2004 Goodwood Revival meeting when the BT8 dived for the lead ferociously with Willie Green's Ford GT40. The Brabham was subsequently sold to three-time Indycar Champion, Bobby Rahal, who continued to race it, and thence to the current owner. Freshly presented by Hall & Hall in immaculate, ready-to-race condition, this historic, technically fascinating and potentially very competitive Brabham sports-racer is offered with current FIA Historic Technical Passport.

£180,000 - 220,000
€230,000 - 280,000



2
Trevor Taylor on his way to another class win in the USA





295

**1956 MERCEDES-BENZ 190SL
CONVERTIBLE**

Registration no. 129 YUY

Chassis no. 12104 06 502482

Engine no. 12132 16 302354



'It proved to be fast and tireless, exhilarating to drive and was probably created with long distance, comfortable travel in mind...'
The Autocar on the Mercedes-Benz 190SL, 10th January 1956.

As economic conditions improved after WW2 it became inevitable that Mercedes-Benz would return to the racetrack. The result was the superb 300 Super Leicht series of sports-racing cars that proved so successful in international competition. In 1954 the road-going 300SL 'Gullwing' coupé was introduced, causing a sensation and setting new standards for high performance sports cars. The following year saw the 300SL joined by a smaller-engined roadster with broadly similar styling - the 190SL. It shared the same wheelbase as its big sister and was powered by a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. The new model combined 100mph-plus performance with economical fuel consumption in the region of 25-30 miles per gallon.

It featured a four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes and rode on fully independent suspension. This advance suspension set-up meant that the 190SL was more comfortable than any contemporary British sports car and unlike the 180 saloon, on which its mechanical components were based, it had a floor-mounted gearchange. The model was available as a two-seater convertible or coupé, and production continued until 1963.

First registered in the UK in October 2013, this early 190SL was supplied new in Italy and is understood to have had only two owners prior to the last one purchasing it. The car was restored in Italy to an exceptionally high standard; indeed, its appearance is remarkable and every detail shows the high calibre of workmanship involved. Finished in white with red leather interior and contrasting black hood, it presents as if it were a one-year-old example, with insignificant wear. '129 YUY' will have been fully serviced and freshly MoT'd prior to sale by one of the UK's leading Mercedes-Benz specialists. One of the best examples currently available, the car is offered with Mercedes-Benz dating letter, owner's manual (in French), ASI/FIVA card, Italian Certificato di Proprieta, MoT to August 2015 and V5C registration document.

£75,000 - 80,000
€94,000 - 100,000

296

The Ex-Ing. Giuseppe Furmanik
1933 MASERATI TIPO 4CM SINGLE-SEAT
RACING VETTURETTA

Chassis no. 1120

1, 2

1935 Dieppe GP, Rovere in '1120'

© SPITZLEY



Roman motoring celebrity Giuseppe Furmanik was a leading light in the Italian racing world of the 1930s. He was President of the Royal Automobile Club of Italy (RACI) and he was a most capable engineer in his own right. He took delivery of this originally 1100cc Maserati 4CM – *4-cilindri monoposto* – single-seat racing car on August 12, 1932. The compact car was very avant-garde at that time, featuring as it did the driver-width centerline bodywork just introduced to Grand Prix racing by the celebrated Alfa Romeo Tipo B Monoposto, and with hydraulic brakes this was a most sophisticated and trend-setting little machine.

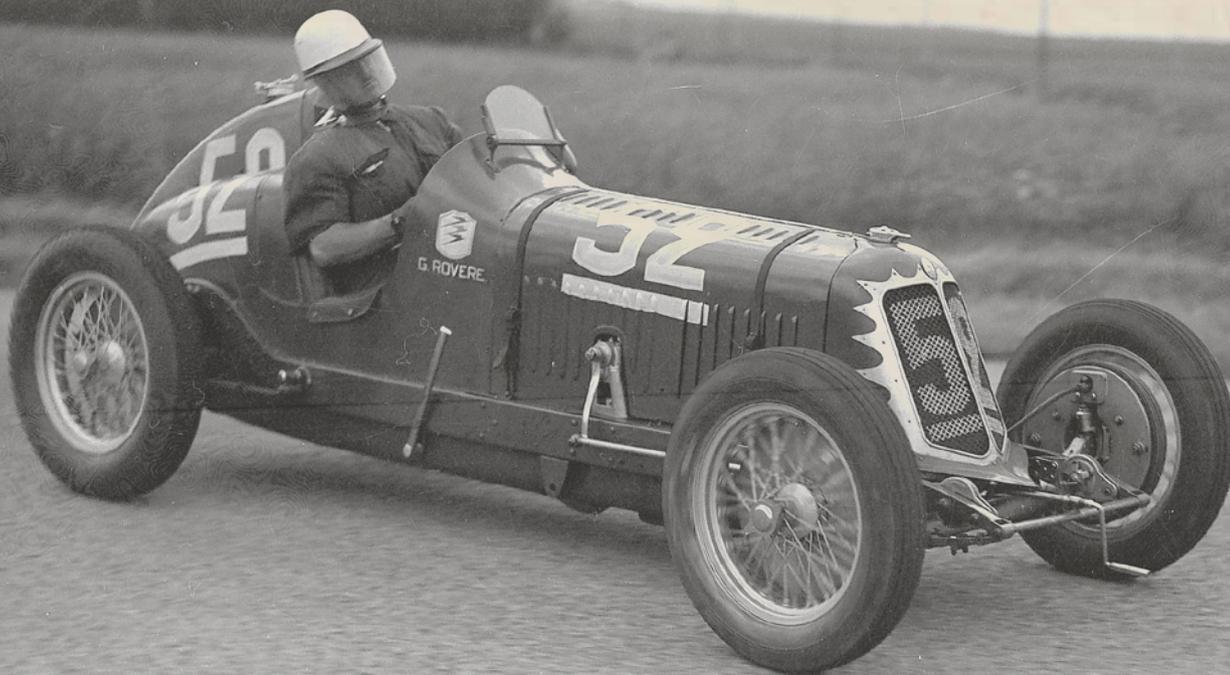
Everything that went into the car was miniaturized in quest of lightness, for 1100cc class competition was very dependent upon making the most of the limited power output available, and power-to-weight ratio became all important. The car's two parallel main chassis members were united with a constant width of 620mm, and the bodywork was so tightly proportioned that it had to have the handbrake lever mounted outside. The driver was well positioned within the cockpit, and when the model was launched, it was very well received by the racing fraternity.

The 4CM proved to be very successful. In July, at the 1932 German Grand Prix meeting at the mighty Nurburgring drivers Ernesto Maserati and Ruggeri won the 1100 *Vettezza* class in a 4CM-1100, also achieving a very credible third in the 1500cc class.

Furmanik subsequently decided to challenge the World Speed Records for the 1100 class. He took his car – chassis '1120' offered here – and on November 11 that year bench tested its modified engine after a series of improvements which boosted its power output from the 125bhp at 5,300-6,000rpm claimed as standard with these cars. To further reduce weight, he removed the front brakes from the car and the gearbox was adapted to offer only three speeds. The weight of the car was pared right down to only 470kg – just 1,036lbs.

At the Autostrada Firenze-Mare in 1934 Giuseppe Furmanik set a new world record for the flying kilometre in the 1100cc class, achieving 222.634 kilometers per hour (over 138mph), comfortably breaking the previous record of 207.527kph held by MG.

Giuseppe Furmanik's record attempts were well publicised by the Italian Fascist press of the time, and he wore a glorious uniform in many of his public appearances. Maserati's new financier and promoter Gino Rovere came in on the act, and the power output of these little engines was publicised as having hit 150bhp at 7,200rpm which relates to 143bhp per litre, claimed to have "never been achieved before from an automobile engine". Furmanik would continue to break further records in Maserati 4CMs, further reducing weight and adopting even more streamlining, pushing the terminal velocity to around 150mph.



5



5, 6 & 7

'1120' has enjoyed a prolific and successful Historic racing career. The photographs on these two pages show the 4CM at the Goodwood Revival meetings in 2002, 2007 and 2008 © Jim Houlgrave

6



Meanwhile, 1120 had returned to the Bologna factory where it was re-engined with a full International 1500cc power unit for Voiturette class competition, and it was adopted by none other than Gino Rovere himself. It is understood that it was Rovere himself who commissioned the distinctive and stylized aluminium pattern to the radiator grill. He took the 4CM to England in 1935 where he drove the car both at Brooklands and at Donington Park.

Gino Rovere was to sell 1120 in 1935/36 to British private owner-driver Teddy Rayson who would continue to campaign the car. This category of racing was well supported and competitive and, through the mid-1930s, there was a terrific upsurge of interest in 1500cc *Voiturette* or *Vetturetta* racing, as a schoolroom or essentially privateer category below Grand Prix racing level.

Many years postwar the car appeared at a UK auction in 1976, acquired apparently by R. A. Jones, and subsequently campaigned in the UK from 1984 by Sean Danaher, who re-fitted the distinctive nose-cowl. He ran the car initially with 1100 motor and from 1991 as a 1500. It proved hugely successful in that form, dominating many Historic races through the period 1992-1998 driven by Martin Stretton (first for Danaher, then for new owner Simon Bull). The car was subsequently acquired by experienced motor-cycle and motor car racer Barrie Baxter, who campaigned it from 1999 until it was acquired by Stefan Schollwoeck who continued its Historic career.

The respected workshop of Sean Danaher Restorations Ltd have both owned and looked after 1120 for many years. Mechanically, 1120 has received an engine rebuild and has been dyno tested at over 200bhp. Work included new crankshaft, rods, pistons. A new clutch has been installed and the rear axle has been built with new crown wheel and pinion. The front axle has also been repaired. It should be noted however that the car is workshop finished and has not been tested, or set-up, for racing. That work is still required and the Danahers would be pleased to offer ongoing support for the new owner.

The Maserati 4CM *Vetturetta* is a rare car, with some reports saying just 20 produced. They even more rarely come to the open market, so the opportunity to acquire one is very limited indeed. Here we are proud to offer such an example from a most nostalgic era of road racing competition, and one with a highly regarded provenance and front-running Historic racing career. We recommend the closest consideration – in the right hands '1120' offered here could soon be winning again.

£400,000 - 600,000

€500,000 - 750,000

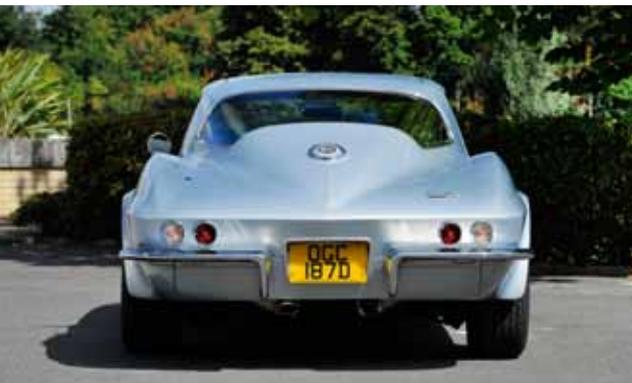


297

1966 CHEVROLET CORVETTE STING RAY COUPÉ

Registration no. OGC 187D

Chassis no. 194376S124570



'The Sting Ray hit the American sports car market like a thunderclap, reminiscent of the knock-'em-dead debut of the Jaguar E-Type two years previously; comparisons were not slow to materialise. For the first time in history the Corvette was a sell-out success.' – Richard M Langworth, *The Complete Book Of The Corvette*.

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride. This new frame was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said: 'For the first time I have a Corvette which I am proud to use in Europe.' Now recognised as representing a 'golden age' for the Corvette, the Sting Ray was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.

This manual transmission Sting Ray was purchased by the current vendor at a North London auction in 1990. The car had been imported from Hollywood, California circa 1988 and probably had been raced, as it had been stripped of any unnecessary weight. We are advised that it has the optional 427ci (7.0-litre) engine. Over the years, the car had numerous parts replaced until it was decided to commission a complete restoration at Dolphin American Autos in Lymington, which was carried out circa 2007/2008. The cost was in the region of £40,000. All bills with details of the work are available together with old MoT certificates, bills of sale, US registration documents, etc. Since acquisition the Corvette has covered fewer than 5,000 miles, spending most of the time garaged while being kept in running condition.

It has been a regular visitor to the Goodwood Revival in recent years. Described as in generally very good to excellent condition, with good chassis and engine, the car is offered with the aforementioned bills, current MoT and V5 registration document. The provision of flared wheelarches is the only notified deviation from factory specification.

£40,000 - 50,000

€50,000 - 63,000



298

First owned by Prince John Radziwill, 21,000 miles from new
1969 JAGUAR E-TYPE 4.2-LITRE SERIES 2 ROADSTER

Registration no. WLD 588G

Chassis no. 1R1063

Engine no. 7R3133-9



'As a high-performance touring car there are few machines to equal the E-Type, and none at all in its price bracket. Effortless is the correct word to describe it, for it is a real mile-eater and also one of the least fatiguing cars to drive... In addition, it carries prestige value, for it is regarded by the most discriminating customers as the best buy in its category which it possible to acquire.' – *Autosport*, 21st August 1964.

Although written more than 40 years ago, Gregor Grant's summary of the E-Type's appeal has lost none of its relevance, despite the model's inevitable evolution from frontline production sports car to collectible modern classic. Grant's road test was published in August 1964, only two months ahead of the E-Type's first significant up-grade, which saw it re-launched with the 4.2-litre version of the peerless XK 'six'. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration.

Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" (229mm) longer wheelbase. In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted, while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

This E-Type roadster was purchased new in January 1969 by Prince John Radziwill, as evidenced by the original Registration of Ownership form on file, which confirms matching registration, chassis and engine numbers. In January 1972, when only three years old, 'WLD 588G' was purchased from Brett's Automobiles of Wembley, Middlesex by the lady vendor's grandfather. The purchase receipt on file records the mileage at that time as 16,072. The E-Type has remained within the vendor's family ever since, passing to her father in 1994. It has always been kept garaged, while seeing very little use; indeed, the current odometer reading is 21,196 miles, representing a distance travelled of only 5,124 miles in 42 years. The car is offered with a complete service record, MoT to August 2015, V5 registration document and a recent detailed condition report compiled by Yale Engineers Ltd.

£50,000 - 60,000

€63,000 - 75,000



299

**1958 BENTLEY S-SERIES CONTINENTAL SPORTS SALOON
COACHWORK BY H J MULLINER**

Registration no. OFF 721

Chassis no. BC37DJ

Body no. 6092



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 'BC37DJ' was delivered to its first owner, one E Bateman, in April 1958 and in June 1994 was registered 'OFF 721'. In June 1995 the Bentley was acquired by Mr William E (Chip) Connor II, who retained the highly respected marque specialists P & A Wood to maintain it. P & A Wood restored the Continental to their customarily high standard in 1994, the extensive receipts for this work are on file – viewing of which is highly recommended.

The current vendor purchased 'OFF 721' in February 2011, since when it has been maintained by The Light Car Company, Stanford-in-the-Vale, Wiltshire. Whilst in the vendors private collection, the Bentley has been enjoyed for some 1,700 miles of continental touring, including visits to the South of France and the Le Mans Classic in 2013.

The Bentley is finished in Caribbean Blue with beige leather interior, the latter boasting front seat belts, new carpets and a Boston Acoustics stereo system with Alpine head unit including iPod input. Air conditioning is the only other deviation from factory specification notified. On a recent inspection the engine started instantly, ran quietly and revved freely. The car is taxed and MoT'd to July 2015 and comes with V5C registration document. Described by the private vendor as in generally excellent condition, this wonderful Bentley Continental is worthy of any collection and will bring great pride to its next discerning owner.

£280,000 - 320,000

€350,000 - 400,000





300

Fully race prepared, FIA papers

**1961 JAGUAR E-TYPE SERIES 1 3.8-LITRE
LIGHTWEIGHT COMPETITION COUPÉ REPLIC
COACHWORK BY JAGUAR RACING PANELS**

Registration no. 437 YUJ

Chassis no. 876362

Engine no. Block Number: 047 (Crosthwaite & Gardiner)

Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs).

In fact, all 12 lightweight E-Types constructed in period were built from scratch with aluminium bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence, albeit with an 'S' chassis number prefix.

To create the 1963 lightweight version, the E-Type's steel monocoque tub and outer body panels were remanufactured in aluminium and the engine dry-sumped and fitted with an alloy cylinder block, 'wide-angle' head and Lucas mechanical fuel injection, producing in excess of 300bhp. The production four-speed gearbox was used initially before a ZF five-speed unit was adopted towards the end of 1963. '4 WPD', the works development E-Type racer campaigned by John Coombs and driven by Graham Hill, was converted to lightweight specification and served as the prototype.



The 12 cars built by the factory were intended for the use of competition orientated Jaguar dealers or specially selected private entrants. Two of them, campaigned by Peter Lindner (Jaguar's Frankfurt distributor) and Peter Lumsden, were fitted with a revised, low-drag tail section devised by aerodynamicist Malcolm Sayer, the man responsible for the standard production E-Type. This move to a more aerodynamic design had been prompted by the fact that although the GTOs had proved beatable on British short circuits, on faster tracks and in events of longer duration they decisively held the upper hand.

The best result obtained at international level by a low-drag E-Type was achieved by Dick Protheroe's ex-works experimental E-Type racer (the solitary prototype of 1962), which triumphed at Reims in the face of stiff GTO opposition, albeit in a race of only 25 laps. Sadly, the lightweight and low-drag E-Types failed to fulfil their potential in the endurance classics, though the car did prove able to take on and beat the Ferrari GTOs at shorter distances. Today, copies of these rare competition variants are among the most popular and sought after of all E-Type replicas.

The body/chassis of this lightweight E-Type were constructed by Rod Jay of Jaguar Racing Panels Limited, Nuneaton. It is fabricated entirely from aluminium with strengthening in the sills to give greater rigidity for better handling.

The car was constructed by Valley Motor Sport, whose proprietor Nigel Morris is one of this country's foremost specialists in the preparation of E-Types having worked on and built front-running cars for Jon Minshaw, Gregor Fiskin and many others. Recently Nigel has also been working on and sorting out the original lightweight '4 WPD'.

Built by Valley Motor Sport's sub-contractor, Phil Hepworth, at a cost of approximately £60,000, the wet-sump engine incorporates a Crosthwaite & Gardiner alloy cylinder block and wide-angle head; Cosworth pistons; Arrow steel crankshaft; 3" lip seal; steel flywheel; Weber carburettors, etc. Dynamometer tested by Tim Adams, it produces around 365bhp.

The car has been built with original components and parts supplied by various recognised specialists including RS Panels, Rob Beere Racing, Custom Cages, B & G Developments and SNG Barratt, while the interior has been trimmed by Suffolk & Turley. '437 YUJ' was built to run in the 50th Anniversary E-Type Challenge but in the event was never used. Built as a front-runner with no expense spared, it is nevertheless perfectly usable. Totally unused since completion, the car is offered with current MoT/tax, V5C registration document, full FIA/HTP papers and photographs documenting the build from day one.
£230,000 - 260,000
€290,000 - 330,000



301

1974 PORSCHE 911SC 2.7-LITRE CARRERA COUPÉ

Registration no. to be advised

Chassis no. 9114600175

Engine no. 6640330



The legendary Porsche RS resulted from the Zuffenhausen factory's realisation that the excess weight of its top-of-the-range 2.4-litre 911S production model restricted its development potential for racing. It was therefore decided to produce and homologate a special lightweight production variant for competition purposes, which would also incorporate, as standard, specific performance enhancements forbidden as post-production modifications. The result was the Carrera RS (RennSport), which featured thinner-gauge metal in its doors, roof, boot lid, floors and even in the gearchange platform.

Thinner window glass was provided by Glaverbel and most of the standard sound proofing was removed, while performance modifications included enlarged rear wheel arches to accommodate 7" wide wheel rims, the first of the famous 'duck's tail' spoilers and the newly enlarged, 2.7-litre, 210bhp engine. These alterations resulted in the RS having a top speed of around 150mph while ensuring that it remained stable and controllable right up to the limit. The homologation regulations required that cars had to be built to the lightweight, racing specification; customers wishing to purchase a Carrera RS for the road had to specify the Touring package (order number '472') which cost an extra DM 2,500 (£430) and offered the greater comfort of the 911S's trimmed and upholstered interior.

When the homologation targets had been met, the lightweight RS was discontinued but the Carrera name continued on Porsche's top-of-the-range model, which in its new, series-production 911SC form mounted the 210bhp engine in a full-weight, fully trimmed bodyshell; the tail spoiler was an option.

This particular Carrera spent its life in the dry climate of Japan and has recently been imported into the UK. It is UK registered, MoT'd and taxed, and is offered with all VAT and duties paid. The car has undergone a full restoration where it was stripped to a bare shell and then fully repainted including engine bay, wheelarches, floor pans, luggage area, etc. We are advised that there is no evidence of welding or repairs and that all the panel gaps are excellent. Neatly stored under the carpet you will find the original tool roll, spare wheel and jack, and the car also comes with Porsche Cars GB dating letter and an embossed Porsche owner's pack complete with the stamped service book, owner's manual and spare key.

£130,000 - 160,000
€160,000 - 200,000



302

**The Ex-Bellevue Garage, 'Wilkie' Wilkinson, Charles Mortimer
1935 MG MAGNETTE NA 1½-LITRE MONOPOSTO RACING SPECIAL**

Chassis no. 0756

Engine no. 869134



'It is not surprising that with the makers' knowledge of racing... it should be capable of giving as high a speed as 80mph. What comes as a revelation is the ease with which on Brooklands that speed is reached and held. The rev needle hovering between the 5,000 and 5,500 marks, the whole mechanism feeling as one, and with no sense of adventure attached to such speeds.' – *'The Autocar'* on the N-type Magnette.

Small-capacity six-cylinder cars were much in vogue in the early 1930s and MG had duly climbed aboard the bandwagon in 1931 with launch of the Magna 'F'. Maximum output of the Magna's 1,271cc Wolseley Hornet-based overhead-camshaft engine was later raised from a modest 37bhp to a much healthier 47 horsepower. An extensively revised and improved version of this 'KD' engine, tuned to produce 56bhp, was carried over to the 'NA' Magnette of 1934; the chassis too had come in for revision, being lighter than hitherto.

Owned in its early days by Bellevue Garage Ltd of Wandsworth, this N-Type Magnette was hired out by them to aspiring racers to compete at Brooklands during 1935 and 1936. Manager of Bellevue's racing subsidiary, W E 'Wilkie' Wilkinson then rebuilt the MG as an offset-bodied single-seater during the winter of 1936/37, equipping the engine with six Amal Carburettors.

A contemporary news item in *'The Sports Car'* magazine, written by Bill Boddy, states that the chassis had been considerably lightened by extensive drilling of frame members, pedals, shock absorber brackets, etc, commenting that the body 'embodies some very fine panel-beating and a tail ending in a fine taper.' The engine had been lined down to under 1,100cc, and Boddy observed that in the preceding year, with a high axle ratio and a two-seater body, the MG had lapped at 108mph.

1
Charles Mortimer, Brooklands, 1939

1



Wilkinson and the Evans brothers proceeded to race the modified Magnette with some success during the 1937 season. In August of that year the MG was advertised for sale in *'The Sports Car'* magazine and by 1939 had been acquired by Charles Mortimer, an established Brooklands competitor on both two and four wheels, who refers to the car in his books *'Brooklands and Beyond'* and *'With Hindsight'* and who again competed at Brooklands with success. Mortimer sold the car during the war, and it then passed through the hands of Frank Kennington and John Marshall.

The next known owner was Basil de Lissa, who competed in the MG energetically between 1948 and 1950, including the first ever Goodwood race meeting in September '48 and again in 49 and 50, the Leinster Trophy meeting, the Manx Cup and the Stanmer Park hill climb. During de Lissa's ownership the car was looked after by the well known racing car constructor/driver Paul Emery, originator of the 'Emeryson' marque, who fitted it with a supercharger in 1949 and a more modern radiator cowl. De Lissa sold the car in 1950 to the MG specialist dealers Toulmin.

In the 1960s the car was acquired by a Mr H H Garrett of Birtley, County Durham. When Garrett sold it to Norman Hart in 1972, an elegant two-seater glassfibre body had been fitted. Norman Hart corresponded with the MG Car Club and previous owners Wilkie Wilkinson, Charles Mortimer and Basil de Lissa to establish the car's history. In 1975 Norman Hart commenced its restoration, which included returning the MG to its pre-war specification complete with a replica offset body made by David Royle at Vintage Motor Car Restoration. Wilkie Wilkinson was reunited with the now-rebuilt MG in October 1981 when he drove it at the Croft circuit near Darlington, and again in 1982 when he drove it at the Brooklands Reunion.

The current owner purchased the car from Norman Hart in 2003, undertaking a complete restoration over the next two years in conjunction with marque specialists Baynton Jones. In the course of his original conversion, Wilkinson had fitted MG K-Type axles and K3 brakes, to which end both axles had to be narrowed. The front axle was cut and re-welded to achieve this, and during the rebuild was found to be sound. Nevertheless, it was deemed prudent to replace it with an exact copy. The car has alternated between the standard N-Type gearbox and a pre-selector during its career, and is currently fitted with the manual 'box.



Accompanying documentation consists of some bills relating to the most recent restoration; a copy of the car's Triple-M Register entry; various press cuttings; copies of correspondence from previous owners and VSCC Eligibility Form. A quantity of spares comes with the car to include a cylinder block (believed to be the cars original), Lucas racing magneto, gearbox (rebuilt), the original front axle, alternative Amal six-carburettor set-up, and a twin rear wheel set-up for sprints and hill climbs.

Since completion, the Magnette has been sprinted and hill-climbed successfully with impressive reliability. In 2013 it beat ERA 'R4D' at VSCC Brooklands Sprint and in 2014 set FTD at the VSCC's Curborough Sprint, beating ERA 'R14B' and a host of other doughty pre War racing cars in the process. Always in contention, not only in hill climbs and sprints but also circuit races, this very user friendly historic racing MG with period Brooklands and Goodwood history is completely ready to go.

£100,000 - 150,000
€130,000 - 190,000



2
Basil De Lissa, Goodwood,
1940s © Ferret Fotografics

3
Basil De Lissa, Goodwood,
1950 © Ferret Fotografics



303

1959 PORSCHE 356A 1600 CONVERTIBLE D

Registration no. 263 UYE

Chassis no. 85920

Engine no. 83213



Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen.

The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Regularly revised and updated, Porsche's landmark sports car would remain in production well into the 911 era, the final examples being built in 1965.

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. With its sales declining, the Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows, the latter replacing the Speedster's side screens. Overall, the new car was 3½ inches taller.

All in all, the 356A Convertible D was a somewhat more practical car than the Speedster, boasting a more protective windscreen, proper side windows and more comfortable seats while retaining the original's beautiful body lines and downward sloping waistline beloved of Type 356 enthusiasts.

With its preferred coachbuilder Reutter struggling to keep up with the ever increasing demand, Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, Convertible D production being undertaken by Drauz of Heilbronn, hence the 'D' suffix. When the restyled Porsche 356B arrived in September 1959, convertible production transferred to d'leteren of Brussels. The 356A Convertible D model is one the rarest of Porsche 356 models, with only 1,331 made between August 1958 and September 1959. It is ironic that those 356 models that were the least expensive 'back in the day' - the Roadster, Speedster and Convertible D - are now some of the most costly.

A matching numbers example, this very rare and highly sought-after Porsche 356 Convertible D has just been through Border Reivers' workshop for some fine detailing. The car comes with invoices relating to the aforementioned work; a history file dating back to 1965 containing detailed service records from the early 1970s to the mid-1980s; a V5 registration document; and Porsche Cars GB Ltd Certificate of Authenticity (which still refers to it as a Speedster). This stunning Porsche is in excellent all round condition.

£160,000 - 180,000
€200,000 - 230,000





304

1968 FORD MUSTANG SHELBY GT500 CONVERTIBLE

Registration no. YMO 506F

Chassis no. CSE6834FC44EP001C

Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang 'pony car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalising on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships. Ford supplied Shelby with part-completed 'Sportsroof' (fastback) Mustangs, which were finished off at Shelby's plant in Los Angeles.

The first Shelby Mustang - the GT350 - arrived in 1965 powered by a modified version of Ford's 289ci (4.7-litre) small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. A four-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, three-speed automatic soon became available as an option.

The running gear was appropriately up-rated to cope with the GT350's increased performance, incorporating the optional Kelsey-Hayes front disc brakes, stronger Ford Galaxie rear axle, Koni adjustable shock absorbers and alloy wheels. The first cars were supplied minus the rear seats, thereby qualifying the GT350 as a two-seat sports car! Outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centreline. On the open road there was, of course, no comparison.



When the factory introduced a 390ci 'big-block' V8 option on the Mustang for 1967, Shelby went one better, installing Ford's 428ci (7.0-litre) Cobra Jet V8 to create the GT500, one of the great, iconic musclecars of the 1960s. Produced at the A O Smith Company's plant in Ionia, Michigan from 1968, the Shelby Mustang continued to be based on the stock version, receiving the latter's styling changes and mechanical improvements while retaining its own distinctive special features, until production ended in 1970.

Built in 2005 with Carroll Shelby's approval, the car offered here is the prototype of a proposed series of new GT500 Convertibles, which would have been the first soft-top Shelby Mustangs since 1970. Although externally it looks like the original GT500, '001C' has been upgraded with best of modern technology, boasting a fuel-injected 408ci (6.7-litre) aluminium-block V8 engine and a five-speed Tremec TKO 600 racing transmission. This engine produces a staggering 525bhp, and the custom-made X-braced chassis and running gear have been up-rated to cope. The DC&O fuel injection is worthy of note, its intakes resembling a set of period-correct Weber velocity stacks – a particularly nice touch. A racing-specification fuel cell is fitted for ultimate safety.

Carroll's signature is found throughout the classic Shelby-style interior, from the seats to the instruments, which include a 160mph speedometer and 0-10,000rpm rev counter, and he has personally signed the dashboard. Other noteworthy features include a nitrous-oxide release button, 'Go Baby Go' shifter, centre-mounted fire extinguisher and a multi-speaker Sony AM/FM/CD/MP3 stereo system.

The only car of the proposed series actually completed, this unique Shelby Mustang previously formed part of the Don Davis Collection in Fort Worth, Texas and was sold at auction when the collection was dispersed in April 2013. Maintained in-house by Mr Davis' staff, it was described as 'essentially a new car' and is presented today in generally excellent condition. Recent works totalling £6,264.14 include a new twin-plate clutch, handbrake conversion and re-wiring completed 31.05.14 It is offered with current MoT and V5 document.

£150,000 - 180,000
€190,000 - 230,000



305

1956 ASTON MARTIN DB2/4 3.0-LITRE SPORTS SALOON

Registration no. SLC 611

Chassis no. LML 933

Engine no. VB6J 62



Introduced in October 1953, the DB2/4 widened the already considerable appeal of the DB2 by the simple expedient of installing two occasional rear seats, the latter being facilitated by extensive revisions to the car's rear end. As well as the extra accommodation there was also room for more luggage, the latter being accessed via a hatchback rear door. A raised roofline, one-piece windscreen, larger bumpers and other detail styling changes further differentiated the new '2+2' from its predecessor. Otherwise, the DB2/4 remained mechanically much the same as the DB2, though the Vantage (125bhp) engine became the standard specification. A total of 565 DB2/4s had been produced before the arrival of the MkII in October 1955, by which time the 3.0-litre 'VB6J' engine had been standardised.

'SLC 611' was delivered to its first owner, Mr A J Hubbard, on Valentine's Day 1956 by Brooklands of Bond Street Ltd. The car was originally finished in black with blue leather upholstery and matching carpets. More recently, this superb DB2/4 has been in the long-term ownership of a prominent member of the Aston Martin Owner's Club. Featured as typical of the DB2/4 in *'The Encyclopedia of Classic Cars'* by Martin Buckley, 'SLC 611' is a well-known example of the Feltham Aston marque.

In recent years the car has been the subject of major restoration with the engine being subject to a full rebuild by respected race engine builder Dennis Vessey, since when fewer than 2,000 miles have been covered. An Alperform ported cylinder head with fast road cams was fitted, which certainly adds to the excitement of driving this very capable Aston.

More recently the body has been stripped to bare metal and expertly repainted in Aston Silver Birch, the interior re-trimmed in blue leather, and much of the brightwork re-chromed to produce a finish at least the equal of the factory's.

A full file of invoices, the original and continuation green logbooks, the factory build and guarantee record, and an original (leather-bound) owner's handbook are supplied with the car, which is currently taxed and has a V5 registration document. An Airflow Airchamber is included in the sale, ensuring that this beautiful DB2/4 will remain in pristine condition for many years to come.

£140,000 - 160,000

€175,000 - 200,000



306

**The factory prototype, BMC Competitions Department
1959 BMC 5-TON RACE TRANSPORTER
COACHWORK BY MARSHALL'S OF CAMBRIDGE**

Registration no. YFO 898

Chassis no. 5KCFECDE 389926

Engine no. 51JDCCASD 4376



Manufactured in 1959, this BMC 5-ton PSV chassis was one of approximately 20 commissioned by the company's management to serve as mobile Service Schools, which travelled around the dealership network training mechanics in the procedures required to maintain the newly introduced, front-wheel-drive Mini. Designed by Pinin Farina and built by Marshall's of Cambridge with all-aluminium coachwork, they were equipped to a very high specification.

Originally registered 'BMC 25', this example is the prototype of the series and almost certainly the only survivor of the first six, which had more rounded styling than subsequent examples. It was later loaned to BMC's Abingdon-based Competitions Department and used by them in Australia, the visit being recorded on video. Eventually sold to Birmingham University for the nominal sum of £1.00, 'BMC 25' ended up as a coach company's mobile booking office.

The current owner, a collector and racer of historic BMC competition cars, discovered the vehicle in a field where it had lain for ten years. Surprisingly, it moved out of the field under its own power; not only that, but the chassis and panelling were found to be sound. Not content merely with a restoration, the vendor wanted to rebuild the vehicle in the style of 'BMC 34', the famous Competitions Department race transporter, which had an extended rear end enabling it to accommodate two Mini Coopers. Sadly, 'BMC 34' no longer exists, having been destroyed by arsonists in the 1990s.

To assist with conversion, the vendor recruited Bromsgrove-based lorry engineer and commercial body builder, Gordon Chance. As there were no plans in existence, the reconstruction used photographs of the original. By an amazing stroke of good luck, a supply of the correctly profiled rubber strip fitted to the long rubbing strakes was located; it was the last 200 feet the manufacturer had in stock and all but one foot was used.

The transporter is powered by a BMC 5.1-litre six-cylinder diesel engine, which drives via a five-speed non-synchromesh manual gearbox and two-speed rear axle. The cylinder head was rebuilt and the engine serviced as part of the restoration.

Interviewed for an article about 'BMC 25', published in *Classic Cars*' July 2004 edition (copy on file), BMC Competitions Department employee Stan Bamford recalled that the BMC transporter he drove was faster than its continental HGV brethren: 'It was beautiful, marvellous. We'd show all the French and Italians a clean pair of heels. It went up hills quicker than they could look at them.' The transporter's motorway cruising speed was estimated at 60mph.

Repainted in correct BMC Competitions Department livery, this historic ex-works BMC 5-tonner is running and driving very well, the ultimate toy. It is currently taxed and MoT'd, and comes with a V5C registration document.

£60,000 - 80,000
€75,000 - 100,000



307

1966 MERCEDES-BENZ 230SL CONVERTIBLE

Registration no. OBY 48D

Chassis no. 1134222013858

Engine no. 31511966



Introduced at the Geneva Salon in March 1963 as replacement for the 190SL, the 230SL is a landmark model which founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. The 230SL abandoned its predecessor's four-cylinder engine in favour of a 2.3-litre fuel-injected six derived from that of the 220SE and producing 150bhp. An instant classic, the body design was entirely new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 120mph. The Mercedes-Benz 230SL was owned by countless film stars and celebrities, becoming one of the iconic sports cars of the 1960s, and even managed a debut competition victory in the Spa-Sofia-Liège Rally. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

This particular 230SL has been the subject of a most extensive restoration to a very high standard carried out by a classic Mercedes-Benz specialist in 2009/2010. A right-hand drive model equipped with automatic transmission and power steering, the car was bought by the immediately preceding owner for its superb mechanicals and remarkably rust-free original bodyshell. He then decided to embark on a complete restoration to bring the car up to 'as new' standard.

Throughout the restoration process care was taken to preserve the original panel work and keep the factory under-body sealer, thus maximising originality. The 230SL was subject to a bare metal repaint in Mercedes-Benz silver (LF744) while the under-pinnings were finished in satin black as they would have been originally.

A new Mercedes-Benz-supplied engine was installed in 1986, since when the car has covered only some 25,000 miles (see accompanying history). Running gear and auxiliary components have been removed and restored, and the engine parts correctly zinc plated. It is worthwhile noting that the gearbox carries a Mercedes-Benz reconditioning stamp.

The tyres and stainless steel exhaust system are relatively new and the suspension is in excellent order. All the chromework, including the hardtop's, has been restored by S&T Electroplaters of Bristol, regarded as among the best in the UK. The hood and headlining have been renewed, as has the dashboard's surrounding woodwork. The interior leather re-trim was undertaken by Aldridge Trimming of Wolverhampton. Rubber seals have been renewed throughout and a new windscreen fitted.

The current owner purchased the 230SL at Bonhams December Sale in 2011 (Lot 443). A retired gentleman motor trader, the vendor has spent his entire working life involved with Mercedes-Benz cars and can be rightly regarded as one of the UK's true connoisseurs of the marque. The 230SL is only offered for sale because he is unable to use the car as much as it deserves. Indeed, 'OBY 48D' has been dry stored since acquisition and has covered only some 200 miles since John Haynes Mercedes serviced it in 2012 (bill on file).

Representing an opportunity to own one of the finest 'Pagodas' currently available, 'OBY 48D' is offered with current MoT, V5 registration document and an extensive history file containing numerous restoration photographs and invoices totalling some £60,000. A Becker Europa radio/cassette is the only notified deviation from factory specification.
£55,000 - 65,000
€69,000 - 81,000



PRESERVING THE AUTOMOBILE

An Auction at the Simeone Automotive Museum

Monday 6 October
Philadelphia, Pennsylvania

Consignments of original, preserved or faithfully restored automobiles are now invited for this unique auction.

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A highly original and unspoilt example of the "big" Maxwell
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TOURING**



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THE AUTUMN STAFFORD SALE

The Classic Motorcycle
Mechanics Show, Stafford
Sunday 19 October 2014

ENTRIES INVITED

We are consigning entries for our Autumn Stafford Sale. For details of how to take part or to discuss, in confidence, any aspect of buying or selling collectors' motorcycles at our sales please contact the London office, or submit a complimentary auction appraisal at Bonhams.com/motorcycles.

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Property of a deceased's estate
1959 TRIUMPH 649CC T120 BONNEVILLE
£6,000 - 9,000

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Benefitting from the support of the town of Knokke le Zoute and the dedicated sponsors that supported the first edition in 2011, the Zoute Concours d'Elegance prepares for its third edition and intends to build up increased international recognition in 2014.

For the next edition, we return to the fairway of the prestigious Royal Zoute Golf Club where a limited number of quality entries in pre and post war classes will be selected by the organising committee.

October 12th, 2014, is the date to save for the third annual Zoute Concours d'Elegance. Preceded by the start of the Zoute Rally,

Bonhams will be holding their second sale of collectors motor cars on Friday October 10th. We look forward to welcoming you to a weekend of motoring by the beach and the 2014 edition of this event in Belgium's most exclusive seaside resort.

www.zoutegrandprix.be

CONCOURS D'ELEGANCE JUDGED BY AN INTERNATIONAL JURY



WEEKEND ZOUTE GRAND PRIX® 2014

9-12 October 2014

Gala weekend for the most prestigious car brands

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9-12 OCTOBER 2014

5th EDITION

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2014 KNOKKE - ZOUTE 2014



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New Bond Street
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Entries now invited

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£390,000 - 440,000

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London, New Bond Street

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'RWD 132' - The ex-John Dalton

1955 AUSTIN-HEALEY 100S

SPORTS RACING TWO-SEATER

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RWD 132 will be competing (Freddie March Memorial Trophy) and available for view at the forthcoming Goodwood Revival Meeting, 11-14 September.

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Closing date for entries

Friday 10 October 2014



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Closing date for entries
Friday 17 October 2014



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Prices shown include buyer's premium. Details can be found at bonhams.com



The Endurance Rally Association
Home of the Peking to Paris Rally



The new Coupe des Alpes

The Endurance Rally Association is delighted to announce the 2nd revival of the Alpine Trial. This three day event for pre-war vintage cars is very much in the tradition of the original Coupe des Alpes.

From the organisers of over 65 international rallies and home of the Peking to Paris, the 6th Classic Safari, and next year's 2nd Trans-America.

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Contact Philip Young, Jane, Georgina and Annette on T: 01235 831221

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— 上海 SHANGHAI —

OCTOBER 17TH TO 19TH
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*Bonhams and Parkside Publications
are pleased to announce the publication of*

The Magnificent Monopostos

Alfa Romeo Grand Prix Cars, 1923 to 1951

By Simon Moore

The final book in Simon's Alfa Romeo trilogy will be launched at the Goodwood Revival Meeting on Friday 12th and Saturday 13th September. A limited number of copies are being air-freighted directly from the printer in Singapore and Simon will be present at the **Bonhams Tent** to sell and autograph these first copies of the book available in the UK. Only 1,000 copies have been printed and the remaining copies will not arrive until late September. Simon will be pleased to take orders for the remaining copies.



Like Simon's previous Alfa Romeo books from Parkside, *The Magnificent Monopostos* is produced to the highest standards. Comprised of 836 pages in two leather-bound volumes in a slipcase, the book contains 1140 photographs, all of which are spot-varnished on fine matte paper. All black and white photos are reproduced in duotone or in their original sepia tone. Some rare prewar colour photos are also included.



Alfa Romeo's glorious racing history is all here, from the 1923 P1s and the successful P2s through the wonderful Tipo Bs (*Chiron* is shown on the left at Monaco in 1934) to the independently-sprung cars of the late 1930s and the 1950-51 World Championship-winning Tipo 158/159 (*Fangio* on the right at Berne in 1951). For more information, e-mail gpalfabook@gmail.com.



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11 MAY	WISCOMBE PARK HILL CLIMB	1-3 AUG	PRESCOTT SPEED HILL CLIMB Featuring 80th Anniversary Hill Climb (Fri)
7 JUNE	CADWELL PARK RACE MEETING	7 AUG	SANTA POD RACEWAY 80th ANNIVERSARY STRAIGHT-LINE SPRINT
8 JUNE	HAREWOOD HILL CLIMB (VSCC Classes at BARC Hill Climb)	13-14 SEPT	LOTON PARK HILL CLIMB
14-15 JUNE	BROOKLANDS DOUBLE TWELVE MOTORSPORT FESTIVAL including VSCC Speed Trials at Mercedes Benz World (Sat)	28 SEPT	SNETTERTON RACE MEETING
28-29 JUNE	PEMBREY SPRINT AND PRE-WAR TEAM RACE (Sat) RACE MEETING (Sun)	5 OCT	CASTLE COMBE AUTUMN CLASSIC (Pre-war Sports-Cars)
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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 equaling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will 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

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones 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.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, *, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8	FAILURE TO PAY FOR THE LOT		<p>sums due to the <i>Seller</i> and to <i>Bonhams</i>, within 28 days of receipt of such monies by him or on his behalf.</p>		<p>waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i>.</p>
8.1	<p>If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):</p>	9	THE SELLER'S LIABILITY	10.3	<p>If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.</p>
8.1.1	<p>to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;</p>	9.1	<p>The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i>.</p>	9.2	<p>Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i>, whether implied by the Sale of Goods Act 1979 or otherwise.</p>
8.1.2	<p>to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;</p>	9.3	<p>Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i>,</p>	9.3.1	<p>the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i>, or on the <i>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>;</p>
8.1.3	<p>to retain possession of the <i>Lot</i>;</p>	9.3.2	<p>the <i>Seller</i> will not be liable for any loss of <i>Business</i>, <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;</p>	10.4	<p>Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i>, addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (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.</p>
8.1.4	<p>to remove and store the <i>Lot</i> at your expense;</p>	9.3.3	<p>in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i>, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.</p>	10.5	<p>If any term or any part of any term of the <i>Contract for Sale</i> 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.</p>
8.1.5	<p>to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;</p>	10.6		10.6	<p>References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.</p>
8.1.6	<p>to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;</p>	10.7		10.7	<p>The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.</p>
8.1.7	<p>to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;</p>	10.8		10.8	<p>In the <i>Contract for Sale</i> "including" means "including, without limitation".</p>
8.1.8	<p>to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;</p>	10.9		10.9	<p>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.</p>
8.1.9	<p>to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i>, any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i>; and</p>	10.10		10.10	<p>Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i>.</p>
8.1.10	<p>so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.</p>	10.11		10.11	<p>Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i>.</p>
8.2	<p>You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.</p>	10.12	<p>Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.</p>	10.12	<p>Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i>, it will also operate in favour and for the benefit of <i>Bonhams</i>, <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> 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.</p>
8.3	<p>On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the <i>Lot</i>, after the payment of all</p>	10	MISCELLANEOUS	10.1	<p>You may not assign either the benefit or burden of the <i>Contract for Sale</i>.</p>
		10.2		10.2	<p>The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express</p>

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	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2	The discretion referred to in paragraph 8.1:		
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"**Additional Premium**" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"**Auctioneer**" the representative of *Bonhams* conducting the *Sale*.

"**Bidder**" a person who has completed a *Bidding Form*.

"**Bidding Form**" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"**Bonhams**" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"**Book**" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"**Business**" includes any trade, *Business* and profession.

"**Buyer**" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"**Buyer's Agreement**" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"**Buyer's Premium**" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"**Catalogue**" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

"**Commission**" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"**Condition Report**" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"**Conditions of Sale**" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"**Consignment Fee**" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"**Consumer**" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"**Contract Form**" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"**Contract for Sale**" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"**Contractual Description**" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

"**Description**" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"**Entry**" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"**Estimate**" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

"Guarantee" the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

"Motoring Catalogue Fee" a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

"Notional Fee" the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

"Notice to Bidders" the notice printed at the back or front of our *Catalogues*.

"Purchase Price" the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (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

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

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

If successful

I will collect the purchases myself
 Please contact me with a shipping quote (if applicable)

Sale title: Goodwood Revival		Sale date: 13 September 2014													
Sale no. 21907		Sale venue: Goodwood, Chichester													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200by 10s	£10,000 - 20,000by 1,000s	£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s	£500 - 1,000by 50s	£50,000 - 100,000by 5,000s	£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s	£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion	£5,000 - 10,000by 500s	
£10 - 200by 10s	£10,000 - 20,000by 1,000s														
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£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s														
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion														
£5,000 - 10,000by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>		Please tick if you have registered with us before <input type="checkbox"/>													

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond I will collect from Park Royal or bonded warehouse Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature: _____ Date: _____

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

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

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MOTOR CAR INDEX

Lot No	Year	Model	Lot No	Year	Model
216	1962	Abarth 1000 Sport 131-MC Spider Tubolare	229	1987	Ferrari 328GTS Spider
217	1965	Abarth Simca 2000 GT Corsa	209	1991	Ferrari F40 Berlinetta
		'Campionissimo Europa Montagna'	239	2000	Ferrari 550 Maranello Coupé
221	1967	Abarth 1300OT Periscopica Coupé	277	2001	Ferrari 360 Modena Coupé
214	1969	Abarth 2000 Sport Spider SE010	271	2007	Ferrari FXX Evoluzione Berlinetta
		'Quattro Fari' Sports-Racing Prototype	276	2012	Ferrari 599XX Evoluzione Coupé
220	1970	Abarth 2000 Sport SE014 'Europeo Montagna'	219	1959	Fiat Abarth 750 Bialbero 'Record Monza' Coupé
283	1972	Abarth-Osella SE 021 Sports Prototype	212	1961	Fiat Abarth 1000 Bialbero 'Record Monza'
227	1964	Alfa Romeo Giulia Spider 101	211	1961	Fiat Abarth 850 TC Nurburgring Corsa Berlina
264	1965	Alfa Romeo Giulia Sprint GTA Coupé			Four-Seat Competition/Street Saloon
279	1970	Alfa Romeo 1750GTV Coupé	215	1973	Fiat Abarth 124 Rallye Two-Seat Rally Competition Coupé
281	1948	Allard M-Series Drophead Coupé	218	1978	Fiat Abarth Rallye 131 Supermirafiore Saloon
238	1940	Alvis Speed Twenty-Five SC Saloon	249	1967	Ford Mustang Shelby GT350 Coupé
284	1959	Alvis TD21 Drophead Coupé	304	1968	Ford Mustang Shelby GT500 Convertible
230	1930	Aston Martin 1½-Litre International 2/4 Sports Tourer	226	1951	Jaguar XK120 Alloy-bodied Roadster
251	1952	Aston Martin DB2 Sports Saloon	256	1950	Jaguar XK120 Roadster
305	1956	Aston Martin DB2/4 3.0-Litre Sports Saloon	274	1952	Jaguar XK120 Roadster
247	1956	Aston Martin DB2/4 Mark II Drophead Coupé	282	1954	Jaguar XK140SE Roadster
258	1958	Aston Martin DB MkIII Saloon	263	1959	Jaguar XK150S 3.4-Litre Roadster
232	1967	Aston Martin DB6 Sports Saloon	241	1960	Jaguar XK150S 3.8-Litre Coupé
290	1970	Aston Martin DBS V8 6.0-Litre Competition Saloon	255	1960	Jaguar Mk2 3.8-Litre Automatic Saloon
236	1979	Aston Martin V8 Volante Convertible	266	1961	Jaguar E-Type 3.8-Litre 'Flat Floor' Roadster
268	1983	Aston Martin V8 Vantage X-Pack Sports Saloon	300	1961	Jaguar E-Type Series 1 3.8-Litre Coupé Replica
265	1986	Aston Martin V8 Vantage Zagato Coupé	225	1962	Jaguar Mk2 3.8-Litre 'Vicarage' Sports Saloon
228	1964	Austin Mini Cooper 1275 'S' Competition Saloon	289	1965	Jaguar E-Type Series 1 4.2-Litre Fixed Head Coupé
246	1960	Austin-Healey 3000 'MkI' Rally Car Replica	250	1966	Jaguar E-Type Series 1 4.2-Litre Roadster
299	1958	Bentley S-Series Continental Sports Saloon	244	1967 / 1988	Jaguar XKSS 3.8-Litre Replica
243	1962	Bentley S2 Continental Drophead Coupé	298	1969	Jaguar E-Type 4.2-Litre Series 2 Roadster
306	1959	BMC 5-Ton Race Transporter	275	1931	Lagonda 2-Litre Supercharged Tourer
269	1972	BMW 3.0 CSL Coupé	240	1936	Lagonda LG45R Rapide Sports-Racing Two-Seater
294	1964	Brabham-BRM BT8 Sports-racing Prototype	280	1968	Lamborghini Miura P400 Coupé
260	1923	Chenard et Walcker 3.0-Litre 70/80hp Phaeton	278	1961	Lancia Appia GTE Zagato Coupé
262	1961	Chevrolet Corvette Correction Signature	245	1967	Lancia Fulvia Sport 1300 Zagato Coupé
297	1966	Chevrolet Corvette Sting Ray Coupé	223	1950	Land Rover 81" Prototype
291	1971	Chevron B18 Formula 2 Monoposto	292	1989	Lister Jaguar 7.0-Litre Le Mans Coupé
222	1965	Commer Cob Service Van	296	1933	Maserati Tipo 4CM Single-Seat Racing Vettura
285	1937	Cord 812 Supercharged Phaeton	267	1937	Maserati Tipo 6CM Single-Seat Racing Vettura
252	1954	Daimler DK400 'Stardust' Limousine	286	1960	Maserati 3500GT Coupé
233	1963	Daimler SP250 Roadster	242	1963	Maserati Sebring 'Series I' Coupé
259	1949	Ferrari Tipo 166 Inter Coupé	248	1975	Maserati Merak SS Coupé
202	1959	Ferrari 250 GT Pinin Farina Coupé	295	1956	Mercedes-Benz 190SL Convertible
203	1962	Ferrari 250 GTE Series II 2-Plus-2 Coupé	234	1957	Mercedes 300SL Roadster
207	1964	Ferrari 330 GT 2-Plus-2 Series I	307	1966	Mercedes-Benz 230SL Convertible
231	1964	Ferrari 330GT 2+2 Berlinetta	302	1935	MG Magnette NA 1½-Litre Monoposto Racing Special
293	1965	Ferrari 275 GTB Berlinetta	257	1930	OM 665 SS MM Superba 2.3 Litre Sports Tourer
270	1965	Ferrari 330GT 2+2 Series II Berlinetta	303	1959	Porsche 356A 1600 Convertible D
206	1966	Ferrari 330 GT 2-Plus-2 Series II	288	1970	Porsche 911S 2.2-Litre Targa Coupé
201	1968	Ferrari 330 GTC Coupé	253	1971	Porsche 911S 2.2-Litre Coupé
208	1969	Ferrari 365 GT 2-Plus-2	301	1974	Porsche 911SC 2.7-Litre Carrera Coupé
210	1970	Ferrari 246 GT Coupé	287	1992	Porsche 911 Type 964 Carrera 2 RS 3.8-Litre Coupé
204	1970	Ferrari 365 GTB/4 'Daytone' Berlinetta	272	1993	Porsche 911 Type 964 Carrera RSR 3.8-Litre Coupé
273	1971	Ferrari Dino 246GT Coupé	261	1936	Riley Sprite Sports
205	1972	Ferrari 365 GTC/4 Coupé	222 A	1962	Trojan 200 Micro Car
235	1982	Ferrari 512BBi Coupé	237	1999	Williams-Supertec Renault FW21 F1 Racing Single-Seater
224	1986	Ferrari Testarossa Coupé			

MOTORING

SALES DIARY 2014

- 10 October** **The Zoute Grand Prix Sale**
Collectors' Motor Cars and Automobilia
Zoute, Belgium
- 19 October** **The Autumn Stafford Sale**
Collectors' Motorcycles and Related Memorabilia
Stafford, UK
- 31 October** **The Veteran Sale**
Veteran Motor Cars and Related Automobilia
New Bond Street, London, UK
- 12 November** **The Harrogate Sale**
Collectors' Motor Cars, Motorcycles and Automobilia
Harrogate, UK
- 30 November** **The New Bond Street Sale**
Important Collectors' Motor Cars and Automobilia
London, UK
- 6 December** **December Oxford Sale**
Collectors' Motor Cars and Automobilia
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