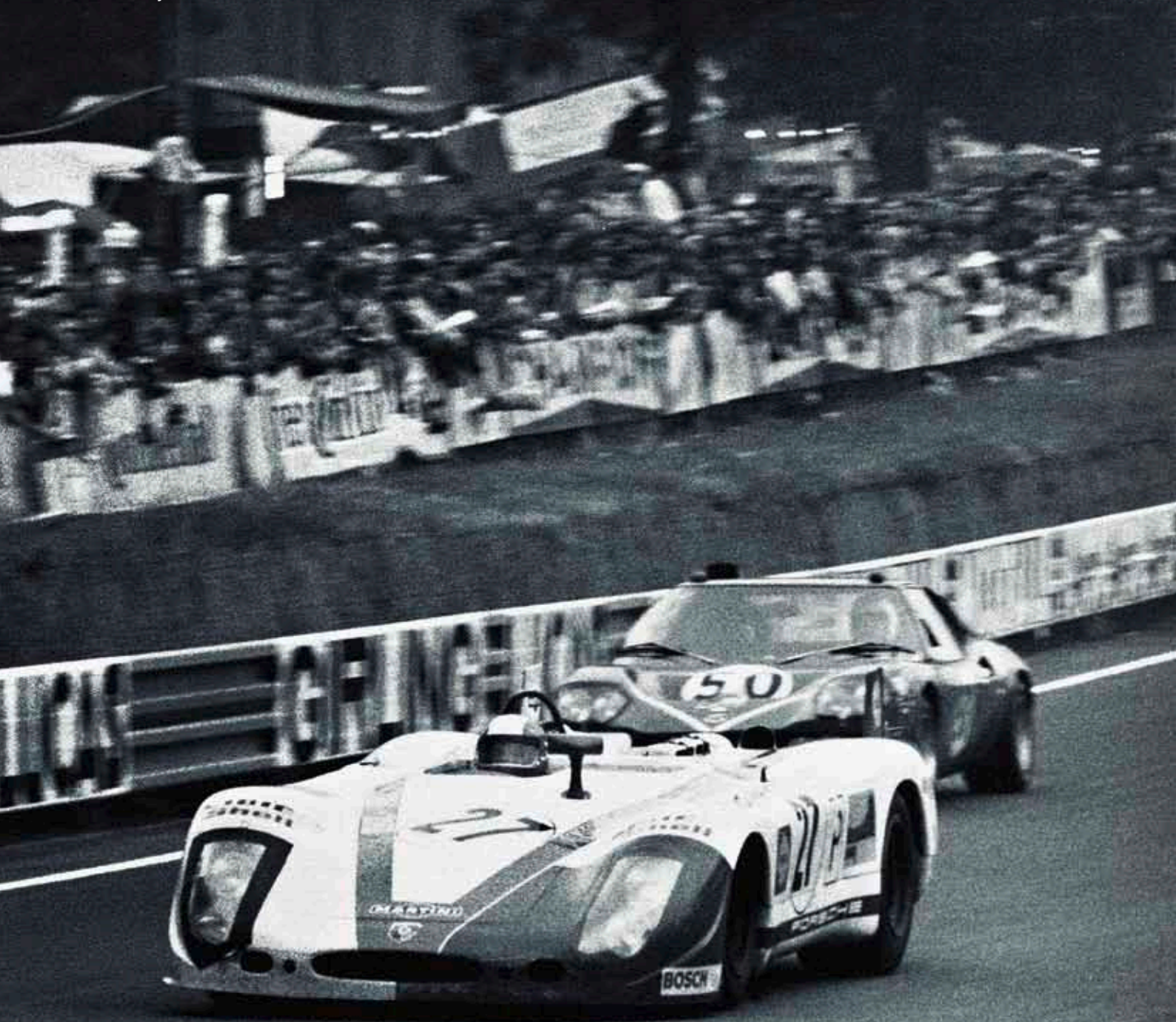


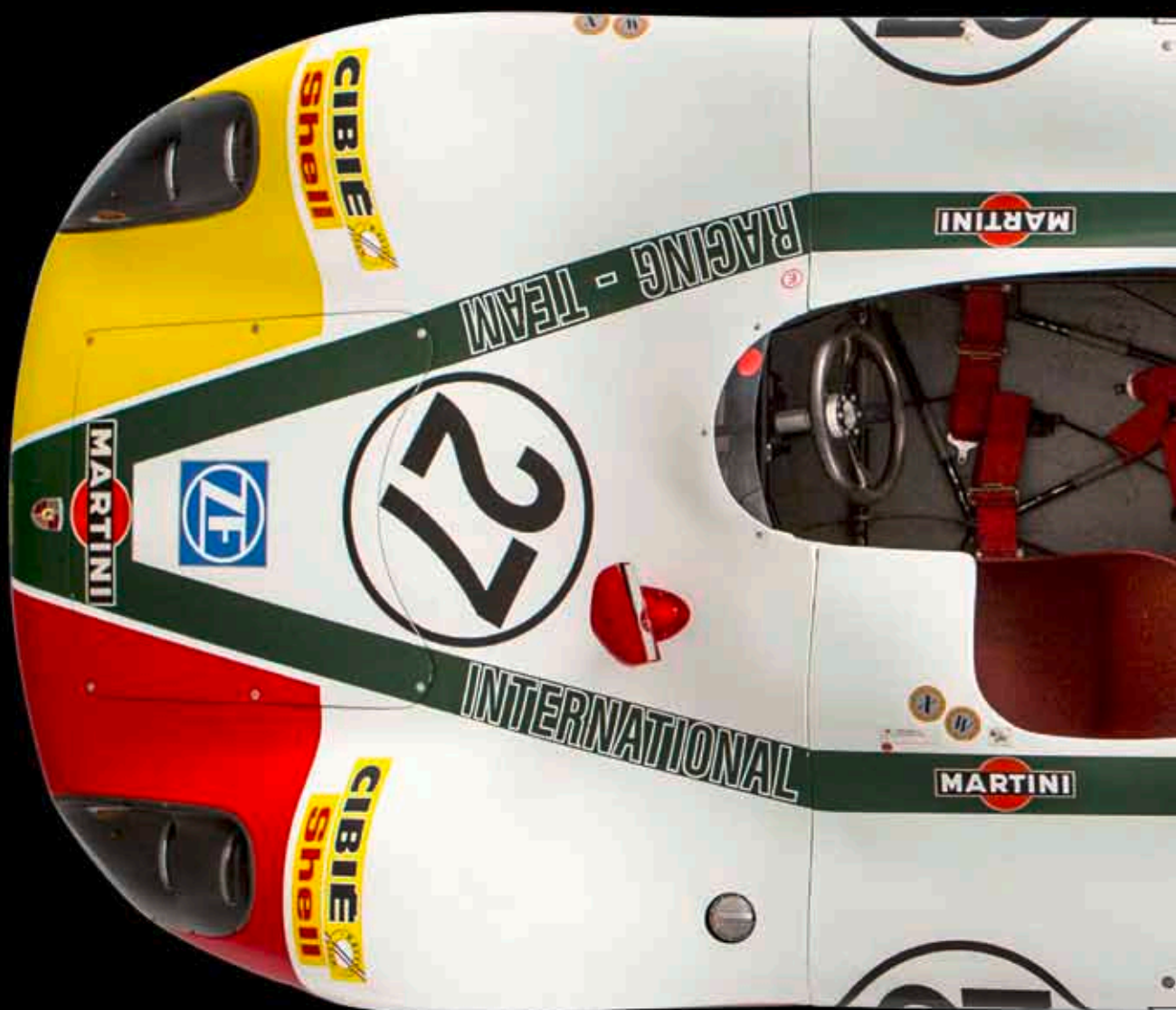
THE BOND STREET SALE

Sunday 30 November 2014



Bonhams

LONDON





THE BOND STREET SALE

Sunday 30 November 2014 at 14:00
101 New Bond Street, London

VIEWING

Friday 28 November 14.00 - 19.00
Saturday 29 November 9.00 - 17.00
Sunday 30 November from 9.00

SALE TIMES

Sunday 30 November:
Motor Cars 14.00

SALE NUMBER

21904

CATALOGUE

£30.00 + p&p

BIDS

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

Live online bidding is available for this sale

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

ENQUIRIES

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

CUSTOMER SERVICES

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

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

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

Bonhams 1793 Limited

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

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

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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,
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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 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.

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/emailed 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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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.

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+1 (415) 861 8591 fax

Collections

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale, Sunday 30 November, up to 19.00

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

Removal and Storage of Vehicles

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

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

Vehicle Removal charges

£250 + VAT per vehicle

Vehicle Storage charges

First 14 days

£14 + VAT per motor car per day

Thereafter

£10 + VAT per motor car per day

Transport and Shipping

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

Directions to New Bond Street



By Underground

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

Parking

Q-Park
Cavendish Square
London
W1G 0PN

Address

101 New Bond Street
London
W1S 1SR





MOTOR CARS

14.00

Sunday 30 November 2014

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

001

1964 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE ROADSTER

Registration no. EFD 747B

Chassis no. 881079

Engine no. RA5525-9

'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 manifest 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 150mph top speed. The newcomer's design owed much to that of the Le Mans-winning D-Type sports-racer, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.



With a claimed 265bhp available, E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

Manufactured in February 1964, this 'Series 1' was supplied new via Jaguar Cars, New York finished in dark blue with matching leather interior. The E-Type's ownership history in the USA is unknown up to 1981 when the accompanying State of Ohio Title was issued to one Joe Maro of Campbell, Ohio. Exported to the UK in 1989, the car was first owned in this country by Mr J H P Hardwick of Cannock, Staffordshire, who had it fully restored by Bob Watson of Marston Green, Birmingham (see letter of confirmation on file). Works carried out included a total body rebuild by renowned specialists R S Panels; engine and gearbox overhaul by C F S Motors, the 'box being the later all-synchromesh type; and an interior re-trim by Suffolk & Turley. Conversion to right-hand drive configuration was undertaken at this time.

The E-Type's second owner in the UK, Robert Anthony Hipkins of Kennington Road, London SE11, kept 'EFD 747B' from 1996 to 1999 when the car was sold to the current vendor via renowned marque specialists Eagle (copy of advertisement included) who have continued to maintain it. Eagle's service invoices are on file together with a copy of the service handbook, Jaguar/Daimler dating letter, and a substantial quantity of expired MoT certificates dating back to 1989. 'EFD 747B' also comes with a copy of Classic Cars magazine (November 1996 edition) featuring it on the front cover and in an article, and a copy of the Birmingham NEC Classic Car Show programme featuring the E-Type as the centrefold. Described as in generally good/excellent condition, this well restored and well-maintained E-Type is offered with aforementioned history, current MoT/tax and V5C document.

£110,000 - 140,000

€140,000 - 180,000



002

1956 ASTON MARTIN DB2/4 MKII FIXED-HEAD COUPÉ
COACHWORK BY TICKFORD

Registration no. VFJ 544

Chassis no. AM300/1106

Engine no. VB6J/633



The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door, one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle.

The W O Bentley-designed, 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3-litre, 140bhp engine in 1954. The car's top speed was now 118mph (190km/h) with 60mph (97km/h) reached in around 11 seconds.

David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised MkII model, launched at the London Motor Show in October 1955, being manufactured by the Newport Pagnell coachbuilder. For the first time there was a third body type on offer: a fixed-head coupé in 'notch back' style. Very attractive, the latter afforded accommodation similar to that of the drophead version but was priced the same as the three-door sports saloon.

While mechanically very little different from its predecessor, the DB2/4 MkII was readily identifiable by its subtly altered lines, the most significant change being a $\frac{3}{4}$ " increase in roof height that afforded greater headroom. Flashing indicators and discreet tail fins made an appearance, as did chromed trim strips running from the front wheelarch tops to the door shuts, below which the bonnet sides were now fixed, thus lightening the bonnet assembly. Interior improvements included better seats and a proper fly-off handbrake. The Aston six had been enlarged from 2.6 to 3.0 litres part way through production of the DB2/4 MkI and continued unchanged in the MkII, though a special series VB6J engine suffixed 'L' or 'L1' producing 165bhp was available as an option. Of the 199 DB2/4 MkIIs produced up to October 1957, saloons accounted for the majority with 24 built as drophead coupés, 34 as fixed-head coupés and four supplied as chassis only.



One of the 34 fixed-head coupés made, 16 of which were delivered in the UK, the car we offer is one of the rarest and thus most desirable of all post-war Aston Martins. Chassis number 'AM300/1106', fitted with engine number 'VB6J/633', was delivered on 24th May 1956 via Aston Martin agent Joseph Stierli & Co to its first owner, a Dr Bergamo of Scapa SA, Stabio, Switzerland. The car was finished in the striking two-tone livery of Ice Blue with Peacock Blue hardtop and blue-grey interior, and came with partially chromium plated road wheels. Conversion from left- to right-hand drive was undertaken subsequently. The accompanying copy build sheet lists one J Copeland of Harwood House, East Grinstead, Sussex as second owner.

When acquired by the current owner more than 30 years ago, the car was in very poor condition. Since then, every aspect has undergone restoration, much of the work being carried out by renowned marque specialists Aston Service Dorset, as confirmed by their letter on file dated 30th October 1995: 'We are well acquainted with the owner's restoration of this car. We have been responsible for rebuilding the engine and gearbox, for work on the chassis, suspension and braking system and for the final fitting out of the car.'

We are also aware of the large sums of money expended elsewhere in repainting the car and in re-trimming the interior, all to the owner's own high standards and regard to originality. It is now a fine example of the Aston Martin DB2/4 MkII.'

In more recent years the Aston has been maintained by Wren Classics of Shaftesbury and is described by the private vendor as in generally excellent condition. The owner advises us that only some 100 miles have been covered since the restoration's completion, though it should be noted that the odometer is not working. A significant addition to any important private collection, this example of a most desirable 'factory coachbuilt' Aston Martin is offered with sundry invoices, old-style logbook, current MoT/tax and V5C registration document, the latter incorrectly recording the engine number.

£160,000 - 200,000

€200,000 - 260,000





003

Originally the property of Sir Elton John, 29,200 miles from new

1972 FERRARI DINO 246GT COUPÉ

COACHWORK BY PININFARINA/SCAGLIETTI

Registration no. JDS 580K

Chassis no. 03300

Engine no. 03300



'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. 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 498 Dino 246GTs supplied to the UK in right-hand drive configuration, '03300' was ordered new by Maranello Concessionaires and delivered finished in Rosso Chiaro with Nero vinyl interior trim, electric window lifts and 6½" x 14" wheels. The car was sold to Harold Webb Motors in Hornchurch, Essex in February 1972 and first registered in their name on 1st March 1972 as 'SOO 25K'. In November 1972 the Dino was purchased by and registered to Elton Hercules John of Wentworth, Surrey. Apparently Elton, now Sir Elton, John gifted the car to his drummer, Nigel Olsson, as confirmed by a letter on file dated 15th June 1973 from John Reid, Sir Elton's former manager. This letter states that ownership would be transferred 'at a figure to be agreed' and 'on behalf of Elton John'. The relevant logbook is on file also. The mileage at this point was quoted as 5,600.

The Dino's next owner was a Mr Doug Hodson, who purchased the car in May 1974 at approximately 12,500 miles. Mr Hodson kept the car until May 1979 when it was sold to Mr J J Baynes of Surrey at 14,468 miles. Mr Hodson stated that it had covered approximately 2,000 miles in five years of his ownership and been laid up each winter and the whole of 1978 prior to its sale in May 1979. In October 1979 Mr Baynes sold the Dino to Miss V J Carlaw of Glasgow.

Miss Carlaw registered the car as '3 GTO' and kept it until December 1993, when the immediately preceding owner, Mr R J Matthews of London, purchased it. The recorded mileage at this time would have been approximately 16,000. Mr Matthews then took the car to Maranello Concessionaires for a 12,000-mile service and extensive additional works at a cost of £9,751.65 (see invoice on file dated 10th March 1994 at 17,179 miles). On completion, Maranello carried out a bare metal re-spray, replacing corroded panels where necessary, which resulted in a bill for a further £18,674.41 (see invoice dated 12th August 1994 on file). On a trip to Italy the Ferrari broke down in France with an alternator problem. Several days in a five-star hotel, at Maranello's expense, saw the alternator replaced and a modified wiring loom fitted.

In August 1996 (at 20,766 recorded miles) the gearbox was rebuilt in Italy by Ferrari dealer Prampolini Mauro in Carrara. Subsequently, the car was entrusted to Kevin O'Rourke of Moto-Technique, who continued to maintain it and also re-trimmed the dashboard.

In 2002, at 24,200 miles, the Dino was purchased by the current vendor, who since acquisition has added only some 5,000 miles to the total, the current odometer reading being circa 29,200. Accompanying documentation consists of the aforementioned bills, correspondence, etc, current MoT certificate and a old style V5 registration document. Described as in generally very good/excellent condition, '03300' represents a rare opportunity to acquire a fully documented, low-mileage example of this iconic V6 Ferrari, possessing the additional cachet of 'A-List' celebrity ownership.

£220,000 - 280,000
€280,000 - 360,000





004

1929 BENTLEY 4½-LITRE TOURER
COACHWORK IN THE STYLE OF VANDEN PLAS

Registration no. GE 3547

Chassis no. HB3407

Engine no. HB3406

1

GC3547 being prepared
for a Tour, c.1950



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

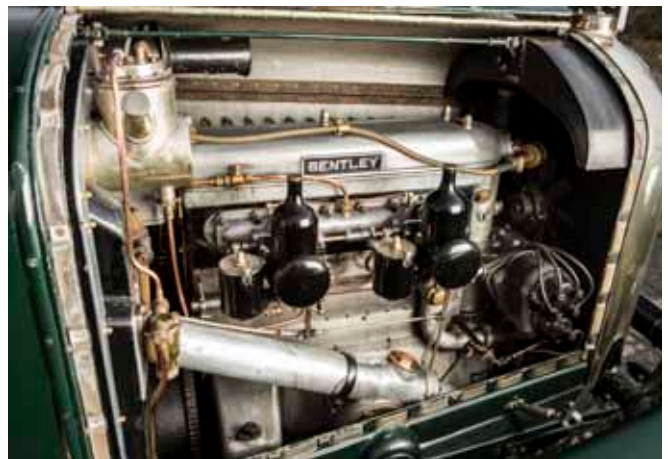
Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together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

The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-'head' architecture, but reverted to the front-end vertical camshaft drive of the 3-Litre. Bentley Motors lost no time in race-proving its new car. It is believed that the first prototype engine went into the 3-Litre chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-Litre chassis for that year's *Grand Prix d'Endurance* at the Sarthe circuit.

The original 4½-Litre car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up.

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





In Michael Hay's definitive work on the marque, *Bentley, The Vintage Years*, chassis number 'HB3407' is recorded as leaving the factory fitted with engine number 'HB3406'. The car was first registered 'GE 3547' and delivered to its first owner, Mr D G Ellis, in September 1929 fitted with a Weymann saloon body by Maythorn. Mr Ellis is known to have kept the car until July 1930 when it was sold to its first long-term owner Mr J A Roberts, who according to Bentley Service records enjoyed it well into the 1930s. The two buff continuation logbooks that accompany the car show that it had six owners between 1946 and circa 1966, and that at some point between 1936 and 1946 was fitted with an open four-seater tourer body. It is highly likely that this is the same body that it carries today and that it originally came from another car, as the construction methods and materials are identifiable and the front seats appear to be Vanden Plas originals. These logbooks record the registration number as 'GC 3547' and the engine number as 'BM3441', both of these (presumably clerical) errors being corrected in the more recent logbook (issued 1962). There is a (copy) photograph in the file depicting a 4½-Litre tourer registered 'GC 3547' together with a letter from The W O Bentley Memorial Foundation stating that the first time the car was registered with BDC was in December 1955 when owned by the Hon J S T Hawke of Northwich, Cheshire.

'GE 3547' is a really nice example of the marque, the perfect events car and long distance tourer. Importantly, its mechanical integrity is very good and all of the large numbered parts are present and correct, including the front chassis knuckle, chassis cross member, steering box, engine, gearbox, front axle, rear axle and master switch plate, and the original bonnet sides. The Vanden Plas-style tourer body is well preserved and has a very authentic patina, an authenticity bolstered by the presence of those Vanden Plas front seats.

Over the last 20-plus years, 'GE 3547' has been fastidiously maintained with no expense spared by its current owner (a well known BDC member) using highly regarded specialists including Dick Moss, Elmdown Engineering and Ed Watson. The vendor bought the Bentley in February 1991 and, being a keen driver, had Dick Moss completely rebuild it after five years of ownership. Since then he has travelled with the car around the USA, New Zealand, South Africa and all across Europe. Still fitted with its original C-type gearbox, twin SU carburettors and self-wrapping brakes, 'GE 3547' is said to be a delight to drive, with an easy gear change and lusty motor. Consisting of two ring binders, the accompanying history file includes the aforementioned buff logbooks, old/current V5/V5C registration documents, SORN paperwork, assorted correspondence, a substantial quantity of bills, some old MoT certificates (most recent expired August 2013) and various photographs. There is also a copy of the original Bentley Motors service record covering its early years.

If there is one car from the 'Roaring Twenties' that embodies the spirit of British motoring achievement during that era, it is the Bentley 4½-Litre. Establishing its reputation at the arduous Le Mans 24-hour endurance race, an event it won in 1928, it has become a motoring icon recognised the world over. A good '4½' such as that offered here is a great all rounder capable of touring, racing and rallying, and will always draw a crowd wherever it is parked.

£480,000 - 560,000

€610,000 - 710,000



005 *

From the Maranello Rosso Collection

**1965 FERRARI 275 GTB 'LONG-NOSE ALLOY' BERLINETTA
COACHWORK BY CARROZZERIA SCAGLIETTI**

Registration no. Not registered in the UK (previously registered in Italy: Roma 891923)

Chassis no. 08035 GT

Engine no. 08035 GT



Here we at Bonhams are delighted to offer one of the most beautifully well-preserved, highly-original and unspoiled examples we have ever seen of Ferrari's graceful, 3.3-litre, two-cam V12-engined, all-independently-suspended successor to the marque's immortal 250 GT line.

This is one of desirable, lightweight, aluminium-bodied 'Longnose' GTBs and is absolutely one of the outstanding stars of the Maranello Rosso Collection in San Marino, having been acquired by Fabrizio Violati as long ago as 1976.

The car's chassis design is Ferrari's Tipo 563, its engine type 213 equipped with three twin-choke Weber carburettors. It was No. 283 in the assembly sequence and it has survived in its original exterior colour of 'Verde Scuro 20-G-186' with interior trim colour in 'Nero VM 8500'. As original, it was supplied with the desirable new 'Longnose' body style, full leather seats, power windows and with its dashboard instruments reading in kilometres.

Its *Certificato d'Origine* was issued by the Maranello factory on November 11, 1965 and on November 18 it was sold new by SEFAC SpA to its first owner, New York-born Franco Palma, who was at that time resident at Via Pergolesi in Rome, Italy. The price paid for the new 275 GTB was Lire 5,250,000. Its Italian road registration and licence plates were issued at the PRA Public Automobile Registry on November 29, 1965, its new number plate reading Roma '891923'.

New owner Franco Palma had the car serviced for the first time at the Ferrari factory *Assistenza Clienti* in Modena's Viale Trento Trieste on May 17, 1966. Its recorded odometer reading at that time was 6,338 kms, as confirmed by Ferrari factory order No 204/G, and delivery note No 847.

Franco Palma apparently liked the car very much, retaining it for ten full years until June 22, 1976, when it was sold by him only its second owner from new – Fabrizio Violati's Bellancauto SA company, based in Rome. Fabrizio Violati added the car to his rapidly-growing bipartite collection of Ferrari and Abarth cars, later to be opened to the public within museum buildings in central San Marino, and later in Falciano, San Marino, as the Maranello Rosso Collection.

Fabrizio Violati demonstrated the car on September 26, 1981, during the Raid Ferrari d'Epoca event in Modena, the car resplendent – as it still is today – in its gorgeous dark-green livery, with original-equipment chromed nose grille guard and still wearing its original Roman licence plate 'Roma 891923'. For fiscal reasons the car was sold internally within the Violati enterprise, from Bellancauto SA to Stelabar SA, domiciled in Falciano, San Marino, on December 31, 1989. It remained one of Signor Violati's favourite *Gran Turismo* Ferraris until his lamented demise on January 21, 2010, after a long cancer battle, bravely fought.









In recent months the car has been examined for us by the celebrated Swiss Ferrari authority Marcel Massini, and his written response concerning the car simply tells the story as it is:

"Ferrari 275 GTB Alloy Berlinetta #08035: Fantastic 275 GTB Alloy Berlinetta in great and rare original color. Factory original chromed front grille guard. Factory original Voxson radio antenna in left rear fender. Factory original Microtecnica power windows. Odometer showing 61,212 kms. Unfortunately there is one cut in the headliner, driver's side. All original interior. All original paint. All numbers correct (chassis and engine stamping, also internal number and engine type number on timing case) and with perfect fonts. All Weber carbs correct. Even the washer bag has not been replaced... Back up..." (reversing) "...light may have been replaced. No red flags. Great original car, one of the very best cars out of the San Marino Collection. A real gem".

We could hardly describe this simply outstanding three-carburettor 'Longnose' light-alloy bodied Ferrari 275GTB any more clearly, and we recommend it most emphatically as meriting the closest possible consideration. Of particular note for connoisseurial collectors is its remarkable originality, its glorious colour which more than compensates for a number of very minor age blemishes on its original factory paintwork, and perhaps above all its perfect two-owners-only provenance...the second of whom preserved '08035' here largely upon museum display for the past 38 years...

In recent weeks '08035' offered here has had its engine oil, two oil filters and spark plugs replaced, a new battery fitted complete with master switch, gearbox and rear-axle oil level checked and adjusted as required, and its engine has been spun-up for oil pressure and started. The clutch system requires attention, a new master cylinder being required long term. As might be expected after so many years on static display, we recommend engine investigation and rebuild before serious use is contemplated. Corroded and broken H/T electrical leads have been produced and fitted, as have corroded water pipes and perished hoses. The fuel pump has been repaired to operating order, and the right-hand fuel tank – which was found to be leaking - has now been removed, stripped, repaired and re-fitted.

The 3.3-litre V12 front-engined Ferrari 275 GTB model replaced the Maranello marque's highly successful 3-litre 250 series in 1964. Pininfarina was once again called upon to work his magic for the Maranello concern, creating a true classic of *Gran Turismo Berlinetta* design for the 275 GTB. Penetrative nose, long bonnet, purposeful side vents, high waistline, 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 250 LM rear-engined competition car.



The adoption of a rear-mounted five-speed transaxle combining the gearbox and differential in a single unit helped improve weight distribution fore-and-aft, and the feature would characterise future generations of front-engined Ferrari road cars. Having been enlarged – 250 LM-style – to 3.3 litres, the 60-degree V12 engine remained the familiar basic Colombo two-cam 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 that Mr Ferrari had built for racing, mountain-climb and rally use, while enthusiastic and discerning customers purchasing a 275 GTB for road use could also specify lightweight aluminium coachwork – as in ‘08035’ offered here – and/or the six-carburettor engine.

Sadly, by 1968 the progress of automobile emissions legislation in the USA had effectively denied the 275 GTB and its like from Ferrari’s most lucrative export market, and the model was phased-out later that same year.

Never has both marque and model been quite so widely coveted as it is today, the 275 GTB being truly appreciated for its ‘end of an era’ flowing curves and beauty, plus as the broad eligibility for all manner of tour, concours and other classic car events worldwide which it affords its custodians.

This example that we are now privileged to offer is quite exceptional on so many levels and a worthy addition to any connoisseur collection.

Please note this vehicle is subject to the reduced import tax of 5% should it remain in the EU.

£1,500,000 - 2,000,000

€1,900,000 - 2,600,000





006 *

From the Maranello Rosso Collection

1969 FERRARI 365 GTB/4 BERLINETTE COMPETITIZONE CONVERSION

COACHWORK BY CARROZZERIA SCAGLIETTI

Registration no. Not registered in the UK

Chassis no. 12719 GT

Engine no. 12719 GT



Here we offer yet another Ferrari of great potential, requiring a new owner after many years as an integral feature of Fabrizio Violati's wonderful Maranello Rosso Collection, in the Republic of San Marino.

This particular Ferrari 365 GTB/4 'Daytona' Berlinetta was No 40 in the factory's assembly sequence and its Scaglietti body number is also very early, 41. The car's Certificato d'Origine was issued on November 10, 1969, and during that month it was delivered new to official dealer Motor Sas di Carla Allegretti e C, in Rome, Italy. They in turn sold the car that month to first owner Ugo Roselli, of the Via Collalto Sabino, Rome. His new Ferrari Daytona was road-registered 'Roma E76365' but by September 1971 those plates had been lost and we are advised by Ferrari authority Marcel Massini that the car was then re-registered 'Roma H31155' on September 2. Sixteen days later '12719 GT' offered here was then sold to its second private owner, Innocenzo Canale of the Via di Corviale in Rome, the price paid being Lire 5,300,000.

On April 28, 1973, the car was re-sold by Signor Canale to Ferranti e Busenti Srl of the Via Confinia, Rome, following which on July 30 the car was acquired by fourth private owner Agazio Moiola – another Roman resident, this time in the Via Monterotondo. Its revolving-door ownerships then saw it re-sold on September 9, 1975, to Luco dei Marsi of Avezzano, and the car was re-registered – we are advised – in Aquila but there appears to be no record available of its licence plate numerals.

It was subsequently acquired by Fabrizio Violati's Bellancauto SA company back in Rome and when Violati's Collection was re-organised under the Stelabar SA company name, so ownership appears to have been transferred.

Meanwhile '12719' as offered here had been converted to "Group 4 Daytona Competizione" specification (the extent of which is not known) by the well-known specialist company of Bachelli & Villa, Carrozzeria Auto Sport of Bastiglia (Modena).

Under basic technical inspection in recent months, the car has had its engine oil, twin oil filters and spark plugs replaced, gearbox and rear-axle oil levels checked and adjusted as required and a new battery fitted. The 4.4-litre 4-cam V12 engine has been spun-up for oil pressure and started. During this work the main fuel hose from fuel tank to carburettors has been replaced as required. The six Weber carburettors have been stripped and cleaned as required. Brake system inspection was followed by freeing-off all caliper pistons which are now functional, but as with all these cars offered from many years of static Museum display we recommend full overhaul and rebuild prior to any serious use. The engine was started and ran satisfactorily for some time with no faults being reported.

The concept of manufacturing a 4-cam V12-engined Berlinetta with considerably greater power output than the successful 275 GTB/4 model emerged in 1967, as soon as the 3.3-litre variant was being launched upon a receptive market. The new model would have to meet newly-developed US Federal regulations, which meant a tremendous amount of time-consuming developing work before the new design could be introduced.



Ferrari's first known prototype for such a car emerged during the winter of 1967 with bodywork presaging the final design that would be adopted, although its front-end treatment looked back towards that of the 275 GTB. It used a three-valve per cylinder 4-litre V12 engine that was not taken further. Instead a Tipo 251 power unit would be adopted which was a more conventional 4.4-litre with hemispherical combustion chambers in its twin-cam heads, and single-plug ignition. The block had been lengthened to accommodate a bore and stroke of 81mm x 71mm, identical to the Tipo 245 engine's which already powered the 365 GT 2-plus-2, GTC and GTS models.

The new 4.4-litre unit was lubricated by a dry-sump system with a 14-litre separate tank. Compression ratio was 8.8:1 and with six Weber 40DCN carburettors the unit delivered a muscular 352bhp at 7,500rpm, with 318lbs/ft torque at 5,500rpm – enough – as one English technical writer of the time described as being “...more than enough to pull your house down”.

The mechanical ensemble, comprising engine, torque tube and rear-mounted five-speed transaxle was attached to the tube chassis at four points – two on the engine and two on the transaxle – and the familiar 2.4-metre wheelbase was retained, which dated back in unbroken line to the 250 GT SWB.

To clothe the new 365 GTB/4, Pininfarina created a classical and now legendary design which combined Maranello tradition with modernity. Only the prototype body was actually built by Pininfarina and as with the preceding Berlinettas it was Scaglietti who actually made the bodies in steel (with opening panels in aluminium) for the production examples.

Venue for the new model's launch was the October 1968 Paris Salon, and its immediately successful reception saw it being nicknamed the 'Daytona' in honour of the Ferrari factory team's 1-2-3 defeat of the mighty Ford GT fleet in the 1967 Daytona 24-Hour race. Capable of achieving 278km/h (172mph) in standard form, the new Ferrari was the fastest production car in the world at that time. It also displayed the quickest acceleration when pitted against the Lamborghini Miura, Mercedes-Benz 350SL, Jaguar V12 E-Type and the De Tomaso Pantera. Over 400 metres from a standing start the Daytona clocked just 13.8 seconds.

By the end of August, 1971, Daytona production had reached the 500 examples demanded for FIA homologation in the International Group 4 Special Grand Touring car racing category. Initially Maranello had no plans to exploit this opportunity. However, several valued clients demanded a competition version with which to go racing at any level, and it was Chinetti's North American Racing Team which first took the plunge – running a car in the 1969 Le Mans 24-Hours.

Manufacture of Competizione versions for customer use then began at the Assistenza Clienti department of the factory in Modena and a succession of three main Competition series of 365 GTB/4 Daytona Berlinettas would emerge into 1973. For homologation purposes, the later Daytona Competizione cars of Series 2 and 3 had to retain steel-panelled bodywork.



It was to compensate for their additional weight, and therefore more problematic vehicle dynamics, that the Series 3 cars of 1973 were equipped with the ultimate in competition 365 GTB/4 engines. These power units featured high-compression pistons, re-profiled cams, re-choked carburetors and 9.9:1 high-compression cylinder heads. They developed an awesome 450bhp, with the additional spread of torque over an extremely wide rev range. Since even this engine was tailored absolutely to the demands of 24-hour endurance racing - as at Daytona and Le Mans - even this state of tune retained such practicable, easily serviced features as standard-sized valves, and even the standard connecting rods were strong enough for safe use in it. Obviously, therefore, the ultimate specification 365 GTB/4 Daytona 'dream car' would be a combination of the Series 1 lightweight alloy bodied chassis unit, with the ultimate 4.4-litre V12 engine, the Series 3.

Late in 1973 the first of the replacement rear-engined 365 GT4/Boxer Berlinetta cars were delivered. But for many the notion of converting a standard production 365 GTB/4 Daytona into at least a look-alike Competizione variant was to prove completely irresistible...

This is the last example of the three Daytonas from the Maranello Rosso Collection to be sold, the others having been sold at Bonhams Quail Lodge in August and Goodwood Revival last September.

Please note this vehicle is subject to the reduced import tax of 5% should it remain in the EU.

£350,000 - 450,000

€450,000 - 570,000



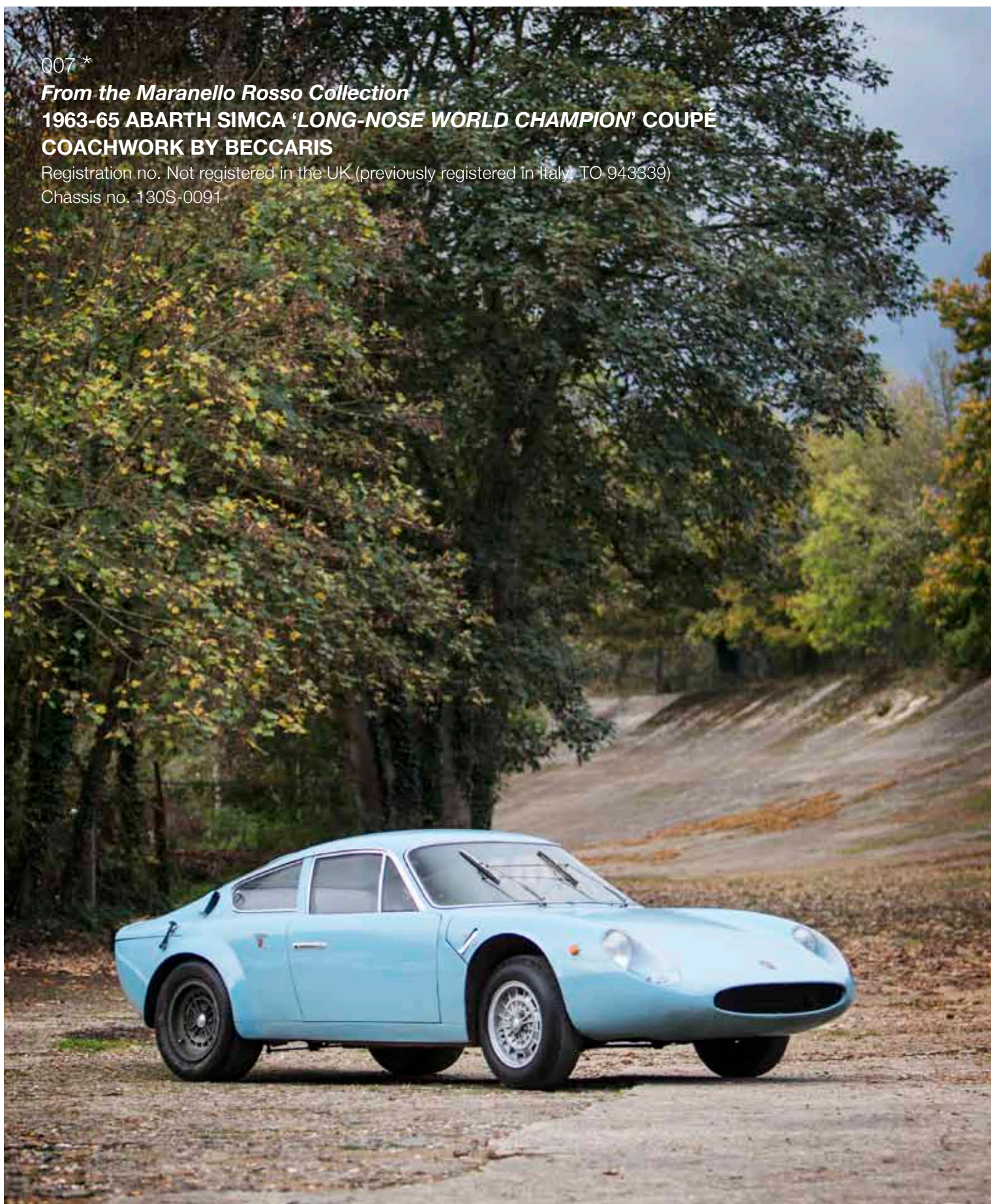
007 *

From the Maranello Rosso Collection

**1963-65 ABARTH SIMCA 'LONG-NOSE WORLD CHAMPION' COUPÉ
COACHWORK BY BECCARIS**

Registration no. Not registered in the UK (previously registered in Italy TO 943339)

Chassis no. 130S-0091



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 had been 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 also a neat four-door saloon that became the direct competitor of the contemporary Renault Dauphine. Its chosen power unit was Fiat 600-derived, emerging as a 944cc four-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 'Simca Abarth' or 'Abarth Simca' – the terms are interchangeable - 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 1,288cc, compression ratio cited as 10.4:1 and induction via two large 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 Simca Abarth 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 Simca Abarth 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 Simca Abarth 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 Simca Abarth 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 Simca Abarth series would take. Abarth's 1963 racing record included a staggering 535 victories, of which 90 were scored alone by the Simca Abarth 1300s – such as this absolutely outstanding example now offered here.

Based on gossip circulating during the closing months of 1961, the media and enthusiast fraternity expected that Abarth would work upon the mechanics of the new rear-engined Simca 1000 saloon model and transform it simply into a sports car. However, the big surprise came in February, 1962, when the press were given a preview of the new Simca Abarth 1300, powered by a new twin-overhead camshaft engine – internal code '230' – which was clearly inspired in its general configuration by the new 1000 *Bialbero* (twin-cam) motor of the latest Fiat Abarths. The body design of the new Franco-Italian *Gran Turismo* Coupé was also influenced by the latest small-capacity GTs styled in-house by Mario Colucci at Abarth's famous Corso Marche factory, and built "just around the corner" there by Odoardo Beccari's specialist *carrozzeria*.

The new model's wheelbase length of 2090mm also lent itself to a more graceful, better-proportioned and elegant appearance compared to the Fiat 600-based sister GT car's 2000mm length.

Carlo Abarth personally invested considerable resources and enthusiasm in the 1300 Coupé, which – according to marque historian Luciano Greggio – "...plugged a gap beyond the 1-litre capacity in the range of cars he produced".

With bore and stroke dimensions of 76mm x 71mm, the new 1300's swept volume was listed as 1288cc, standard compression ratio 10.4:1, and with two valves per cylinder the unit breathed through two twin-choke Weber 45DCOE carburettors. It had dry-sump lubrication and a rev limit of 7,200rpm, and its claimed power output was 125bhp at 6,000rpm. With its floor-pan, transmission, steering and suspension all derived from the Simca 1000. Weighing-in at barely 630kg – 1,388lbs – the new model was capable of 230km/h – 142mph. Its list price upon introduction in February 1962 was Lire 3,300,000 – and in both International and national competition it instantly became the 1300cc class car to beat...

From the 1300 model grew the 1600 and ultimately the 2000GT model. All shared externally quite similar bodywork and the cars absolutely proliferated most notably in European and American competition during the early-to-mid 1960s.

The car offered here is individually one of the most original, least adulterated and most desirable of all the many Abarth models which graced the magnificent Maranello Rosso Collection's marque-tribute display at Falciano, San Marino, until this past summer. The car has a Conrero tuning and racing team history, and it presents today as if it has only been taken from the race circuit within recent years.



An extensive documentation file accompanies the car, including the original Italian registration authority libretto for its Turin registration, 'TO 943339'. It is listed there as having been registered originally on April 19, 1963, that registration period extending until September 18, 1967, during which period one might suspect it was retained as a factory works team car.

It was then re-registered to SpA Autotecnica Conrero e C. on September 19, 1967, while the libretto also records an ownership change on March 17, 1973, to one Dario Cuppini of Turin. A separate Automobile Club d'Italia 'Foglio Complementare' continuation document has also survived in the file, inferring Conrero ownership from new on May 31, 1963, then transfer to Dario Cuppini in 1973, followed – most significantly – by sale to Fabrizio Violati's Bellancauto SpA company, of Rome, on May 13, 1978. This makes '0091' as offered here one of the earliest major Abarth models to be acquired for what became Signor Violati's magisterial Maranello Rosso Collection. The car thus survived in enthusiastic Violati ownership for no fewer than 36 years.

Upon technical inspection we can confirm that the engine is free and turns easily, while its cylinder bores are lightly glazed with minor evidence of surface rusting as is to be expected after many years of static museum display. Engine oil in the dry-sump tank is low and accumulation within the engine is suspected. Water hoses and fuel lines are commonly perished, again completely predictable after museum display, and the only substantial problem appears to be a badly corroded coolant-system header tank. The clutch system is currently inoperable, but all gears in the desirable four-speed (as opposed to the less reliable six-speed) gearbox are selectable.

Most notably, the car features almost every one of the myriad fine-tuning special features which one would desire upon such a competition Coupé in period, including addition brake cooling ducts, etc.

Despite its long life as a prime exhibit within the *Collezione Maranello Rosso* display halls in San Marino and at Falciano, '0091' offered here appears to be in really sound general order.

This outstanding and potentially extremely competitive Simca Abarth 1300 GT has been inspected on Bonhams behalf by very experienced marque experts who pronounced themselves "in awe" at its originality and overall presentation-level after so long on static display. We recommend '0091' – after its history of only three confirmed owners ex-works - 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 created and run for so long by the late Fabrizio Violati and his San Marino team.

Please note this vehicle is subject to the reduced import tax of 5% should it remain in the EU.

£120,000 - 160,000

€150,000 - 200,000



008 *

From the Maranello Rosso Collection

1966 FIAT-ABARTH 1000SP TIPO SE04 RACING SPORTS-PROTOTYPE

Registration no. Not registered in the UK (previously registered in Italy: 461844 NA)

Chassis no. SE04/024



1968 Monza 1,000Kms. A similar Abarth 1000SP, driven by Luciano Pasotto/
Umberto Grano, on its way to second place in the 1-litre class, only beaten by
the sister 1000SP of 'Pal Joe'/Piero Botallo. © Goddard Picture Library



First registered in Naples on July 13, 1967, this delightfully presented and most attractive Abarth sports-prototype *barchetta* exemplifies the small-engined competition class that had such widespread support in Italian national competition for more than thirty years postwar. Used to the full in both circuit racing, and often tortuous mountain hill-climbs on public roads merely closed for a weekend's sport, this category of competition car had developed progressively from a widespread and deeply embedded tuning establishment making better use of mundane production Fiat economy saloon cars than the original manufacturer ever intended, or expected.

For the 1966 motor racing season Abarth of Turin produced its first multi-tubular chassis and engine – internally coded the 'SE04' model, designed by chief engineer Mario Colucci. Unlike his employer, Carlo Abarth himself, Mario Colucci believed that what had become the conventional mid-engined configuration – with the power unit mounted behind the cockpit but ahead of the rear axle line – was the way ahead. Abarth himself espoused the notion of an overhung rear engine, slung outboard of the rear axle *a la* Porsche practice, would promote better traction out of slow corners. Colucci argued that only exceptionally gifted drivers could make the most of such an outboard-engined configuration, and that since – by definition – the vast majority of Abarth's private owner/driver customers would not possess such exceptional talent the greater stability and predictability offered by the layout used so successfully by Cooper, Lotus, Ferrari, Lola, Ford Advanced Vehicles and almost every other mainstream pureblood racing car manufacturer was worth exploiting.



This philosophical division between Carlo Abarth and Mario Colucci is one of the most compelling, perplexing and yet charming aspects of the entire Abarth story. Colucci's neat little SE04 became a very successful model, its lightweight multi-tubular chassis frame proving rigid and practical and its all-independent coil-sprung suspension providing good and nimble handling. Notable design features included the nose-mounted oil cooler in its top-hatch mounting, while engine cooling was achieved by twin radiator cores in a hip mounting on each side just abaft the cockpit.

Power was provided by Abarth's familiar and very well-proven twin-overhead camshaft 4-cylinder power unit with three main bearings based upon the Fiat 600D cylinder block but with its capacity taken out to 982cc. With a compression ratio of 10.5:1 and breathing through two twin-choke Weber carburettors, this engine poffered some 105bhp at a lusty 8,000rpm. The large wrap-around windscreen conformed with contemporary FIA Group 6 sports-prototype regulations and the low-slung, elegant body paneling was in moulded glassfibre.

Around 105bhp in a sports-prototype weighing only some 480kg – 1,058lbs – gave a power-to-weight ratio of just on 10lbs per horsepower, and these sleekly-styled, well detailed and really very nicely built little sports-prototype cars were capable of some 220km/h – 136mph – dependent upon gearing.

The very talented English driver Jonathan Williams gave the new Abarth 1000SP its competition debut at the 14th Coppa della Collina event at Pistoia, but it was plagued by teething troubles and could place only fifth within the up-to-1,000cc *prototipo* class. However, on March 27, 1966, a 1000SP driven by Giulio Tommasi won at the Roman Coppa Gallenga hill-climb to launch a successful season on the *corsa in salita* series, and Mauro Nesti won in a sister car at the legendary Parma-Poggio di Berceto 'climb. In circuit racing the cigar-chomping little Swiss star Herbie Muller won the 1000cc sports-prototype class of the important Nurburgring 500Kms in another 1000SP.

In 1967 – when chassis '024' offered here emerged new from Abarth's Corso Marchione factory – the model won at Lorentzweiler in Luxembourg, with emerging Dutch star Toine Hezemans at the wheel at Stallavena-Boscochiesanuova, Pietro Lado at Volterra, 'Matich' at Cividale-Castelmonte, and future Ferrari European Champion and team manager Peter Schetty on the Passo della Raticosa, another great classic Italian mountain-climb course. Tommasi won repeatedly in his 1000SP, as at Sorrento-Sant'Agata, Rieti, Monopoli, Popoli and on the Colle San Marco. Schetty won another classic at Trieste-Opicina, while Sergio Calascibetta earned Abarth their Fiat success bonus at Monte Pellegrino in Sicily and in the Coppa Nissena. Enrico Buzzetti won on the mighty Trento-Bondone 'climb and then significantly on the rugged and grueling Mugello public-road circuit in July. Rene Stierli won the class at the Swiss Ollon-Villars event in August, and so these pretty little cars with their raucous 8,000rpm exhaust note and nimble, well-balanced and stable handling characteristics really shone.



Into 1969 'Pal Joe'/Botalla won the 1-litre sports-prototype class in the World Championship-qualifying Monza 1,000Kms in their Abarth 1000SP, while Lado/Dona won in their's at the Imola 500kms in September. The 1969 Monza 1,000kms also saw the 1-litre class fall to an Abarth 1000SP, that time shared by 'White'/Umberto Grano.

The documentation file accompanying chassis '024' offered here includes its original Italian *Carta di Circolazione* registration booklet, dated June 9, 1967, and recording the car's original owner as Giuseppe Barrella of Naples, and its engine as a model 229A 4-cylinder of 982cc rated (modestly) as 70bhp at 6,400rpm. A *Foglio Complementare* document appended within the documentation file confirms the original price of '024' as having been *Lire* 4,120,000 and further confirms a change of ownership in January 1980 to Fabrizio Violati's SpA Bellancauto company in the Via della Conciliazione, Rome.

Thereafter '024' offered here was preserved as part of Fabrizio Violati's personal and fast-growing collection of fine Abarth cars, creating the basis of the Maranello Rosso Museum he subsequently developed in San Marino. The car remained within the Collection until earlier this year. Now as offered here the engine's cylinder bores have been inspected and – as is to be expected after so long unused on static display – are reported as being lightly glazed with evidence of surface rust, but the unit turns freely by hand.

It also holds coolant with no leaks evident. Various water, oil and fuel hoses appear perished and would require replacing before use. Some brass contamination was found in the gearbox oil, the clutch is inoperable and as with all such long-term Museum cars a detailed mechanical inspection and careful preparation will be necessary before the car can be run.

It is, however, an outstandingly attractive example of a most interesting and now rare Abarth sports-prototype model that played a major role in the early careers of several leading European racing drivers. As a passport to entry in not only the world's leading Historic sports car events, but also (with its undeniable good looks) in Concours competition, this highly original and well-preserved little Italian beauty deserves the closest consideration.

Please note this vehicle is subject to the reduced import tax of 5% should it remain in the EU.

£80,000 - 120,000

€100,000 - 150,000

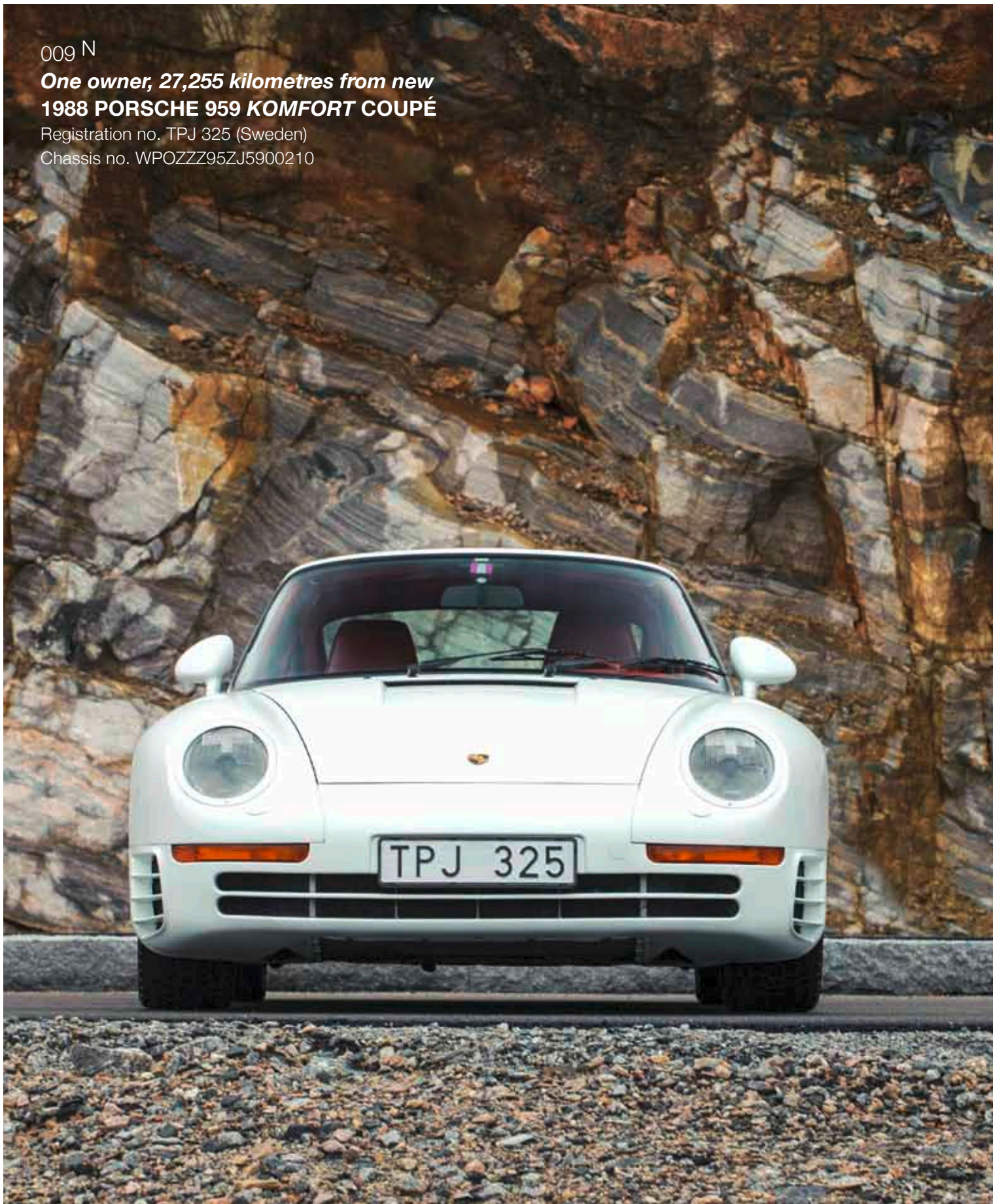


009 N

One owner, 27,255 kilometres from new
1988 PORSCHE 959 KOMFORT COUPÉ

Registration no. TPJ 325 (Sweden)

Chassis no. WPOZZZ95ZJ5900210



'This is a ferociously fast machine once the engine wakes up. It emits a lovely wail which is never intrusive, and through the mountains the Porsche feels fast and composed,' - *Octane* magazine on the Porsche 959.

Conceived in the early 1980s as a four-wheel-drive Group B competitor that would showcase Porsche's advanced technology, the '959' was first displayed in 'concept car' form at the 1983 Frankfurt Motor Show, and despite the subsequent abandonment of the events for which it had been intended, entered limited production a couple of years later. Two versions were offered: 'Sport' and 'Komfort', their names reflecting each model's level of interior trim. Representing the ultimate in automobile design, the 959 successfully adapted state-of-the-art racing technology for road use, and even today its specification remains unparalleled.

At the car's heart was a unique, 2,849cc version of the classic, six-cylinder, air-cooled 'boxer' engine equipped with water-cooled, double-overhead-camshaft, four-valve cylinder heads. The latter had been developed initially for the 1981 Le Mans-winning 936 and were further refined on the even more successful 956/962 that triumphed at La Sarthe every year from 1982 to 1987.

In 959 specification this formidable twin-turbo-charged unit produced 450bhp, an output which, combined with the lightweight part-composite body's drag coefficient of just 0.32, proved sufficient to propel the 959 past 195mph and onto the front rank of all-time supercars. Indeed, at the time of its introduction the 959 was the world's fastest street-legal production car.



The 959's sophisticated four-wheel-drive six-speed transmission paved the way for that of the Carrera 4; computer controlled, it provided variable torque split with alternative programmes for dry, wet, icy or off-road conditions. There was double wishbone suspension all round, with electrically controlled ride height adjustment; the ABS brakes delivered race-car levels of retardation and the run-flat tyres were monitored for pressure loss, all of which made for a car faster than just about anything else on the road yet, in the best Porsche tradition was comfortable, practical and reliable. With its electric windows and mirrors, climate control, electrically heated seats and superb stereo system, the 959 rivalled many a limousine for luxury.

While other supercar manufacturers' offerings were uncompromisingly raw, uncomfortable and hard work to drive, the Porsche 959 managed to surpass them all, combining breathtaking performance with a smooth ride, light controls and full interior equipment. Rumour has it that Porsche sold the 959 for far less than it cost to produce, regarding the model as a showcase for its engineering expertise. In the UK the 959 was priced at around £145,000 when new (less than half what it cost Porsche to build each one) though speculators drove the price considerably higher.







Although its Group B *raison d'être* had ceased to exist, the Porsche 959 did achieve one major competition victory, René Metge and Dominique Lemoyne winning the gruelling Paris-Dakar Rally in 1986 in their works 959 with similar cars in 2nd and 6th places, while the race-developed 961 variant finished 7th overall at Le Mans that year, winning the IMSA GT2 class and headed only by Group C Porsches, an amazing result. In total, fewer than 300 of these exclusive supercars were made - the official factory figure is 292. A further eight were assembled by the factory using the spares stock in 1992/1993.

This *Komfort* example has had only one owner from new, who has used the car to commute to and from his business in Bologna, Italy and his home in Stockholm, Sweden where the car is registered.

Used less frequently in recent years, the 959 currently displays a total of only 27,255 kilometres (approximately 16,900 miles) on the odometer. In preparation for sale, the car recently underwent a full no-expense-spared service at Porsche Sweden and is described as in generally excellent condition. Offered complete with tool kit, owner's handbook and Swedish registration papers, this iconic 1980s supercar is worthy of the closest inspection.

£400,000 - 500,000

€510,000 - 640,000



010

**1953 BENTLEY R-TYPE CONTINENTAL 4½ -LITRE SPORTS SALOON
COACHWORK BY H J MULLINER**

Registration no. 365 HYL

Chassis no. BC8C

Engine no. BCC8



'The vocabulary of motoring being a lame and limited thing, it is difficult to put into words the gulf that separates a Continental from the average car in all the qualities that have a bearing on safety at speed. In acceleration, in braking, in cornering power, in roadholding, in responsiveness to the controls, this Bentley is the equal of modern racing cars, and superior to some.' – Raymond Mays, *The Autocar*, 2nd October 1953.

Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction in 1952 on the R-Type chassis. Of all-welded construction, the latter enabled the incorporation of a much-needed improvement to Rolls-Royce's standard bodywork in the shape of an enlarged boot together with associated changes to rear wings and suspension. The standard R-Type was a lively performer, achieving 106mph in silence and reaching 50mph from standstill in 10 seconds despite a kerb weight approaching two tons.

The Continental raised this already superlative combination of high performance and exceptional refinement to hitherto unattained levels. Unlike the ordinary 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, aluminium, wind tunnel-developed fastback of H J Mulliner. In developing the Continental, Bentley Motors made every effort to keep its weight to the minimum, knowing that this was the most effective way to achieve the maximum possible performance.





Rolls-Royce's six-cylinder, inlet-over-exhaust engine had been enlarged from 4,257cc to 4,556cc in 1951, and as installed in the Continental benefited from an increase in compression ratio. The maximum power output, of course, remained unquoted but has been estimated at around 153bhp. As the Continental matured, there was – inevitably – an increase in weight, which was offset by the introduction of a 4,887cc engine on the 'D' and 'E' series cars, commencing in May 1954. The Continental's performance figures would have been considered excellent for an out-and-out sports car but for a full four/five seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds and effortless cruising at the 'ton'.

Built for export only at first, the Continental was, once delivery charges and local taxes had been paid, almost certainly the most expensive car in the world as well as the fastest capable of carrying four adults and their luggage. 'The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started,' concluded *Autocar*.

The example offered here – right-hand drive chassis number 'BC8C' - was supplied new via Rickards Ltd of London's Park Lane to Windsmoor Ltd of Upper Grosvenor Street, W1 for the use of company founder Lionel Green. Established in 1933, Windsmoor was, and still is, a quintessentially British manufacturer of high quality ladies' clothing.





The brand's slogan 'Look your best in Windsmoor' became iconic, and by the time it purchased this Bentley the company had such a profile that it was mentioned by Sir John Betjeman in his much-loved poem 'Middlesex'. In May 2011 at its Newport Pagnell auction, Bonhams sold an Aston Martin DB2/4 drophead coupé originally owned by Lionel Green, who was obviously a man of impeccable taste when it came to motor cars. The Bentley was delivered on 2nd October 1953 and originally registered 'NYF 7'. Accompanying copy chassis cards show that the Continental was finished in black with beige leather upholstery, while a dash type heater, Model 4200 radio, two fog lamps, steering column dip switch and flashing indicators are some of the many special features listed.

In April 1966 the Continental passed to its second owner, John Lansdell OBE FRSA MSIA, from whom it was purchased in 1992 by a friend, William 'Bill' Medcalf of Enfield, Middlesex. The history file contains Bill Medcalf's account of his time with the Continental, which included several trips abroad. He also states that during his ownership the interior was re-upholstered and re-trimmed; the engine and gearbox rebuilt (in 1993); the brakes and rear suspension overhauled; a cassette player and extra lights added; and a manual choke fitted.

'BC8C' passed to one J A Lang in January 1999 and on 31st August 2002 took part in the Bentley Continental's 50th Anniversary Celebrations at Silverstone. The car's next documented owner is Jean Marc Krief of Paris, who notified the change of ownership in May 2009. During Mr Krief's ownership the Continental was serviced by English Automotive Services Ltd of West Molesey and at the same time was upgraded with an alternator, electronic ignition and modern seals to the inlet valve guides (see invoice on file dated July 2012). Mr Krief also had the interior re-trimmed by R&R Quality Car Trim of Kensal Green, whose invoice for £8,718 is on file together with a current MoT certificate and V5 document. The car also comes with its original service book and owner's manual.

The current vendor purchased the car in June 2014 (purchase invoice available). Presented in beautiful condition, BC8C' represents a rare opportunity to acquire a fine example of the most famous post-war Bentley, possessing impeccable provenance.

£880,000 - 960,000

€1,100,000 - 1,200,000





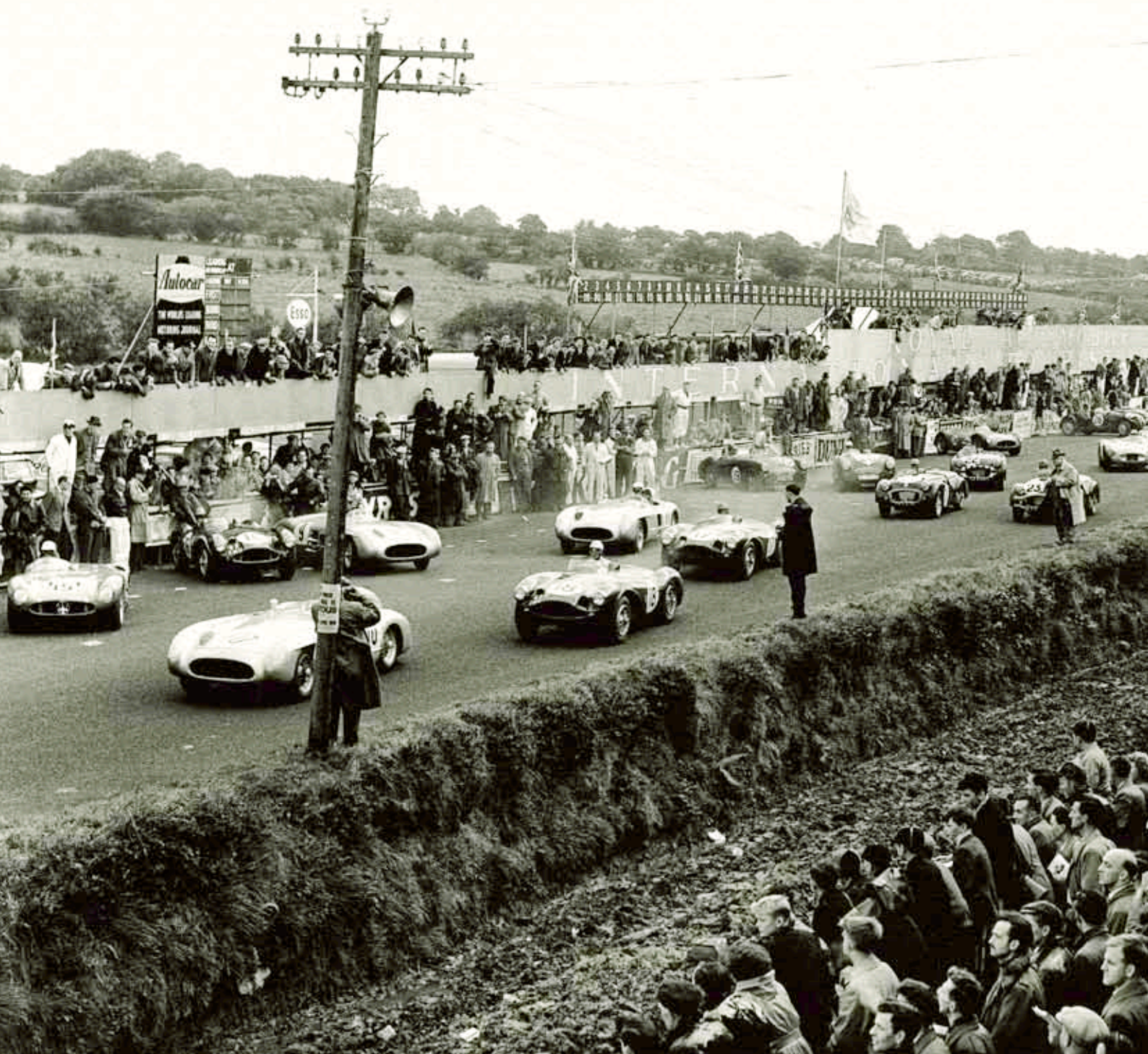
011

'RWD 132' - The ex-John Dalton, Arthur Carter

1955 AUSTIN-HEALEY 100S SPORTS-RACING TWO-SEATER

Registration no. RWD 132

Chassis no. AHS 3702





1
Keeping good company. RWD 132, car no. 20,
at the start of the 1955 Dundrod TT
© LAT Photographic

2
1955 Dundrod TT, the Macklin / Dalton
100S leads Ferrari 750 Monza.
© LAT Photographic

3
1955 NSCC race, Silverstone.
© Ferret Fotographics

During the 1950s the most accessible, most appealing and in many cases the most successful club racing car available to any aspiring racing driver was one of the products of the Donald Healey Motor Company's famous factory at The Cape, Warwick.

This particularly appealing and in-period highly successful Austin-Healey 100S is a shining example of the type. It has an outstanding record as one of the most successful 100Ss of its period competing in no fewer than 49 races on almost all UK circuits claiming 30 podium places including 14 outright wins. For 37 years it comprised part of the celebrated Norfolk connoisseur Arthur Carter's wonderful Austin-Healey collection. As a genuine 100S it is one of only 55 such Austin-Healeys ever produced during 1955, of which only 38 are believed to survive today...

During its initial motor racing exploits in 1955, first owner John Dalton entered it in events at Oulton Park, Alton Towers, Dovedale, Davidstowe and Silverstone before tackling the World Sports Car Championship-qualifying RAC Tourist Trophy classic at Dundrod in Ulster. The car finished first in four of its nine outings that season, second in another and was co-driven by its owner and the great Work's Driver Lance Macklin in the Dundrod TT.

Gentleman owner/driver John Dalton lived in Derbyshire and the regular club racing duels in which he featured in 'RWD 132' – locked in combat with arch rival Ken Rudd's equally well-prepared AC-Bristol – enlivened many of the regular club race meetings in which they frequently did battle.

John Dalton had found his way into motor racing with a humble MG before acquiring George Phillips's famous special-bodied Le Mans TC. He would graduate from the Austin-Healey to an Aston Martin DB3S, his cars being prepared for him by his friend Alan 'The Colonel' Barton of the Burton Road garage and tuning establishment. John Dalton never aspired to become a professional racing driver, preferring the enjoyment of treating it all as an amateur sport, but in later years he would become co-sponsor of the advanced-technology Amon AF1 Formula 1 car designed and built for Chris Amon by Gordon Fowell in 1973-74.

Through 1956, John Dalton enjoyed his second season of competition in 'RWD 132', racing the car from March to October in no fewer than 16 events, which yielded seven further race wins, at Snetterton, Mallory Park, Aintree, Oulton Park and Silverstone, and which saw him win his class in the 1956 'Autosport' Sports Car Championship. Through 1957 John Dalton returned to the fray with 'RWD 132' offered here, his programme of 15 events that year yielding a lone race win at Mallory Park in August, but also second places at Silverstone (twice) and at Mallory Park and notable third places at Goodwood and in the demanding Snetterton 3-Hour race.





John Dalton finally sold this car to Scottish owner/driver W.A. 'Bill' Thompson in March 1958, and during this second ownership through 1958-59 he ran the car in Scottish events on the aerodrome circuits at Winfield and Charterhall, around the northern army-base courses at Stobs' Camp and Catterick, at Ouston aerodrome in the north east of England and at Bo'ness hill-climb back over the border on Scottish territory, winning at Charterhall and at Bo'ness, and adding two second places at the Charterhall circuit.

Bill Thompson then sold the car in August, 1960, to the Dobson Brothers dealership in Sheffield, Yorkshire, and that December saw it acquired by John Mitchell of Huddersfield. He continued to campaign the car at minor club level, making eight appearances that season at Oulton Park, Rufforth, Mallory Park, Catterick (third), in the Burton's factory sprint at Leeds (second), the Ricall Sprint (which he won with Kaye) and third again at the Burton's factory. A second place at the Burton sprint and two thirds (at Catterick and Buxton) followed in 1962, and before year's end Mr Mitchell then sold 'RWD 132' to its fifth owner, Dr Richard Raynes.

He was more adventurous with the car than any of his immediate predecessors, racing it at Oulton Park but then taking it to Belgium for the Ardennes hill-climb in June, followed by the Coupes Benelux meeting at Zandvoort, Holland, that July in which he notched a good Continental victory.

Norman Tuckwell acquired the car in 1963, sprinting it to another class victory at Blackbushe aerodrome near Camberley on the Surrey/Hampshire border and racing it at 750 Motor Club level at Castle Combe in Wiltshire.

A long pause ensued in the car's yard-long competition record (as recorded within the extensive documentation file accompanying this Lot). Mr Tuckwell sold the car to trader Robbie Gordon in 1965, from whom it was acquired in partnership by James Boothby and David Vine. It was from them in July that year that 'RWD 132' was acquired by enthusiast Arthur Carter of King's Lynn, beginning his 37-year tenure which would endure until as recently as 2002, and which would include a public appearance in a Silverstone demonstration event, in July 1968.

In 2002 the car was acquired ex-Arthur Carter Collection by well-known Historic racer/preparer Jeremy Broad, and on September 5, 2004, the car competed in the Goodwood Revival Meeting driven by Guy Broad, returning the following year for the 2005 Revival. A letter in the extensive documentation file accompanying the car is from Dick Raynes to Jeremy Broad relating how "The car was bought on my behalf by an old friend, Peter Sutcliffe (D-Type, GT40 and Ferrari driver)...". In 2006 it passed to leading Historic racing driver and trader Frank Sytner and it was from him in 2007 that this very highly-regarded and extremely well-known Austin-Healey was acquired by the present vendor.





4



5



6

4
1956 British Empire Trophy, Oulton
Park. © Ferret Fotografics

5
1957 Silverstone.
© Ferret Fotografics

6
1957 Goodwood Easter Meeting.
© Ferret Fotografics



7
RWD 132 on the cover of the 28 February 1958 issue of *Autosport*, offered with the Lot.



In the 2008 Le Mans Classic he drove it into eighth place overall within its race, and that September saw 'RWD 132' take third place in its class at Spa-Francorchamps, back in Belgium. Returning to Le Mans for the 2009 Legends event it finished 22nd overall and at the Le Mans Classic in 2010 it qualified second upon the starting grid and finished sixth overall. Fifth place followed at Le Mans in July 2012, and in the Goodwood Revival Meeting that September this Austin-Healey 100S finished third overall in the major Freddie March memorial Trophy race. A class win followed in the 2013 George Abecassis Trophy race at Silverstone, and as recently as this past Spring 'RWD 132' offered here successfully completed the gruelling Italian Mille Miglia Retro event.

In its Goodwood Revival Meeting outings this Austin-Healey 100S has never been bettered by any sister Austin-Healey and has demonstrably proved itself to be "...an Aston Martin DB3S and even Jaguar C-Type eater...".

In its third place 'podium finish' at Goodwood last September it was beaten only by a Chrysler V8-engined Cunningham and by the renowned postwar Lagonda V12, both with significantly larger engines. This result clearly illustrates how delightfully nimble and superbly balanced these 100Ss are, with exquisite handling matched only by its braking capabilities.

As offered here, this important and most desirable Austin-Healey – with its FIA Sports Car World Championship and International history in addition to its many British club-level successes - is surely one of the most actively and successfully campaigned of all the so highly-regarded and much-coveted 100S series.

It is offered in what the owner describes as race-ready condition, and is presented without roll-over bars and modern race seats, but with single (race) roll-over bar and double (Mille Miglia Retro) roll-over bar included within the Lot to be fitted as a new owner might require.

The Lot also includes the car's race seats, a spare set of wheels with Avon tyres, and – most importantly – the engine and gearbox that was installed in the car when it was acquired. This spare power unit and gearbox was fully operational prior to it's complete rebuild in 2007/8 when the Denis Welch prepared new engine and gearbox were installed. The previous engine is substantially complete but would need a complete rebuild. The car as offered has its race engine installed, and it rides upon Dunlop Racing tyres.

The only reason that 'RWD 132' is now being offered for sale - hopefully to another enthusiast equally intent upon prolonging its fantastic competition record - is that the current vendor's focus is now directed towards such endurance rallies as the Peking-to-Paris...

Here is a passport to participation in all the great European Historic racing events, behind the wheel of a truly classical all-British sports car of great distinction and considerable achievement.

£600,000 - 750,000
€770,000 - 1,000,000



012

1938 AUSTIN 12/4 LANDAULET 'FLASHLOT' TAXICAB

Registration no. FGT 532

Chassis no. 82431L



To most people, the Austin Twelve Landulet is the archetypal London taxicab of the 1930s. Introduced in 1921, the Twelve, together with the Seven, saved the Austin Motor Company from bankruptcy. The Twelve was a conventional car, soundly engineered in the best Austin tradition, powered by a 1,660cc (later 1,861cc) four-cylinder side-valve engine driving via a four-speed gearbox. Such was the Twelve's reputation for durability that it was used for a number of commercial variants and became the London cab-drivers' favourite, enjoying an extended lease of life in this role that lasted well into the 1930s and beyond.

Austin used the dependable 12/4 as the basis of their first London taxicab of 1930 and the model would go on to dominate the market. Built to a mechanical specification dictated by the Metropolitan Police's demanding Conditions of Fitness, and expensive to produce because of the low volumes involved, most enjoyed lengthy careers in service. Indeed, pre-war Austin taxis could still be seen plying for hire at prime tourist locations in London in the early 1960s.

Registered 'FGT 532', a London plate, this Austin 12/4 taxicab features the model's landulet 'Flashlot' coachwork and comes complete with 'For Hire' sign, working fare meter and luggage.

Used as a London taxi throughout the war and on into the 1950s, the vehicle was then exported to a museum in Canada where it remained until 1999. Since returning to the UK, 'FGT 532' has been on display at the Exmoor Classic Car Museum in Porlock, Somerset, which acquired it in 2002, and was purchased by the current vendor when the museum's cars were dispersed.

The engine was 'de-coked' and a new cylinder head gasket fitted in 2009, while in 2013 the clutch was replaced, the distributor rebuilt, and five new tyres and tubes fitted. A full service was carried out this year. The vendor has taken the Austin to the Goodwood Revival meeting on three occasions and enjoyed many family outings in the car, which is said to run beautifully, with excellent oil pressure and no overheating.

Finished in blue over black, coachlined in red, with matching leather interior trim and black hood, 'FGT 532' is offered with recent bills, current MoT/tax and V5C document. An opportunity to acquire a restored Austin taxicab ideally suited to high days and holidays, as well as period-set film and television work.

£22,000 - 26,000

€28,000 - 33,000

013
NO LOT



014

**1929 BROUGH SUPERIOR 986CC SS100
'ALPINE GRAND SPORTS'**

Registration no. UY 4993

Frame no. S987

Engine no. JTO/C 21326/T



Legendary superbike of motorcycling's between-the-wars 'Golden Age', Brough Superior – 'The Rolls-Royce of Motorcycles' – was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior.

W E Brough's machines had been innovative and well engineered, and his son's continued the family tradition but with an added ingredient - style. The very first Brough Superior Mk1 of 1919 featured a saddle tank - an innovation not adopted by the rest of the British industry until 1928 - and the latter's broad-nosed, wedge-profiled outline would be a hallmark of the Nottingham-built machines from then on.

Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right. One such was T E Lawrence – 'Lawrence of Arabia' – who owned several Broughs and was killed riding an SS100.

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mk1 in the shade, it was decided to completely redesign the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new overhead-valve 980cc JAP v-twin engine.



A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karslake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.

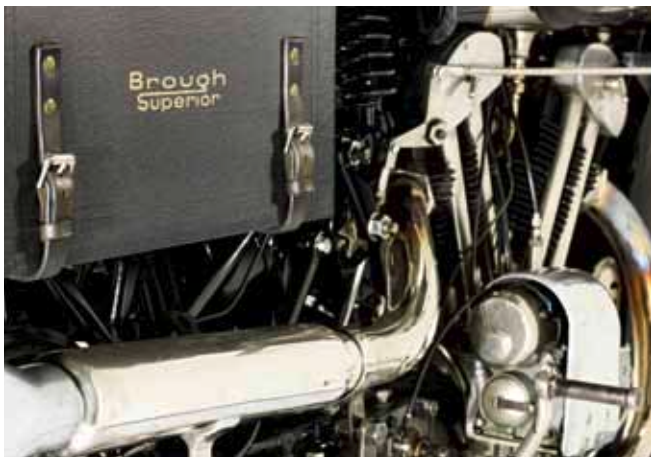
With this level of performance available in road trim, it was only to be expected that the SS100 would make an impact on the race track, particularly the ultra-fast Brooklands oval, and the exploits of Brough Superior riders - among them Le Vack, Temple, Baragwanath, Fernihough and Pope - did much to burnish the marque's image. When Brooklands closed forever at the outbreak of WW2, Noel Pope's Brough Superior held both the sidecar and solo lap records, the latter at an average speed of 124.51mph.

Success in an altogether different branch of motorcycle sport resulted in one of Brough's most iconic models: the SS100 'Alpine Grand Sports' or 'AGS'. Introduced in September 1925 for the 1926 season, this new machine took its name from the Austrian Alpine Trial, the 1925 event having been contested by a number of SS100s, one ridden by George Brough himself, resulting in the award of six cups, including one for 'Best Performance'.

The introduction of the Alpine Grand Sports coincided with that of a new frame for the SS100, and the AGS came as standard with a lower compression ratio (making it more suitable for touring), a small fly-screen and a pair of tool boxes.

Brough entered the 1930s with an entirely JAP-powered range and then in 1936 the SS100 was redesigned with an engine built by Associated Motor Cycles, in which form it continued until production ceased in 1939. Lighter and faster than the subsequent Matchless-engined version, the JAP-powered SS100 has long been regarded as the ultimate incarnation of this famous model.

This particular SS100 - frame number 'S1987', engine number 'JTO/C 21326/T' - was despatched on 13th March 1929 complete with the spring frame, Castle forks and a Cruiser sidecar, as recorded on the accompanying copy of its Works Record Card. The machine was collected from the factory and first owned by one H A Preston, who presumably lived in Worcestershire as the Brough was registered there. The WRC states that 'S987' was supplied with dual headlamps, switch on tank top, large AGS carrier and bags, seat tube oil tank with Bowden control, and - interestingly - the old type frame.

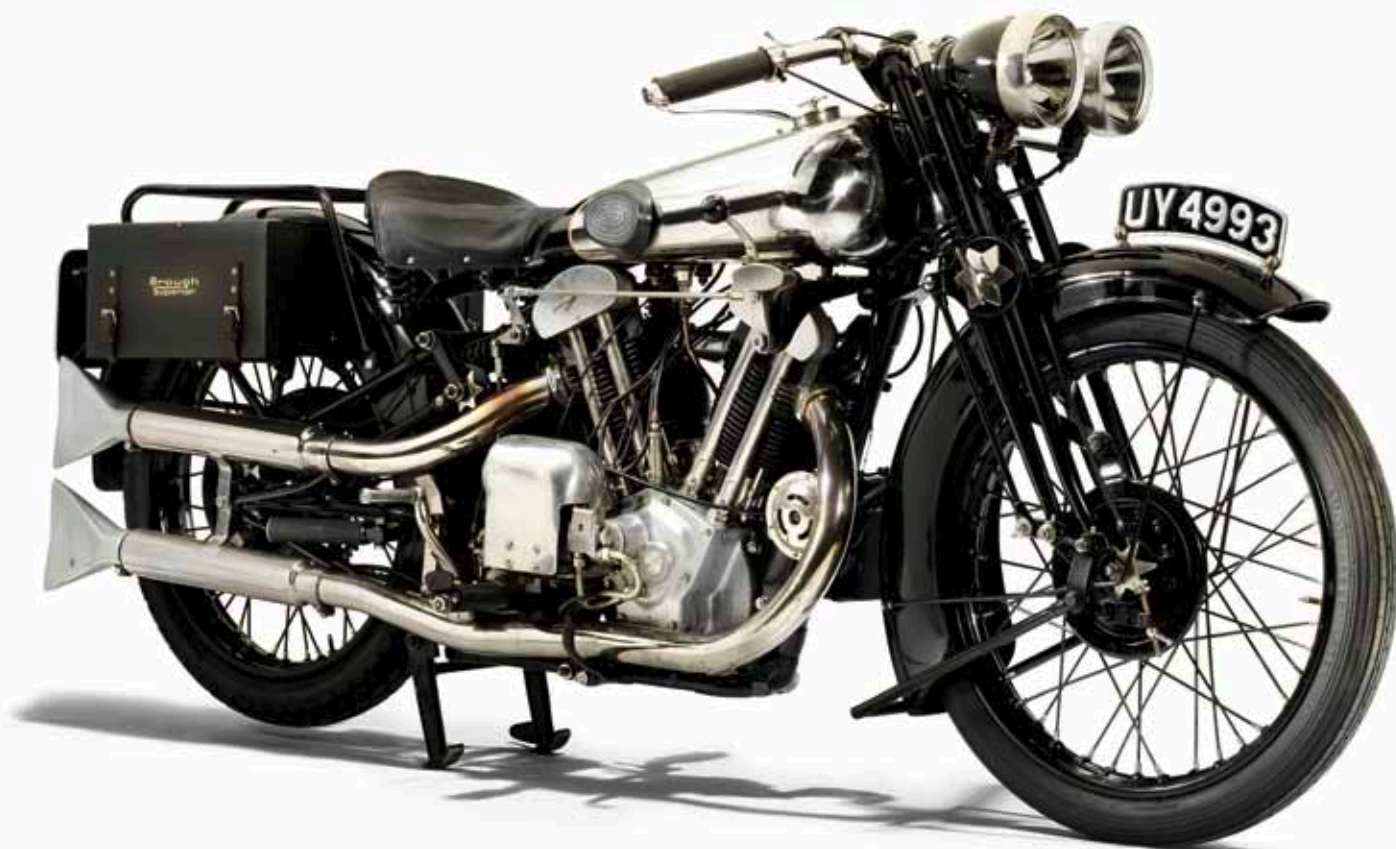


A Brough Club record (copy on file) lists its owners from circa 1953 to 2010 when the machine was purchased at auction by the current vendor. Its immediately preceding owner was Mr Frank Solano, who had purchased the SS100 from the late Brian Verrall in May 1985 and taken it back to his home in Massachusetts, USA before returning to the UK with it in the mid-1990s. The Brough was then restored (circa 2000/2001) by renowned marque specialist Tony Leedal and used extensively on tours to Scotland, France, Spain, Italy and Austria.

Offered with the aforementioned records, expired MoT (2012), an old-style V5 and current V5C documents, 'UY 4993' represents a possibly once-in-a-lifetime opportunity to acquire a well documented example of one of these legendary Alpine Grand Sports SS100 models, boasting matching registration, frame and engine numbers.

£270,000 - 320,000

€340,000 - 380,000



015

1950 VINCENT 998CC BLACK SHADOW SERIES C

Registration no. JYG 227

Frame no. RC6723B

Engine no. F10AB/1B/4823

Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series-B Black Shadow to the final, fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features, offering adjustment of brake pedal, footrests, seat height and gear-change lever.

The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not.

The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it.



This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage.

Indeed, when it was introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, as was demonstrated by the tuned Rapide known as 'Gunga Din', ridden by factory tester George Brown, that proved unbeatable in UK motorcycle racing in the late 1940s.

Private owners too had expressed an interest in extracting more performance from their machines, all of which convinced Philip Vincent that a market existed for a sports version. Despite opposition from within the company's higher management, Vincent pressed ahead with his plans and together with Chief Engineer Phil Irving, clandestinely assembled a brace of tuned Rapides. The prototypes incorporated gas-flowed cylinder heads, Comet cams, polished con-rods and larger carburettors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to only 7.3:1 by the 72-octane petrol that was the best available in the UK at the time.

Ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a 5"-diameter '150mph' speedometer and black-finished engine cases for his new baby – the Black Shadow. With a claimed top speed of 125mph, soon born out by road tests, the Vincent Black Shadow was quite simply the fastest road vehicle of its day. Deliveries commenced in the spring of 1948 and only around 70-or-so Series-B Black Shadows had been made before the Series-C's introduction at that year's Earl's Court Motorcycle Show.

The Black Shadow was indeed a legend in its own lifetime, and in the half-century since production ceased the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here, which retains matching registration, frame and engine numbers. 'JYG 227' also comes with its original old-style logbook, which shows that the Vincent was retailed via Midgley Bros of Keighley, West Yorkshire and first owned by (Dr) Thomas Burton of Ripon. Licensing is recorded up to 1962.

In March 1988 Dr Burton sold the Shadow to a Mr John Cockle, recording on the sales receipt (on file) that it had covered only 8,990 miles from new by that time. The next owner, Mr David Smith of Stowey, Bristol, confirms that fact in a letter on file (dated November 1999) and further states that the Vincent had covered only 80 miles while in his ownership, the speedometer having been replaced during renovation. The latter had been carried out in 1988 by Bristol Classic Bikes, whose three-page invoice detailing this complete refurbishment is on file together with a letter of confirmation dated 1999.

The current vendor purchased the Black Shadow in October 2010 from Mr Gordon Burge of Salford, Bristol, its owner since October 1999, who had purchased it from Mr Smith. According to the sales receipt on file, Mr Burge had covered only 1,547 miles on the machine. The current odometer reading is 10,813 miles, representing the distance travelled since restoration. Assuming that the second owner, Mr Cockle, did not use the machine before selling it on, which seems quite likely, 'JYG 227' has covered only 19,803 miles from new. Offered from the vendor's private collection, the Vincent also comes with a V5C registration document and an MoT certificate (expired June 2012) and should require only minimal re-commissioning before returning to the road.

£70,000 - 90,000
€89,000 - 110,000



016 *

**1909 MERCEDES SIMPLEX 35HP
ROI-DES-BELGES TOURER**

Chassis no. 371

Engine no. 2662





Perhaps the last place one would expect to find an early Mercedes once advertised as 'The Car of Kings' is at Isis Downs, an isolated sheep station in Queensland, Australia. Nevertheless, that is where this 5.3-litre shaft-drive car resided for many of its early years, serving as the Station Manager's car from 1914 and remaining on the property until the mid-1930s.

The Mercedes was constantly exposed to the harsh conditions of the Australian outback where early cars suffered numerous mechanical failures. The rough terrain would soon expose any weakness in a vehicle, with common problems including broken axles and persistent issues with the perishable Edwardian tyres and wooden artillery wheels. However, those brands whose cars were built with the quality to withstand the rigours of rural life, like Mercedes and Rolls-Royce, became favoured by wealthy landowners.

We have Emil Jellinek to thank for the existence of the 'Mercedes' marque. Jellinek, a wealthy Leipzig-born merchant, was an admirer of Gottlieb Daimler's cars and commissioned the pioneering German manufacturer to construct a new model that had to be both faster and more stable than before, backing his proposal by paying up front for 36 cars. Designed by Daimler's collaborator Wilhelm Maybach, this 5.9-litre, 35hp four-cylinder model marked the watershed between the era of the 'horseless carriage' and that of the modern motor car. Advanced features included a pressed-steel chassis, aluminium cylinder block, 'honeycomb' radiator, atomising carburettor and gate-change gearbox.

Starkly finished in purest white, Maybach's creation debuted at the Nice Speed Week on 25th March 1901. The car was owned by Baron Henri de Rothschild and driven by Wilhelm Werner, but had been entered by Jellinek under the pseudonym 'Mercedes', his 11-year-old elder daughter's name. (At this time Panhard-Levassor owned the distribution rights to Daimler cars in France, hence the need for subterfuge!).



Werner drove the car to victory at an average speed of 32mph and two days later achieved a maximum speed of 53.5mph along the Promenade des Anglais, unparalleled performances that emphatically outclassed the opposition. 'We have entered the Mercedes era,' declared Paul Meyan, General Secretary of the Automobile Club de France, an astute observation that was confirmed by the number of manufacturers on both sides of the Atlantic that copied the design. Indeed, so successful was the Mercedes, that Daimler adopted the name for its passenger cars in 1902. An entire range of cars of varying capacities and power outputs followed.

The 1909 35hp Mercedes offered here retains the original's defining features but has shaft final drive (the first Mercedes was chain driven). Shaft drive had been introduced on the 2.6-litre 15/20PS model of 1905 and this advanced feature would soon be adopted across the Mercedes range. This particular car is possibly the oldest surviving shaft-driven 35hp Mercedes.

Copies of the car's commission papers, provided by Daimler-Benz, show that it was commissioned in 1908 by Mercedes-Gesell, Paris and later reserved for Du Cros, the London-based Mercedes distributor for England and the British Colonies. The final payment on the rolling chassis was made in March 1909 but its date of arrival in Australia is not known. The Mercedes arrived at the Isis Downs estate in 1914, having been acquired for the use of the newly arrived Property Manager, Mr Richard Taylor. Isis Downs belonged to Sir Rupert Clarke, 2nd Baronet of Rupertswood, and Robert Whiting, a prominent Melbourne solicitor. It is quite possible that the Mercedes had been used by either of the two men from new, prior to its redeployment on the sheep station. The car was almost certainly imported by Tarrant Motors of Melbourne, Australia's main Mercedes importer at that time, from whom Robert Whiting purchased many of the vehicles intended for Isis Downs.

In late October 1914, not long after its arrival at Isis Downs, the Mercedes was involved in an accident necessitating extensive repairs, which were carried out by Wheeler's Garage in Blackall. Photographs dating from this period show the rear brake drums' backing plates with cooling holes drilled in their circumference, and these too are still in place.



Mr Taylor, the station manager, starting the Mercedes, Isis Downs, 1915



By the close of 1917, the Station Manager, Mr Cameron, had instigated a complete overhaul of the Mercedes, which ended up costing more than a new car. Isis Downs was tough on vehicles and at times the Mercedes was the only one of its cars running. Even the Mercedes was prone to the occasional failure though, and after the front axle had broken, been repaired and broken again, it was decided to have a new one made. James Flood & Co of Melbourne carried out the work.

The Mercedes remained on the property and was recorded in the Isis Downs ledgers in 1922. On 4th March 1922, Cameron wrote to Whiting: 'I believe both the Mercedes and the Daimler to be practically good as new, and far too much money has been spent on the repair and renovation of both. Watts (the station mechanic) has gone beyond himself, and I think possible beyond me, neglecting the maintenance of the working cars for the artistic upkeep of luxurious and idle cars.' Clearly, the aforementioned Watts was something of an automobile connoisseur.

In 1935, the Mercedes was purchased from Blackall Motors by Mr William Shannon, Property Manager of Paradise Downs, another sheep station. The car remained with the Shannon family and in the 1980s was sold by Peter Shannon to Ray White, who restored it with Peter's help.

After its completion in 2010, the Mercedes was purchased from Ray White by the current vendor. Assuming either Clarke or Whiting to be the first owner, it has had only five from new. The car's history is recounted in greater detail in the accompanying illustrated report (perusal recommended).

The Mercedes is described by the vendor as in generally good condition and running order, the only fault notified concerning reverse gear, which does not select properly and needs adjustment. Interestingly, the car was recorded in the Isis Downs records as having reverse gear problems as far back as October 1923! In addition to those already mentioned, other non-standard items fitted during the car's time at Isis Downs include the carburettor, fan blades, steering wheel and radiator. At time of writing a replacement radiator to original specification is being made at the Vintage Car Radiator Company in the UK and should be ready before the sale. A wonderful opportunity to acquire an interesting early Mercedes possessing a fascinating history.

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

£380,000 - 540,000

€485,000 - 690,000



Mrs Taylor in the Mercedes
at Isis Downs Station, 1915



017

**1963 ASTON MARTIN 4.7-LITRE DB4 VANTAGE
SERIES V TO DB4 GT SPECIFICATION**

Registration no. VGR 420

Chassis no. DB4/1208/R

Engine no. 370/1213/SS



The competition potential of Aston Martin's new DB4 had been recognised from the outset, and the factory lost no time in developing a lightweight version suitable for racing, the resulting DB4 GT debuting at the 1959 London Motor Show. The model had already been proven in competition earlier that year when the prototype ('DP/199') driven by Stirling Moss won its first race at Silverstone. Extensive modifications to the standard car took 5" (127mm) out of the wheelbase, and replaced the rear seats with a luggage platform on all but a small number of cars. Together with lighter, 18-gauge bodywork, these changes reduced the car's weight by around 200lb (91kg).

The GT used a tuned engine which, equipped with a twin-plug cylinder head and triple Weber 45DCOE carburettors, produced a claimed 302bhp at 6,000rpm, a useful increase over the standard car's claimed 240bhp. Maximum speed, of course, depended on overall gearing, but 153mph was achieved during testing with a 0-60mph time of 6.1 seconds recorded.

The DB4 was also one of the first cars to go from standstill to 100mph and then brake to a dead stop in under 20 seconds, a tribute, in part, to its up-rated Girling brakes as used on Aston Martin's competition sports racers of the era.

Viewed from the front, the GT was readily distinguishable by its faired-in headlamps with Perspex covers, a feature later made standard on the DB5 and DB6. The rear screen and quarter windows were made of Perspex on many examples; bumper over-riders were deleted and the wind-down windows were frame-less within the doors. Twin, quick-release, Monza competition fuel fillers were added atop the rear wings, leading to a large-capacity fuel tank mounted flat in the boot. GTs were fitted as standard with lightweight Borrani 42-spoke wire wheels with alloy rims and 3-ear 'knock-offs'. The interior was trimmed to full Aston Martin road car specification, with fine Connolly leather upholstery and deep-pile Wilton carpeting. The evocative instrument binnacle on the GT benefited from the addition of an oil temperature gauge to the standard array.



DB4 GTs offered a strong challenge to the prevailing Ferrari dominance in GT racing, examples entered by the works and John Ogier's Essex Racing Stable enjoying numerous victories. Driven by the likes of Roy Salvadori, Stirling Moss, Jim Clark and Innes Ireland, the DB4 GT earned its stripes every day on the racing circuit. In December 1959, at the Bahamas Speed Week, Stirling Moss won driving a standard customer DB4GT 'borrowed' back by the works following the demise of Moss's intended DBR2! The DB4 GT was indeed a true dual-purpose car, equally at ease on both the circuit and Grand Tour. Only 195 'Sanction 1' DB4 GTs were produced between 1959 and 1963 (including DB4 GT Zagato).

This stunning re-creation of one of Aston Martin's most iconic models started life as a standard DB4 Series V Vantage. The current vendor purchased 'VGR 420' from R S Williams Ltd on 27th March 2003 with the intention of creating a really fast DB4, but soon decided to recreate a DB4 GT. The aim, which the vendor feels was achieved, was to completely rebuild and restore the DB4 to full GT specification, the end result being indistinguishable from any of the 75 cars originally produced.

The base DB4, which is a matching numbers Series V Vantage, was complete at the start of this process. It was completely stripped down and the body removed by Spray Tec Restorations. After the chassis had been stripped back to bare metal, it was sent to renowned marque specialists Bodylines Specialist Panel Beaters, who then shortened its wheelbase and constructed - by hand - a new body made out of thinner gauge aluminium, with the distinguishing features of the GT being incorporated during the build. These included the deletion of the rear seating and relocating the fuel tank to the luggage compartment.

Rebuilt by R S Williams Ltd to 4.7-litre twin-plug GT specification, the engine produces in excess of 410bhp in road-useable form. This engine rebuild was carried out at great expense and would, we are advised, cost in excess of £80,000 if undertaken today. The Aston was also equipped with a comprehensive 'ride and handling' package, an up-rated braking system, and new Borrani alloy wheels of the correct style for the GT, which were refurbished recently by the Borrani factory. Every detail of this motor car is said to be correct, apart from the more comfortable seating.



This painstaking project was completed in July 2007 and then sold to Mr Adrian Gosden, being delivered to him on 31st October of that year. During the last seven years with Mr Gosden the DB4 has performed faultlessly. It has been driven to the Le Mans Classic on two occasions and on its first outing won 'Best of Show' at an informal concours, the prize being awarded by Aston Martin CEO David Richards.

'VGR 420' has recently visited marque specialists Spray Tec for a full inspection and is now offered for sale in faultless condition, presented in Aston Martin Black Pearl with Soft Tan hide seating and beige carpeting. The accompanying history file contains the invoices from Bodylines, Spray Tec Restorations and R S Williams Ltd relating to its comprehensive restoration and rebuild; a dynamometer printout for the engine; and a CD-ROM of images, including a selection taken at this year's 'Salon Privé' event. The car also comes with a current MoT certificate, V5C registration document and a copy of its factory build sheet. With all the surviving genuine DB4GTs either in museums or private collections, this stunning re-creation represents a wonderful opportunity to acquire a car built in the spirit of the original but at a fraction of the cost.

£400,000 - 500,000

€510,000 - 640,000



018

Coombs Modified in Period
1963 JAGUAR MK2 3.8-LITRE
SPORTS SALOON

Registration no. 8504 PE

Chassis no. 231336DN

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 be forever be linked with that of Jaguar, his Mark 1 and Mark 2 saloons being at the forefront of British saloon car racing throughout the late 1950s/early 1960s. When the E-Type sports car came along he raced that too with considerable success.

This 3.8-litre Mk2, chassis number '231336DN', was supplied new via Henlys (London) to Bob Jennings, who later would own a lightweight E-Type.

Wanting more performance, Jennings despatched the car to John Coombs for modification, which included up-rating the engine with special camshafts, a lightened flywheel, twin 2" SU carburettors and a large-bore exhaust. A close-ratio gearbox was installed, the suspension up-rated and lowered, the wheelarches modified, and an E-Type steering wheel fitted. Jennings is known to have entered the Mk2 in the BRDC Brighton speed trial, but kept the car for only a little over one year. In 1964 the Jaguar was offered for sale by Graham Cook (Grosvenor Cars) of Guildford, from whom it was purchased by Mr John Feeley. The accompanying old-style logbook lists three further owners into the early 1970s, at which time the original registration '37 PF' was removed and the car reregistered as '8504 PE', another 1963 mark.

There is a gap in the ownership records between 1972 and July 1980 when the Mk2 was rediscovered in a private garage in Twickenham by Jaguar enthusiast, Tim Spital. By this time the original cylinder block, believed damaged, had been replaced with one from a MkIX saloon as per standard Coombs practice, though the original cylinder head had been retained (it has since been replaced). The car had also been partially dismantled, with the removed parts stored in boxes. For the next decade-and-a-half, Tim Spital collected the original Jaguar parts, both large and small, required to undertake a restoration.



Sadly, ill health prevented him from starting the rebuild and in 1997 Tim sold the car and all the accumulated spares to his friend David Sedge of Maidstone, a professional classic car restorer and ex-Brown's Lane employee.

The Jaguar was then stripped down to the bare bodyshell and painstakingly rebuilt by David himself. All panels, with the exception of one wing, are original. Important engine work was entrusted to the renowned marque specialist, Rob Beere, while the gearbox was rebuilt by Colin Sharpe using Quaife shafts. The electrics were rewired by Graham Sage (who worked on 'Thrust 2') to high specification but period appearance; the upholstery re-trimmed by Mark Webber of Altrim; the brightwork re-plated by Swinards; and the woodwork refurbished by Malcolm Hall of London Carriage Craft. A full list of works carried out, specialists involved and the car's current specification is on file (inspection recommended).

Specification highlights include a Rob Beere 'Option 4' full-race lead-free cylinder head; high-capacity oil pump; 9½" competition clutch; oil cooler; aluminium radiator; alternator electrics; rebuilt competition overdrive; quick-ratio competition steering box; competition wire wheels; louvred bonnet; and a Derrington steering wheel. The car was repainted in its original colour scheme of opalescent dark blue, while the interior, originally light blue, has been re-trimmed in grey. (It should be noted that the clutch pedal must be depressed when engaging or disengaging the overdrive).

We are advised that a rolling road dynamometer test produced a reading of just under 300bhp, and the car is reputed to have achieved a speed of 135mph.

David Sedge completed the rebuild, which reputedly cost in excess of £50,000, in 2001 and kept the car until 2007 when it passed via dealer Peter Byrne to the current owner. *Classic Jaguar World* magazine featured '8504 PE' in its December 2001 edition (copy on file), former Coombs employee Ken Bell having inspected and authenticated the Mk2 during the article's preparation. The car is offered with the aforementioned old-style logbook, sundry bills, current MoT/tax and V5C registration document, and also comes with an original Coombs key fob.

It is estimated that only some 25 3.8-litre Mk2 saloons were converted by Coombs, including the three or four competition cars raced as 'BUY 1' and 'BUY 2'. Of the 25 or so, at least one is known to have been destroyed, making the example offered here a very rare and desirable car. Described as in generally very good/excellent condition, '8504 PE' represents a rare opportunity to acquire genuine Coombs Mk2 that has been upgraded further in the spirit of the original. Johns Coombs surely would have approved.

£70,000 - 80,000

€89,000 - 100,000



019

***The ex-works, Mike Coupér, Alpine Cup-winning,
Brooklands starring, 3.3-litre***

1934 TALBOT AV105 'ALPINE RACER'

UK Reg No: BGH 23

Chassis No: 38706

Engine No: 110BG34



'BGH 23' on its way to victory in the 1934 Alpine Trial
© LAT Photographic



Simply, the Best. No other phrase better sums up 'BGH 23' . In its day this was the outstanding British sports touring car. Georges Roesch's long line of 'Invincible Talbots' needs little introduction to the discerning car connoisseur, and only a combination of poor luck and poor timing meant they never achieved the big-race overall victory which would have made the Talbots from Barlby Road, London, W10, much more widely appreciated.

Talbot competed so widely within their period that 'BGH 23', as offered here, is eligible for all of the great historic rallies and major-circuit events, such as the Mille Miglia Retrospective, the Le Mans Classic, the Endurance Rally Association's Alpine Tour and Flying Scotsman, and of course the Goodwood Revival Meeting - in all of which Talbots in recent years, as in period, have proved extremely capable and competitive.

This imposing car is the ultimate Talbot development of the company's Swiss-born chief engineer, Georges Roesch's vision, and of all the works and works-supported team sports cars that he conceived and developed to perfection, 'BGH 23' is the only one which raced with the much more potent 3.3-litre '110' six-cylinder engine fitted by the factory in period.

Therefore 'BGH 23' can be described as being the ultimate expression of the big four-seat, British sports-racing car - capping a sporting tradition founded in British Racing Green by Bentley and carried on - in varying liveries - by both Lagonda and, quite hyper-actively, by Talbot.

'BGH 23' proved itself an amazingly capable all-rounder, competing in a public road rally one weekend, and then winning track races at Brooklands the next. Every event also saw this great car driven home afterwards, again on the public road. What's more, 'BGH 23' was, by 1938, regarded as being, demonstrably, the world's fastest road touring car...

'BGH 23' was the works Talbot most closely associated with the imposing, burly, hard-driving and intensely competitive figure of up-market motor dealer Mike Coupér. He was one of the best-known and most respected personalities within 'tween-wars British motor racing. He was Sir Henry 'Tim' Birkin's business partner, co-financing and running Birkin & Coupér Limited at Welwyn, Hertfordshire, just north of London, where the company produced and race-prepared 'Tiger Tim's now immortal series of 'Blower' Bentleys. After 1932 he traded as W.M. Coupér in nearby St Albans and became closely involved with Clement Talbot.



He competed in the 1933 Alpine Trial in his own Talbot AW90 after which he, privateer Hugh Eaton and motoring journalist Tommy Wisdom, made a joint approach to Jack Scott, sales director of Clement Talbot, proposing a factory team of three cars for the 1934 event. They suggested that there could be no better reason for tackling the daunting Alpine Trial again "than to prove that the 105 in its fourth year of production was still better than anything else in the world...a fact which the public was tending to forget after two years' absence from competition."

Scott was easily persuaded, appreciating that although the 3-litre Talbot 105 model was not new, still no rival product - including Bentley - could approach its specific power output per litre. The Talbot engine was also more robust than the finest offered by Bentley and Lagonda while the recently adopted pre-selector gearbox was a great advantage in Alpine motoring.

The Talbot accountants would prove a somewhat harder nut to crack. The Sunbeam-Talbot-Darracq group, of which Clement Talbot Ltd was part, was in poor financial health and there was simply no money to compete. Coupér and Scott however knew just the people to solve the problem, leading Talbot distributors Pass and Joyce, who enthusiastically agreed to fund the team.

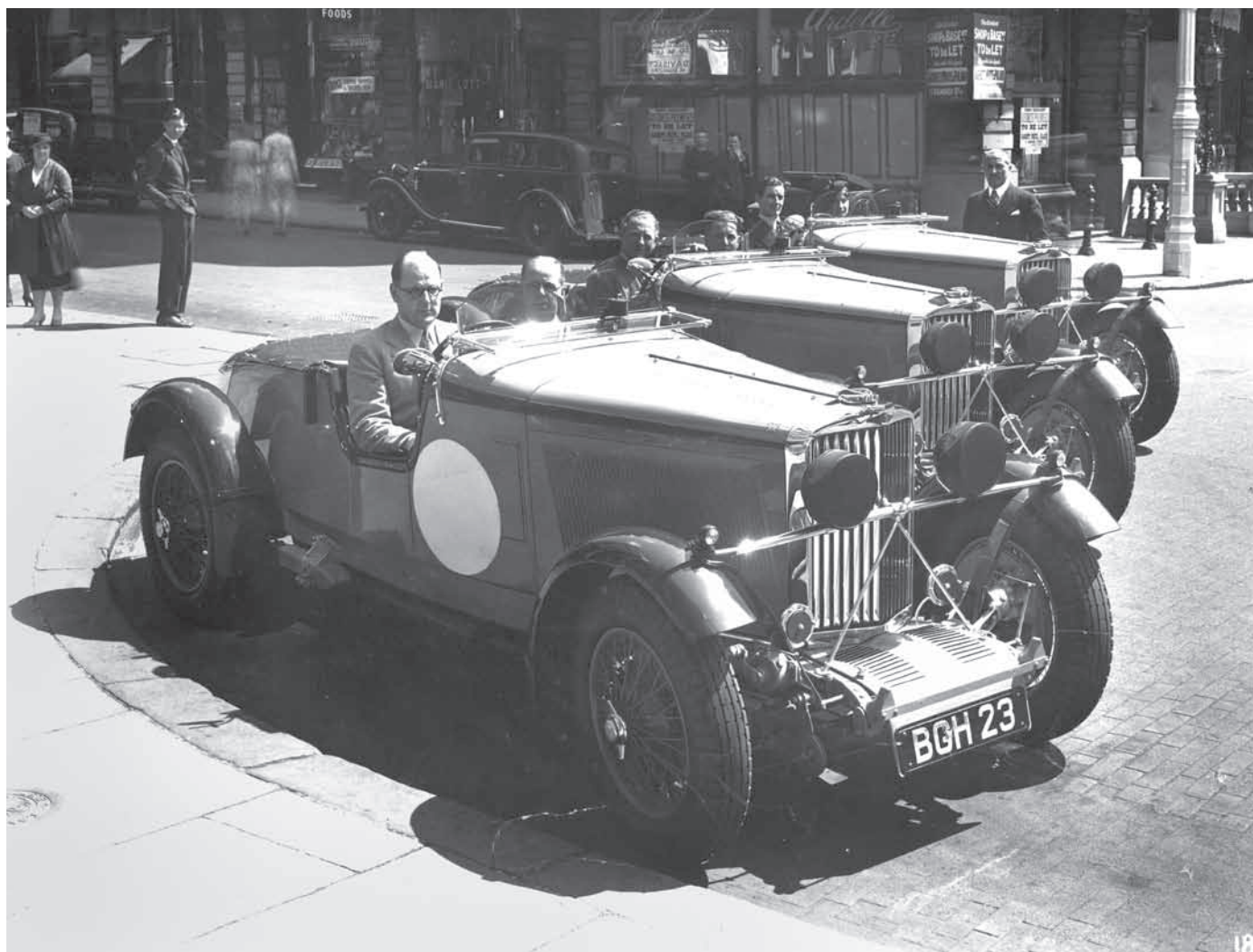
The Talbot commitment to this relatively modest competition venture in fact was to mark the beginning of a period of Talbot racing which lasted almost five seasons "...and which in some ways was to be the most significant period in Talbot racing history". Furthermore, as Anthony Blight explained in his magnificent tome *Georges Roesch and the Invincible Talbot* "It was a period dominated almost entirely by Mike Coupér and his Alpine team leader 'BGH 23'...", as now offered right here...

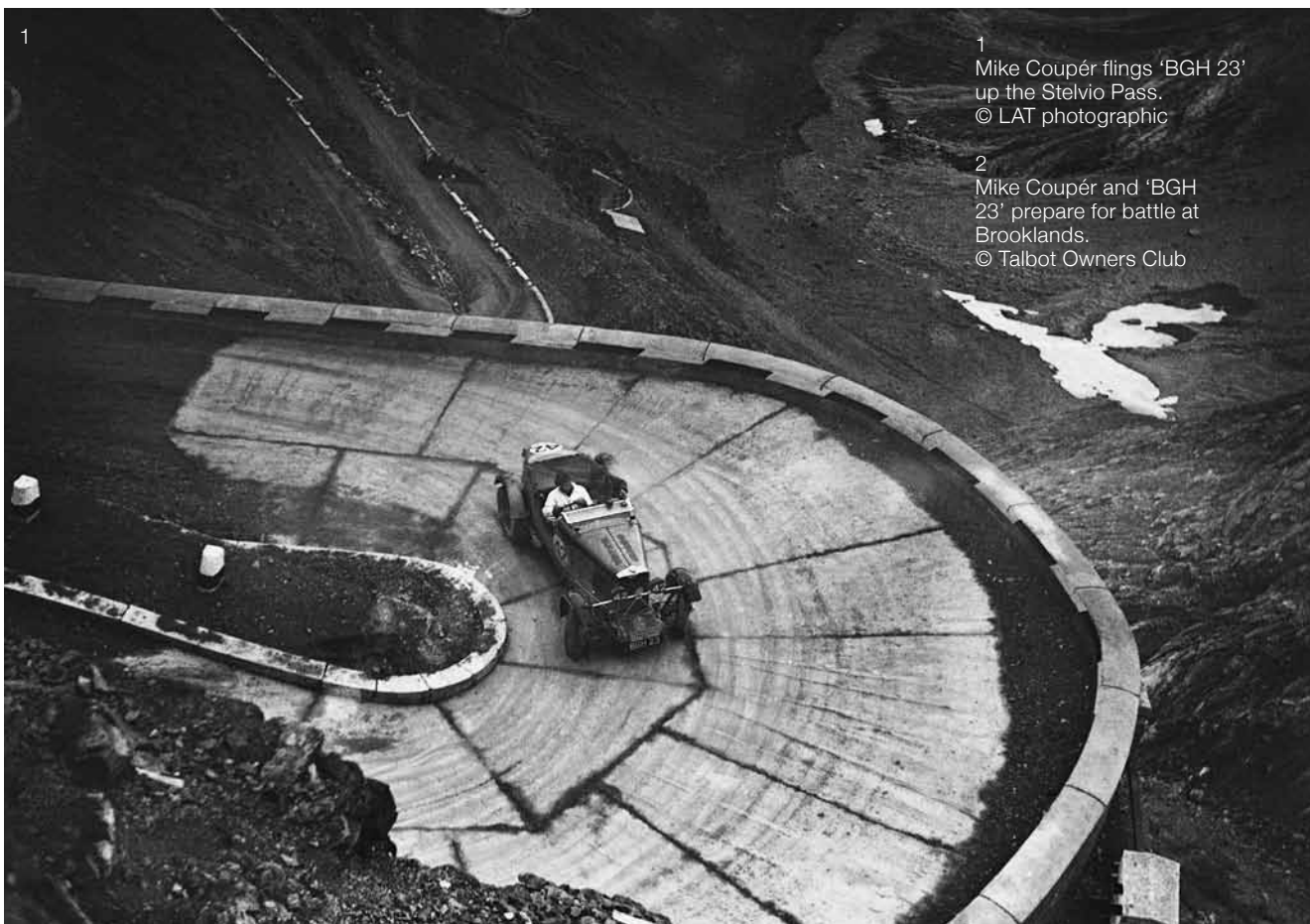
Three new Alpine Trial team Talbots were produced. Registered 'BGH 21', '22 and '23. 'BGH 21' was allocated to the Wisdoms (Tommy and his wife Elsie), 'BGH 22' to Hugh Eaton, and 'BGH 23' to Mike Coupér.

Originally 'erected' - according to Talbot factory records - on March 13, 1934, what would become 'BGH 23's chassis (serial '38706') was delivered to the coachbuilder on July 16, 1934 - its International Alpine Trial regulation-matching body being recorded as 'Darracq Alpine Racer No 2205'.

The 6th International Alpen Trial was organised by the German Automobile Club, attracting no fewer than 155 entries, including new models from BMW and Delahaye. Mike Coupér's new team had to join battle with the Germans on their home ground, and a very long way from home.

The Alpine Trial Team pose for the press prior to leaving London.
© Talbot Owners Club





1
Mike Coupér flings 'BGH 23'
up the Stelvio Pass.
© LAT photographic

2
Mike Coupér and 'BGH
23' prepare for battle at
Brooklands.
© Talbot Owners Club



On Wednesday, August 1, 1934, Coupér in 'BGH23' led the three-car Talbot team off to battle. Through desperately stormy, rain-swept weather conditions, the new team Talbots battled their way to Nice by Friday. Sunday saw scrutineering on the Promenade, then parc fermé to await the Tuesday start, when from 4.00am cars set off at one minute intervals.

Georges Roesch himself awaited the team's arrival in Aix-les-Bains after their first day's 306-mile grind. Next day comprised 263 miles to Interlaken over the Little and Great St Bernard Passes.

Many major passes punctuated the Trial's third day, including the Grimsel, Furka, Oberalp, Lukmanier, Splügen and Maloja before the night stop at St Moritz. The Talbots attacked the mighty Stelvio Pass in the order Wisdom, Eaton and finally Coupér in 'BGH 23'. While Wisdom managed a clear run, both Eaton and Coupér were delayed by a stalled official car, Mike Coupér reckoned he had lost well over a minute yet still completed the climb in 23mins 23secs, Eaton 22:22.2 and Wisdom 22:16.8. These Talbots were by far the fastest in the entire Trial, and Wisdom's had set a new record for the Stelvio.

After the Italian Colle d'Aprica, Passo del Tonale and the Mendola, the Talbots checked-in at Bolzano, after which the Rolle and Costalunga Passes preceded an uninhibited charge into Padua, then 4,000rpm and 80mph-plus for 10 kilometres through the Autostrada speed test and across the lagoon into Venice.

Next day the Talbots tore through Trieste to Fiume, holding "...an easy 70... arriving in the mid-morning check with ample time for a final fill of Italian petrol and a three-course lunch; they had averaged over 50mph from Venice..." (Blight). A dusty pot-holed time-wasting section followed through Yugoslavia to end in Zagreb before Day 6 took the entry some 550 miles back to the finish in Munich.

The Talbot and Adler teams were finally judged equal winners of Group II, both teams winning coveted Alpine Cups. The Talbot marque's record of seven official entries in three separate Alpine Trials with not a single mark lost by any car, and the highest possible award won in each event is quite remarkable.

All three of Coupér's team Talbot 105s finished in excellent condition. Tommy Wisdom would report that after the total 3,600-miles covered - "Oil consumption had averaged 1,700 miles to the gallon and petrol 18mpg. Not a sparking plug had been changed, nor a tappet adjusted. Brakes were still 100 per cent efficient - they had been adjusted once. No car in the world could have given less trouble or performed better..."

Mike Coupér subsequently asked Talbot's permission to run 'BGH 23' in the MCC Brooklands Meeting on September 8, 1934. In the First One-Hour High-Speed Trial with obligatory passenger and full touring equipment he covered 85.06 miles to win. The BARC Meeting on October 13 then saw him run 'BGH 23' again, lapping at 107.10mph, just beating Dobbs's very fast single-seat Riley.

This exceptionally important car was then retained into 1935 when Mike Coupér raced it again at the Brooklands Easter Meeting, the car sporting a streamlined radiator cowl, 9:1 compression ratio for 126bhp and a 3.8:1 back-axle ratio. Coupér lapped the banked Outer Circuit at 110mph during practice, but in the race a valve failed to seat properly.

He re-took the wheel on September 14, 1935, for the MCC Brooklands Meeting. In the One-Hour High-Speed Trial he set a fastest lap of 103mph and covered 99.61 miles - agonisingly missing out on becoming the first 100mph sports car round the old Motor Course. However, *The Times* reporter pointed out that he was already 1,200 yards into his next lap when the finishing maroon detonated after exactly one hour, so his true distance covered and therefore average speed from start to finish of the time period was really 100.2mph...



Meanwhile Georges Roesch had encouraged the Birmingham ironfounders who supplied Talbot block castings to achieve greater precision and control in their processes. This succeeded in producing a Talbot 105 cylinder block in which the bores could be taken right out to 80mm instead of the previous limit of 75mm, without losing the water-passages between all cylinders. This engine - the '110' - dramatically increased power.

Barlby Road then modified 'BGH 23' for 1936, rewiring it with a separate starter and single battery, the conversion trimming 112lbs. More significantly a new 3.3-litre 145bhp engine (No '110BG34'), still retained today, was fitted. Top speed in touring trim had risen to 115mph, while 0-60mph acceleration time was under 12 seconds.

The Brooklands Easter meeting saw Mike Coupér lap at 119.43mph to win one race by 26 seconds. June then saw a JCC Members' Day highlighted by a 50-mile race on a road-type circuit. 'BGH 23' ran with a 3.8 axle, full equipment and a compulsory passenger, and averaged 79.8mph, after lapping at 87. In the same trim the car lapped the Outer Circuit at 106-108mph.

For the Brooklands August Bank Holiday Meeting, 'BGH 23' then ran a 3.3:1 back-axle ratio, and wore a revised radiator cowl and improved underbody streamlining. Coupér finished third in one race after lapping at 119.72mph, then 120.59mph in a second outing. This four-seat Talbot AV 105 was by this time faster than the old Fox & Nicholl single-seater, while possessing only seven more brake horsepower.

Into its fourth year of active service as a works car, 'BGH 23' was fitted with a new crankshaft, complete with immensely strong new connecting rods and Vandervell big-end bearing shells. Where the standard Talbot crankshaft weighed 78lbs, the new design scaled 68. Compression was raised to 10.0:1 and on alcohol fuel this revised unit hit 6,000rpm safely.

At the beginning of 1937 the cars capable of lapping Brooklands at over 120mph comprised a very small and specialised group, many of them Grand Prix designs. 'BGH 23' was by this time a truly star Outer Circuit car, yet this was no sleek single-seater. To fulfill its 'day job' as a works demonstrator it had to be instantly convertible to catalogue-specification road trim, and to be recognizable to customers. Such constraints actually preserved 'BGH 23' as a truly original Talbot AV 105 with 3.3-litre '110' engine. With weight discreetly trimmed to 22cwt, and improved under-shielding, Mike Coupér managed the first 100mph standing-start lap of the car's Brooklands career, and at the Whitsun Meeting he covered a standing-start lap at 101.43mph, and its first flying lap at 121.8mph. Later that day 'BGH 23' ripped far above 130mph flat-out to clock a 123.58mph lap and beat the best-ever four-seat Bentley record.



Back at Brooklands for the JCC Meeting too-hard plugs kept oiling up - a rare lapse. A tangle with Parnell's MG at a Campbell Circuit Brooklands event then saw 'BGH 23' strike a bridge parapet, unshipping the front axle on one side. Coupér and Leslie Seyd then shared the repaired car in the RAC Rally. Carefully re-prepared for October's Brooklands event, 'BGH 23' achieved the fastest standing-start lap of its career - 104.41mph - and its best-ever second lap at 121.18mph.

A final season of Brooklands racing in 1938 saw 'BGH 23' achieve a standing-start lap at 103.33mph and 122.67 for its last flying lap in one race, which Coupér won. A great deal of work was then invested in the old car in preparation for the premier Dunlop Jubilee Brooklands Meeting. A new raked front cowl appeared, the engine's porting had been much improved, and with 10.5:1 compression Mike Coupér lapped at 124.51mph and won by 0.4 second, averaging 119.86mph and demolishing Delage and Delahaye opposition. A second race saw him lap at 124.57mph.

One last Brooklands hurrah remained as the October Meeting of 1938 then saw Georges Roesch - in the twilight of his Talbot career - fit even higher-crown pistons to 'BGH 23's engine, raising its compression to 11.4:1. Mike Coupér found he could use 5,000rpm - this great car hit 137mph on the Railway Straight and returned a fastest lap of no less than 129.70mph - comfortably beating the previous 4-seater car Brooklands record held by Coupér's old friend and former business partner 'Tim' Birkin's 8C Alfa Romeo. That evening Mike Coupér drove 'BGH 23' away from the Track for the last time. Soon after, he bought the old faithful machine from its ailing manufacturer.

The car then passed during World War II to H.J. Ripley who had it converted by Ian Metcalfe - of Barnato-Hassan Special 'Whale' body fame - into an ugly two-seater, re-registered 'FBL 692'. Future VSCC president and competition car connoisseur, the late Bruce Spollon owned and campaigned the ageing car before in June 1961 it was acquired by Charles Mortimer of pre-war Brooklands racing fame from a Dennis H. Tatler. And Anthony Blight added the car to his legendary Talbot stable soon after. Photographs of the car as acquired by Blight and correspondence on file between John Bland and Blight show that at this point, aside from the later body, the car was still correct and original in all major respects, even retaining its original wings and associated brackets. He had the leading marque specialist of the period, John Bland of London, rebuild 'BGH 23's mechanicals while a new replica body was made. Anthony Blight competed successfully with the car in historic races and rallies from 1963.

When re-bodied by Metcalfe for Ripley, 'BGH 23's original body - little modified - had been mounted upon a 4½-litre Bentley which was raced by Peter Scott-Russell. In 1966 Tony Mitchell bought that car and sold the original Talbot body to Blight, who had it refitted to 'BGH23' in 1974 by Talbot specialist Ian Polson. Therefore, as offered here, even 'BGH 23's body is clearly original in all major respects, save for the fuel tank and bulkhead from another Talbot which had to be supplied at the time of Bland's rebuild.



3

Coupér and '23' sweep past the Vickers Shed at Brooklands.
© LAT photographic

4

On the banking at 130mph, Coupér and '23's last race together Brooklands, 1938.
© Talbot Owners Club

5

Anthony Blight powers up Prescott Hill Climb.
© Talbot Owners Club





Anthony Blight's successes in the car included winning the Pomeroy Trophy in 1966, 1967, 1969 and 1974, Le Mans Cinquantenaire pre-War race, 2nd, European Historic Car Championship pre-War Class 1st and scores of other successes in races and rallies right up until his untimely death in 1990.

In 2003 'BGH 23' was acquired by well-known collector John Ruston who immediately added to this magnificent car's long list of laurels with fourth place in the 2003 Liege-Rome Rally. Subsequently the car was rebuilt by marque specialists Pace Products (who have maintained it since) in preparation for the 2005 Historic racing season and with Gareth Burnett as driver it won at Oulton Park, the Nurburgring, Silverstone and Spa, and added further historic laurels to its already fabulous sporting history.

The current custodian has owned many fine sports and sports-racing cars throughout his life, but had always wanted a Roesch Talbot. He had promised himself that when the time was right he would buy one, always dreaming that it would be the marque's ultimate embodiment - 'BGH 23'. This he was able to achieve in 2005. Since then he has continued the car's fine tradition of road and race success, combining racing at the Le Mans Classic, Silverstone and Spa with numerous Alpine Rallies and Tours.

The documentation file accompanying the car includes numerous fascinating and charming contemporary records, letters and notes between the major players in the car's illustrious history, plus FIA HTP papers and V5C registration certificate. 'BGH 23' is cosmetically currently in its Alpine Trial form but is accompanied by two alternative versions of the Brooklands streamlined nose cowling, a partial under-tray and a full-width windscreen. As offered here, it is fitted with the downdraught twin-S.U. carburettor set-up, devised and manufactured by Fox & Nicholl for Arthur Fox's personal Talbot 105 saloon 'APF999' in the 1930s. This was fitted by Anthony Blight in 1964. (see notes on file).

What more can we say? This is a most important, iconic, multi-purpose, intensely useable and entirely practicable Post-Vintage Thoroughbred sports car offered in wonderfully original form – yet in full running order – and positively dripping in motor sporting (and social) history from the 1930s. We absolutely recommend the closest consideration. It is an object of supreme quality for the most discerning of sports car connoisseurs.

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



© Talbot Owners Club

020

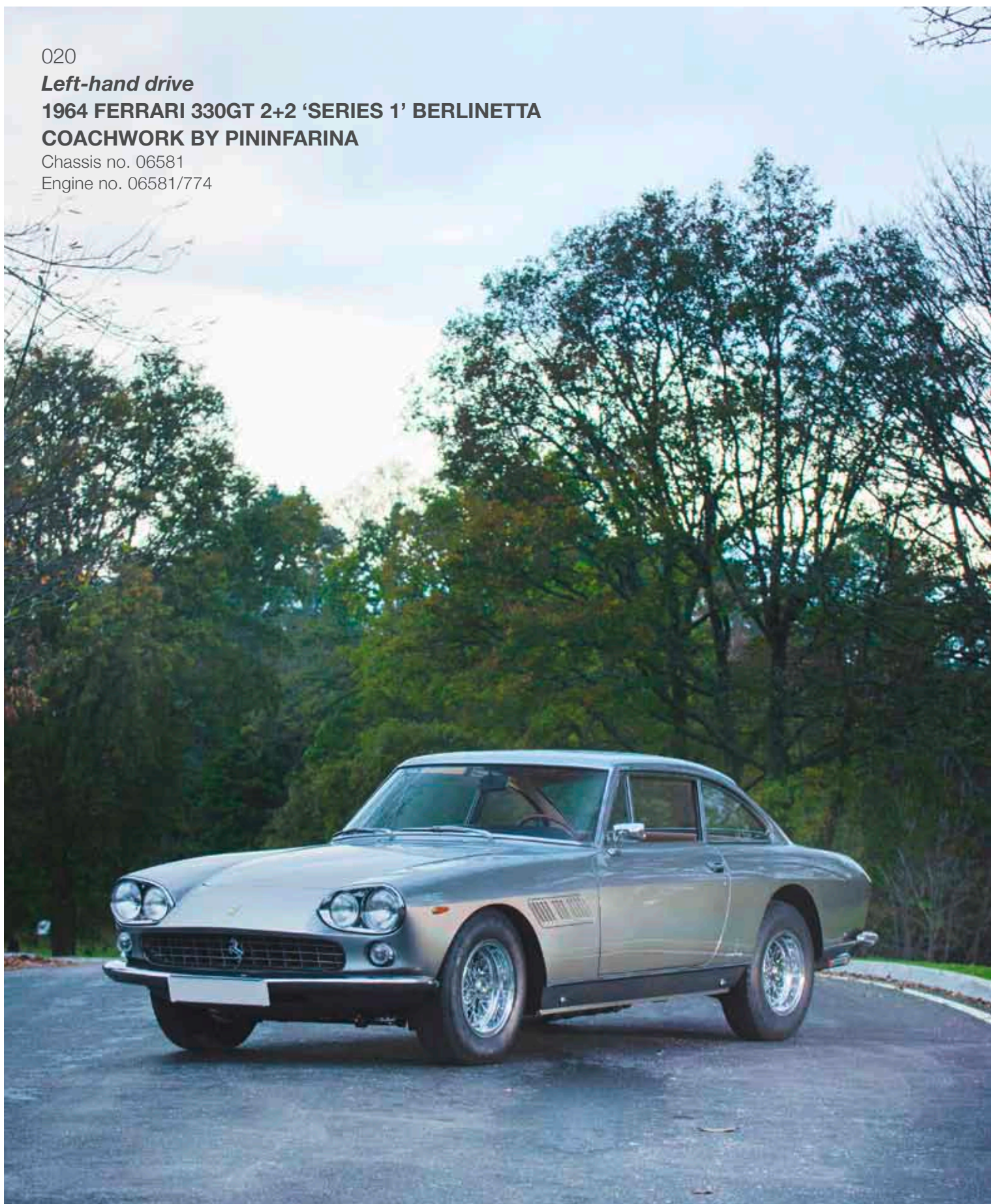
Left-hand drive

1964 FERRARI 330GT 2+2 'SERIES 1' BERLINETTA

COACHWORK BY PININFARINA

Chassis no. 06581

Engine no. 06581/774



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 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 horsepower, an output sufficient to propel the 330GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari. Equipped at first with a four-speeds-plus-overdrive gearbox, the 330GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, becoming the 'Series 2'.

This particular 'Series 1' is a matching numbers example with engine, gearbox and rear axle internal numbers present and correct. '06581' was delivered new to its original owner via the Keller dealership in Zurich, Switzerland, remaining in use there until 1978. In 1982 the Ferrari became part of an Italian private collection where it remained dormant for 30 years until discovered and acquired by the current vendor late in 2012.



Maintaining as much originality as possible, a sympathetic programme of restoration and re-commissioning has been carried out since its arrival at the vendor's premises in the UK. Following a total body restoration and mechanical refurbishment, the car was repainted in its original finish of Grigio Notte (Night Grey). All the body's restored areas were lead-loaded where necessary prior to repainting and all trim and brightwork has been fully restored and re-chromed. The Ferrari was then completely re-trimmed in the period-correct Connolly Vaumol leather and beige carpets as per the original factory specification sheet.

The car has also been mechanically overhauled, with all parts detailed prior to refitting, while the engine has been re-commissioned but not overhauled. This was deemed to be unnecessary, although the Weber carburettors and other ancillaries were subject to a complete overhaul. The vendor's 'in-house' team of specialists and craftsmen carried out all of the aforementioned work, a photographic record of which comes with the car together with related bills and a copy of its Massini Report. Following completion the Ferrari was displayed at the Classic Car Show at the NEC, Birmingham in September 2013 and at the Italian Car Day at Brooklands in May 2014. Currently MoT'd, '06581' represents a wonderful opportunity to acquire a sympathetically renovated example of this most desirable Ferrari model.

£160,000 - 180,000
€200,000 - 230,000





021

**1912 ROLLS-ROYCE 40/50HP SILVER GHOST TOURER
COACHWORK BY DUBOIS & CO.**

Registration no. SV 8316

Chassis no. 2142

Engine no. 44A



'The directors were obviously as impressed with the car as the public were when they first saw it displayed... the company's future, based upon Royce's intuitive design genius and the uncompromising standards of workmanship he set, clearly lay in the rapidly expanding area of luxury cars...' – Edward Eves, *'Rolls-Royce, 75 Years of Motoring Excellence'*.

Although the 40/50hp model would in any event have earned its 'The Best Car in the World' sobriquet (actually first used by the Pall Mall Gazette in November 1911), Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 London Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker & Co.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested. The Silver Ghost remained in production in England until 1925, 6,173 being completed at the Manchester and Derby factories, and until 1926 at Rolls-Royce's Springfield plant in the USA where a further 1,703 were made, the longest production run of any model from this celebrated company.



This magnificent Derby-built Silver Ghost, chassis number '2142', was sold on 8th October 1912 to Adams & Co of Queen Street, London for delivery at the end of the following month. On 1st January 1913 the Rolls-Royce arrived at the premises of Maythorn & Sons of Biggleswade, Bedfordshire to be bodied as a five-seater tourer with two occasional rear seats. On completion the car was painted mid-grey with mouldings in darker grey, and coachlined in white. The interior was trimmed in grey leather. Rudge-Whitworth wire wheels were fitted.

Factory build cards list the chassis as of the 'colonial' type, indicating that the Silver Ghost was intended for use overseas. Indeed, its first owner was William John Adams, temporarily resident at the Hotel Russell, Russell Square, who shipped the car back to Sydney, Australia where he owned Tattersall's Hotel and other businesses. The Rolls-Royce was first registered as 'NSW-72'. The car was driven by Adams' chauffeur, Leonard Raven, who is pictured behind the wheel of '2142' in Tom Clarke's book, *Rolls-Royce and Bentley in the Sunburnt Country*. *Autocar* magazine published a photograph of the Silver Ghost in its edition dated 28th June 1913.

The car changed hands for the first time in 1916, passing to Mrs Marjorie Williams of Potts Point, Sydney and in March 1919 was recorded as belonging to Lebbeus Hordern of Darling Point, Sydney, owner of a famous department store in that city. It ceased to be registered after 1920. By this time the car had acquired a single-seater body and it is believed that the original Maythorn body was transferred to an earlier chassis, number '1492'. At some time during the 1920s Mr Hordern removed the original engine and had it installed in his yacht prior to selling the Silver Ghost in December 1927 to Colonel John M Arnott of Strathfield, NSW. A member of Australia's famous biscuit manufacturing family (proprietors of Arnott's Biscuits Limited), the Colonel decided to forgo the expense of finding another engine and donated the chassis to the technical college in Ultimo.

In the 1960s '2142' reappeared in the extensive Silver Ghost collection belonging to the late Faris A Palfreyman of Queensland, while the engine currently installed, '44A', possibly from '2142', was discovered in a boat in New Zealand. In the early 1980s, Palfreyman's grandson, Achalen Holmes, sold the car to John Ham who sold it on to Peter Wilkie. The latter then commissioned Gary Dubois & Co to undertake a full restoration, commencing in the early 1990s, which included construction of a new body and reworking the rear part of the chassis, while a replacement gearbox was found and installed, the one in the car being beyond repair. The restoration process is documented by a series of photographs on an accompanying CD-ROM.



Following Peter Wilkie's death, the completed car was stored at Paradise Garage, Rosebery, NSW until its sale in August 1997 to Andrew Barnes, who sold it to the current UK-based vendor in 2000. Since then '2142' has been enthusiastically campaigned, covering almost 30,000 miles on four continents and winning many awards. Events attended include the R-REC Tour of Malaysia (2001); R-REC Borneo Experience Tour (2005); the Arabian Gulf Adventure (2009); and the '100 Cars for 100 Years' gathering at the Rolls-Royce factory in 2011. Prestigious concours awards were gained at the 20 Ghost Club Annual Concours at the Chelsea Hospital in 2002 ('Best Large HP Car'); the Rolls-Royce Centenary World Tour in 2004 (1st in Class at the National Rally, Melbourne, Australia); R-REC UK National Meet in 2004 (1st in Class); R-REC Euro Rally, Madrid in 2004 ('Best of Show'); and the R-ROC National Meet in Chicago, Illinois in 2006 (1st in Class) following a tour of the USA.

Despite the substantial distances travelled in recent times, the Silver Ghost has proved trouble free, thanks in no small part to the efforts of its current custodian, who has maintained it in top condition and kept impeccable records of the work carried out. During the last 14 years the Ghost has needed little more than routine maintenance, though the owner has changed from beaded-edged to straight-sided tyres for practical purposes. Now, due to location restraints, he is no longer able to use the car as he would wish and so feels the time has come to pass it on to a fortunate new owner. Offered with current V5C and valid road tax, this magnificent Silver Ghost represents the ultimate in Edwardian motoring.

£400,000 - 500,000
€510,000 - 640,000





022

1973 PORSCHE 911 CARRERA RS TOURING COUPÉ

Registration no. YND 466L

Chassis no. 911 360 0936

Engine no. 6630929



'Nothing that is desirable comes easily or cheaply and the Carrera RS is no exception, but without question it is one of the great cars of the 1970s; the personification of GT motoring and race breeding.'
- *Motor Sport magazine*, February 1973.

Porsche revived the Carrera name for its top-of-the-range 911 in 1972/3. Designated Carrera RS (Rennsport), the newcomer was intended as a limited edition 'homologation special' to enable the factory to enter Group 4 competition in the Special GT class, with a minimum build requirement of 500. However, the demand for this fabulous car proved so great that the production run was later extended by another 1,300-or-so units, qualifying the RS to compete also in Group 3, which it would dominate. The Carrera RSR GT-category racer collected overall wins in the World Sportscar Championship at Daytona and the Targa Florio in 1973, defeating 3-litre prototypes from Ferrari, Matra and Mirage-Ford in the process, an outstanding achievement for a production-based car.

Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared wheelarches) for improved handling, while the 2.7-litre, fuel-injected, air-cooled, six-cylinder engine's 210bhp boosted top speed to around 150mph.

Not merely styling gimmicks, the Carrera's trademark 'duck's tail' spoiler and front air dam made a vital contribution to high-speed stability and represent Porsche's first serious experimentation with aerodynamic devices on a production car. Above all it was the reduction of weight that transformed performance. Lighter body materials and ruthless pruning of non-essentials brought the weight of the Carrera RS down to below 900kg, enabling it to devastate the competition on the racetracks of Europe and the USA.





Private customers wishing to purchase a Carrera RS could choose between two specifications. The Lightweight was intended for competition, whereas those who valued comfort could specify the Touring package (order number '472') which cost an extra DM 2,500 (£430) and offered the luxury of the 911S's trimmed and upholstered interior.

Delivered new in Germany in 1973, the car offered here, chassis number '0936', is a genuine Carrera RS Touring model retaining its original Type 911/83 engine. The Carrera was delivered finished in Grand Prix White with contrasting Viper Green graphics, and is one of 60 supplied new in this colour scheme. Its early history in Germany is not known.

In the early 1980s the car was imported into the USA by Miami dealer/broker David Mohlman and, in accordance with the then current requirements, went through a DoT and EPA conversion. Mr Mohlman then sold the Porsche to one Dolores Lazzarin of Coral Gables, Florida.

Its next owner, accountant John F Kelly of Fort Lauderdale, Florida, purchased the Carrera from Ms Lazzarin and kept it for approximately the next 30 years before selling the car to a friend, Porsche restorer Phil Bagley, in May 2014 (see Mr Kelly's letter on file). During Mr Kelly's ownership the Porsche was maintained by Butch Stokes of Fort Lauderdale, who rebuilt the engine and gearbox around 1,000 miles ago. Mr Bagley handled the sale to the current owner.

Since its arrival in the UK, the car has been serviced by Pace Products of Haverhill, Suffolk, whose bill for £2,617 is on file, and we are advised that further cosmetic works are being carried out to the tune of £10,000 (bill to follow). Described as in generally very good condition, this highly desirable and rare Carrera RS Touring is offered with the aforementioned bills, owner's manual, current MoT/tax and V5C registration document.

£550,000 - 650,000

€700,000 - 830,000



023

***The Ex-works Vic Elford/Richard Attwood, Ex-Martini International Team
Dr Helmut Marko/Rudi Lins, Gerard Larrousse 3rd place overall and
winning sports-prototype at Le Mans***

1969-70 PORSCHE 908.02 'FLUNDER' LANGHECK

GROUP 6 RACING SPORTS-PROTOTYPE

Chassis no. 908.02-005





1
Porsche 908.02-005 hurtling down into the Esses at Le Mans, with Rudi Lins having just lapped the Guy Ligier/Jean-Claude Andruet Ligier JS1 (50) and Julien Vernaeve/Yves Deprez Chevron-Mazda B16 (48) with the Derek Bell/Ronnie Peterson works Ferrari 512S (7) in hot pursuit.

Amongst all the long litany of pure-bred competition Porsches manufactured and campaigned at premier-level throughout the 1950s and '60s into the 1970s, the lean, lightweight, handsome and sophisticated 3-litre flat-8 engined *Typ* 908 cars have very special significance. They are the design that first elevated Porsche from being consistent class winners in FIA World Championship of Makes endurance racing to becoming consistent challengers almost everywhere for outright victory and top title honours.

The Porsche 908 was introduced in 1968 as the next step in the progression of 2-litre 906 and 910, and 2.2-litre flat-8 907 series of models designed under daring and far-sighted Technical Director Ferdinand Piech. The FIA introduced a new 3-litre engine capacity limit for purebred Group 6 sports-prototype cars in the 1968 season, while allowing a 5-litre limit for initially 50-off Group 4 production run sports cars, soon reduced to 25.

Where the previous Porsche 907 Coupes used air-cooled 2.2-litre flat-8 engines developing around 270bhp, the replacement 908 Coupe model's new air-cooled 3-litre flat-8 engine produced initially a claimed 350bhp at 8,400 rpm. Although these were relatively lightweight engines, being traditionally air-cooled and with only 2 valves per cylinder, they could not match the outright power output of contemporary 3-litre Formula 1 engines, but then they were also tuned and developed to survive a minimum six hours or 1,000kms endurance racing on some of the world's toughest and roughest circuits, while requiring the reliability to survive 12 hours' racing at Sebring or a full 24 hours at Daytona and, of course, Le Mans.

Initially Porsche's 908s were configured as closed Coupes seeking maximum speed through low aerodynamic drag on fast circuits. A beautiful and effective long-tailed '*Langheck*' Coupe version was also developed for ultra high-speed at Le Mans, Spa and Monza, but for 1969 the works concentrated upon an ultra-lightweight, stark and spartan open-cockpit *Spyder* version, handsomely styled, fast enough and extremely nimble - the Porsche 908.02. The weight saving from Coupe to *Spyder* could be as much as 100 kg - some 220 lbs - but racing fortunes into 1969 proved variable. All three open-cockpit works 908.02s failed in the early-season Daytona 24-Hours, while at the Sebring 12-Hours 908.02 problems opened the way for a Ford GT40 victory.







With the initially 4.5-litre flat-12 Porsche 917 introduced at that year's Geneva Salon it seemed that 908-02s' days were numbered, but in the white heat of racing development, the 3-litre sports-prototypes simply clicked...

In the BOAC 1,000Kms race at Brands Hatch in England the works 908.02s finished 1-2-3 in defeating the new works Ferrari 312P V12. Further Porsche 908.02 victories followed in the Targa Florio, the Spa 1,000Kms and in the ADAC 1,000Kms at the Nurburgring where an overwhelming 1-2-3-4-5 flotilla finish by the Porsches demolished all opposition.

While the big 917 Coupe endured lengthy teething troubles, the open-cockpit 908.02s such as (in its original works team form) this fine example offered here, secured for Porsche the 1969 World Championship of Makes. At Le Mans the closest-yet finish to the 24-Hour Grand Prix d'Endurance had seen Gerard Larrousse in a 908 'Longtail' Coupe narrowly beaten to the finish by Jacky Ickx's Gulf-JW Ford GT40. The winning, or from Porsche point of view 'losing', margin between 908 Coupe and GT40 was barely 120 metres.

But in time for the Nurburgring 1,000Kms race that year, a new more aerodynamically-bodied version of the 908.02 Spyder had been introduced, known as the 'Flounder' or 'Sole' (as in species of flat fish).

The new variant's re-profiled body paneling, moulded in ultra-light and thin glassfibre, had a cleaner nose line with smaller central oil-cooler air intake, waisted sills, a higher waistline, flattened wheel-arch humps and more tightly-enclosing rigid cockpit surround leaving only the tiniest regulation opening for the driver and above the notional passenger-seat space. For Le Mans with its ultra-fast 3-mile-long Mulsanne Straight a further development emerged in a Longtail or 'Spyder Langheck' variant. This proved so effective that it was nearly as fast in practice as the works team's three 'Longtail' Coupe cars. The star pairing of Jo Siffert/Brian Redman preferred this 'Longtail Flounder' for the 24-Hour race itself. To reduce this 908-02LH Spyder's sensitivity to side winds, two prominent tail fins were added to the new extended rear body section.

But while Siffert/Redman were out of luck at Le Mans that year, failing to finish, the 'Longtail Spyder' configuration would reappear there in 1970. And it reappeared in the form of the car now offered here, chassis '908.02-005'...



2



2

1969 Sebring 12-Hours, Florida, USA – Porsche 908.02-005 in its original works-entered *Spyder* form, co-driven by Vic Elford/Richard Attwood to finish seventh.

3

The 1970 BOAC 1,000Kms race at Brands Hatch, England, was riven by rain – here Gerard Larrousse slithers the ‘Flunder’-bodied Martini-Porsche ‘005’ past the Chevron B8 of David Purley/Chris Skeaping at Druid’s Hill Hairpin en route with co-driver Gerhard Koch to sixth place.

4

Gerard Larrousse/Rudi Lins shared ‘005’ running in Langheck – long-tailed – form in the 1970 Monza 1,000Kms, finishing fifth in class.

5

And the same trio again in the 1970 ADAC 1,000Kms at the Nurburgring – sixth overall.

3



This particular Porsche 908.02 made its racing debut as an original-style open-cockpit works team *Spyder*, being allocated to the British driver pairing of Vic Elford and Richard Attwood for the Sebring 12-Hours classic in Florida on March 22, 1969. Running as car number '30' they finished seventh overall.

The car was then redeployed as the works team's training standby at the Targa Florio in Sicily, being used by Vic Elford as his 'T' car. It was then held in reserve at the Zuffenhausen factory until the Österreichring 1,000Kms on August 10, 1969. There we are advised that the car was loaned to the German *Blau und Geld* (BG) Racing Team to be co-driven by Hans-Dieter Dechent and Gerhard Koch. They failed to finish, but Dechent was building a strong relationship with enthusiastic sponsor Martini & Rossi – the aperitif manufacturer – and this would bear rich fruit in the coming season.

For 1970 in fact, Hans-Dieter Dechent was able to set-up the Martini International Racing Team with prominent brand livery on rebodied 908.02 'Flunder'-bodied *Spyders*, amongst which the team's lead car would be chassis '005' now offered here.

Contemporary records indicate that '005' was shared by Gerhard Koch, Richard Attwood and Gerard Larrousse in the 1970 Sebring 12-Hours on March 21 that year running as car number '46' and finishing 7th (for the second consecutive year).

In the Brands Hatch BOAC 1,000 race in England, Gerhard Koch/Gerard Larrousse finished sixth in '005', and in the Monza 1,000Kms the French former rally star Larrousse was re-teamed with Austrian Porsche specialist Rudi Lins. They finished 14th after a troubled run on this high-speed circuit. The very different demands of the Targa Florio around the 44-mile Sicilian Piccolo Madonie public-road course followed, Larrousse/Lins finishing 13th there.

For the Spa 1,000Kms in Belgium, this experienced pairing then did better, taking ninth place overall while at Nurburgring in Germany for the ADAC 1,000Kms they took a strong sixth place.





6

In the flooded chicane at Le Mans 1970 – Rudi Lins/Helmut Marko drove 908.02 *Langheck* '005' home to finish third overall.

7

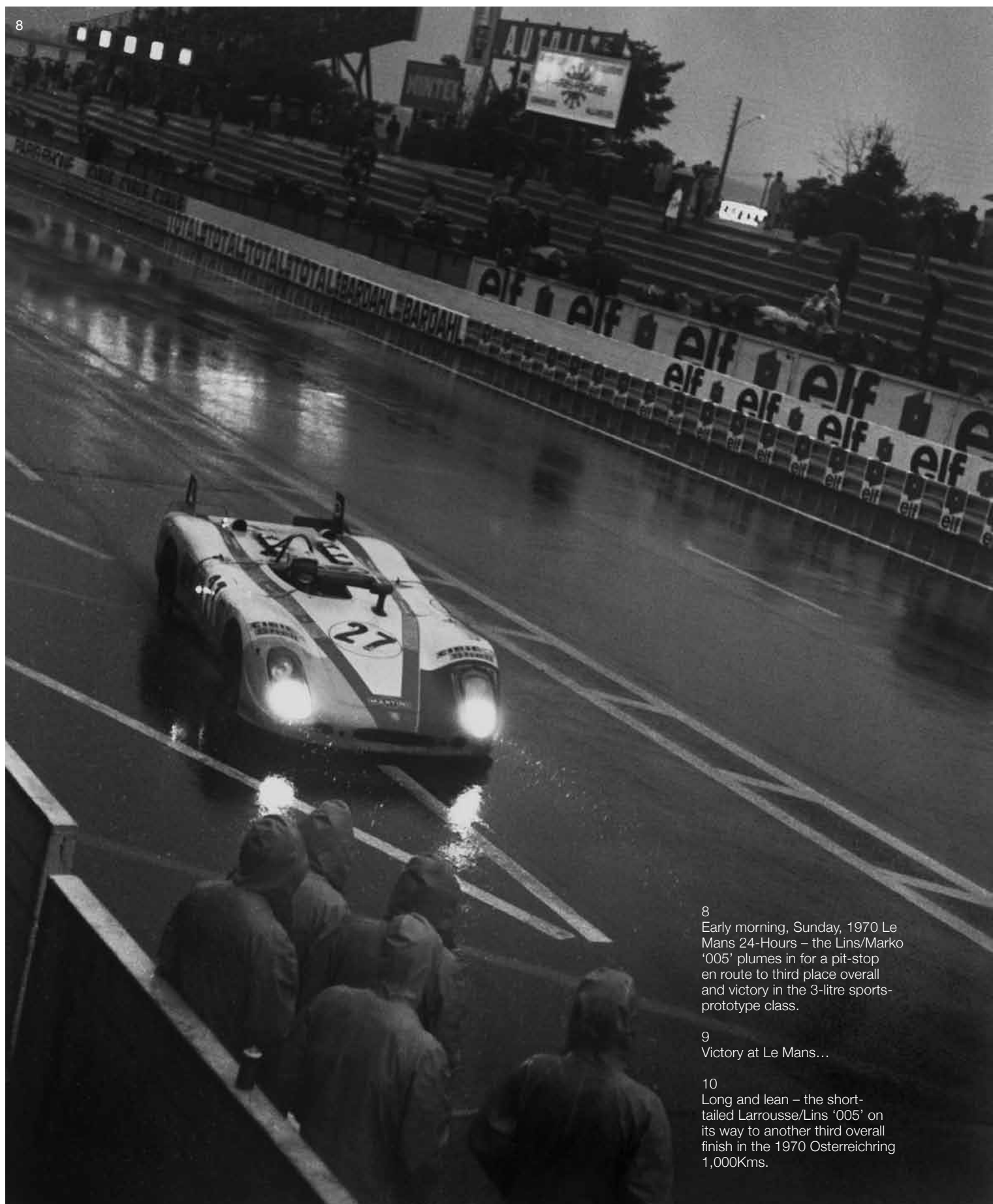
The tail-finned Porsche 908.02 *Langheck* '005' is hustled into Mulsanne Corner by Henri Pescarolo's Matra MS660 and the Kelleners/Loos Ferrari 512S.



Long-tail ('*Langheck*') bodywork was then adopted for the biggest sports car race of any year, the Le Mans 24-Hour *Grand Prix d'Endurance*. It was there that promising new Austrian driver Dr Helmut Marko was recruited by Dechent to co-drive with Rudi Lins, and the pairing performed brilliantly – as did chassis '005' offered here – to come home after the day-long grind in third place overall, thereby completing the Porsche marque's historic – and trend-setting – 1-2-3 whitewash race result. The Porsche Salzburg team's 4.5-litre 917 Coupe co-driven by Hans Herrmann/Richard Attwood won the long race to provide Porsche with its first-ever outright Le Mans win, while Martini International's Porsche 917 '*Langheck*' Coupe shared by Gerard Larrousse/Willy Kauhsen finished second, ahead of the team's '*Flunder*' *Langheck* as now offered here – chassis '005' – which in turn was the winner of the prestigious 3-litre sports-prototype category.

Subsequently, the Martini International team used '005' again in the Watkins Glen 6-Hour race in upstate New York on July 11, finishing seventh, and then back in Europe for the Osterreichring 1,000Kms on October 11, 1970, Larrousse/Lins drove '005' home into another World Championship level third-place finish.





8
Early morning, Sunday, 1970 Le Mans 24-Hours – the Lins/Marko '005' plumes in for a pit-stop en route to third place overall and victory in the 3-litre sports-prototype class.

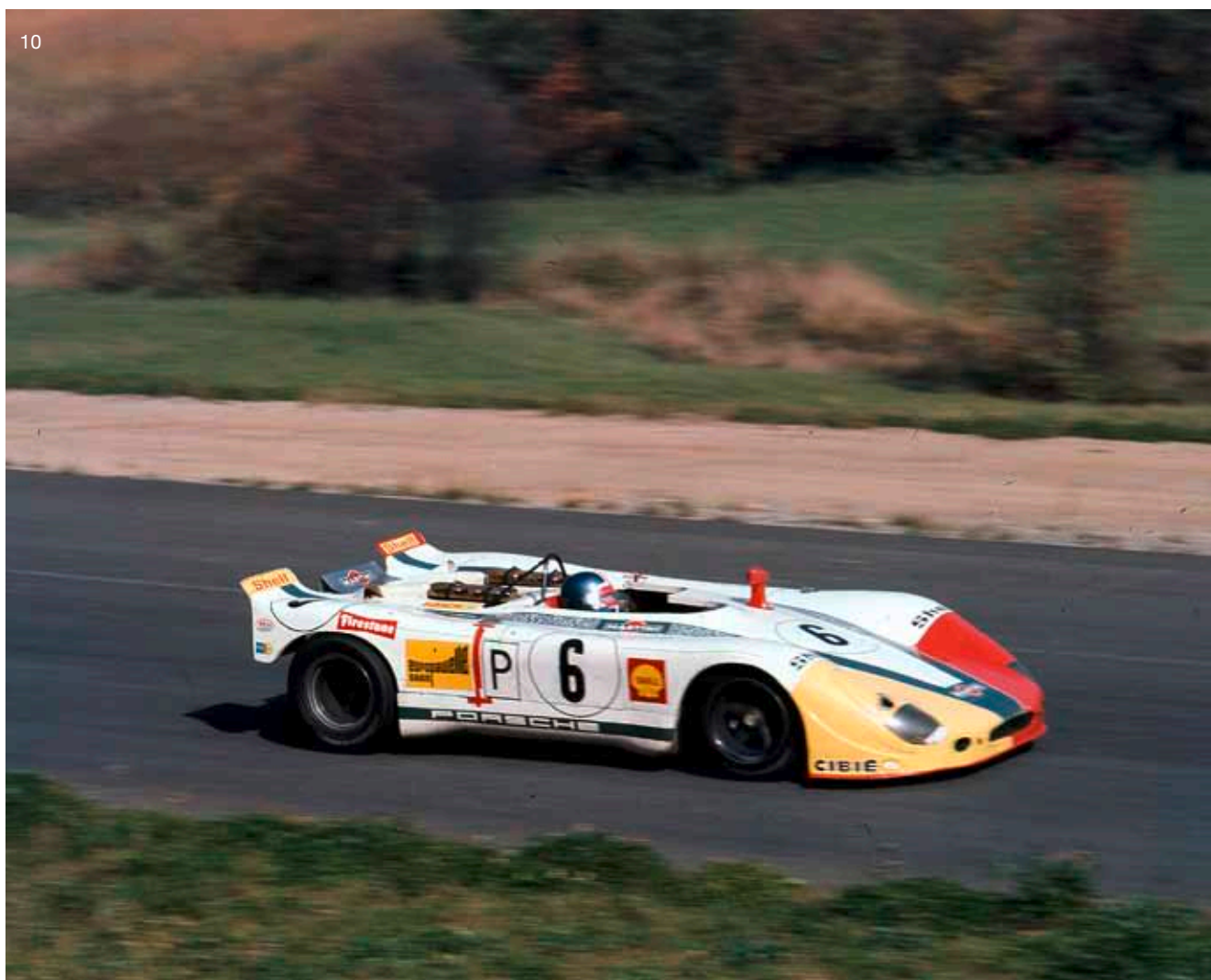
9
Victory at Le Mans...

10
Long and lean – the short-tailed Larrousse/Lins '005' on its way to another third overall finish in the 1970 Österreichring 1,000Kms.



At the outset of the 1971 World Championship season, this Porsche 908.02 was entered for German driver Hans-Dieter Weigel's Team Auto Usdau, and he co-drove with the local Argentinian star Eduardo Jose Capello in the Buenos Aires 1,000Kms on January 10. Their car retired with engine trouble after 54 of the scheduled 165 laps.

On April 4, 1971, chassis '005' then reappeared at World Championship level in the Brands Hatch 1,000Kms, entered by Hans-Dieter Weigel's Team Auto Usdau for himself and Swiss Porsche specialist Dieter Spoerry. After a troubled race they finished 10th overall although third in the 3-litre sports-prototype category. Fortunes declined for the car's last three World Championship appearances, in the 1,000Km races at Monza and Nurburgring and in its second Le Mans 24-Hour race, failing to finish each time as the car was crashed in Italy, but was classified 25th in Germany, before suffering gearbox failure at Le Mans. Co-drivers were Weigel/Spoerry at Monza and the Nurburgring while at Le Mans Claude Haldi both joined Weigel as co-driver and entered the car under his own name.



The full ownership provenance of this beautifully-presented, very rare and intensely desirable Porsche 908.02 'Flunder' is from Porsche AG, Stuttgart, in 1969 to Hans-Dieter Dechent's Martini International Racing Team in 1970-71, then to Weigel, perhaps on loan or hire. Around the time of Le Mans 1971 it then passed to Jo Siffert of Switzerland – the great Formula 1 and sports-car racing driver but also *garagist* and classic car collector – who hired it out to the Solar Productions film unit as a running 'prop' used during the filming of Steve McQueen's celebrated motor racing movie 'Le Mans'. It appeared in several scenes in its Martini International Racing Team livery, as presented today.

Following Jo Siffert's tragic death during the Brands Hatch Formula 1 World Championship Celebration race at the end of the 1971 racing season, '005' offered here passed into the ownership of Swiss collector Hans Grell who displayed it amongst some 120 others in his private museum. Another Swiss owner followed – Peter Monteverdi of Monteverdi car manufacturing and Formula 1 team ownership fame. From him '005' later passed to enthusiastic Historic racer, car collector and International watch dealer Ernst Schuster who appeared in it at Goodwood and in the Monterey Historics events. From Ernst Schuster it then passed to Porsche enthusiast collector Julio Palmaz in Napa, California, and from him to its most recent owner prior to the current vendor.

The car is presented in its 1970 Le Mans 'Flunder' Langheck form and it simply goes without saying that it is an outstanding classic-era Porsche with great history both ex-works and post-works. It has benefited from a wonderful restoration carried out by Porsche specialists Willison Werkstatt of West Palm Beach, Florida, during Ernst Schuster's ownership. We are advised that the car's nose section, floor, doors etc are all original from period, the only substantial new replacement section being the 'Langheck' tail itself. The engine has been rebuilt by renowned ex-works specialist Gustav Nietzsche, and the car itself has in recent times been included within the Le Mans display at the Porsche Museum, no less, in Stuttgart.

We recommend the closest possible consideration for this magnificent Porsche *Spyder* – it has already graced several of the world's best-regarded collections; a new home beckons...

Refer Department



11

The Martini International Racing Team's two
Porsche 908s in the Österreichring pits, 1970
1,000Kms – '005' to the fore!



024

One private owner, 29,000 kilometres from new

1985 FERRARI 288GTO BERLINETTA

Chassis no. ZFFPA16B000055633





The original, immortal 250GTO had been developed for the FIA GT Championship, duly taking the manufacturer's title for Ferrari in 1962, 1963 and 1964; clearly, any revival of the 'GTO' name could only be permitted for a very special car indeed. Enter the 288GTO. Like its illustrious forebear, the 288GTO (the initials stand for Gran Turismo Omologato) was conceived as a limited edition model, just 200 units being planned to meet the then-existing Group B homologation requirements for international sports car racing.

Styled by Pininfarina's Leonardo Fioravanti, creator of the awe inspiring Ferrari 365GTB/4 'Daytona', the 288GTO was based on the 308GTB (another Fioravanti creation) and made its public debut at the Geneva Salon in February 1984. Fioravanti later recalled Enzo Ferrari's original design brief. 'There was no specific instruction, just to produce a car based on the 308GTB that could be used for racing.'

Although superficially similar to the contemporary 308GTB Quattrovalvole, the 288GTO was radically different beneath the skin, mounting its V8 engine longitudinally rather than transversely, a change that necessitated a new chassis with a wheelbase extended from 234cm to 245.1cm. This new frame was constructed of steel tubes in the traditional manner while incorporating the latest in Formula 1-derived composite technology in the form of a Kevlar and Nomex bulkhead between the driver and engine. The alteration in engine layout had been made to accommodate twin IHI turbo-chargers and their associated Behr inter-coolers and plumbing; the adoption of forced induction requiring that the quad-cam, 32-valve V8 be downsized from 2,927cc to 2,855cc to comply with the regulations.

Ferrari's considerable experience gained from turbo-charging its Formula 1 engines was deployed in adapting the 308 unit, the latter in highly modified 288GTO form producing 400bhp at 7,000 rpm and a mighty 366lb/ft of torque at just 3,800 revs. Top speed was a staggering 189mph.







Its three rear-wing cooling slots deliberately recalling the earlier GTO, the 288 body likewise benefited from the adoption of F1 technology, being constructed of glassfibre and a mixture of the lightweight composite materials Kevlar and carbon fibre. Aerodynamically refined in the wind tunnel, the 288GTO sported flared wheelarches, larger front and rear spoilers, taller door mirrors and four additional driving lights in the front grille, these subtly altered looks combining elegance with muscularity in equal measure. Given its race-bred, state-of-the-art technology and drop-dead gorgeous looks, it is not surprising that the 288GTO appealed to Formula 1 drivers of the day, with Ferrari's Michele Alboreto and René Arnoux, and even McLaren's Nikki Lauda, numbered among its owners. In the event, the 288GTO never contested the races for which it had been conceived, as the FIA axed Group B, citing lack of manufacturer interest as the reason.

In total, approximately 270 cars are believed to have been built, every one of which was sold prior to the start of production in July 1984. Its UK price was £73,499 at a time when a Rolls-Royce Silver Shadow cost a comparatively trifling £59,468. Just a few years after production ceased early in 1986, the typical asking price had more than trebled, assuming you could find a 288GTO for sale. Today this worthy successor to the 250GTO remains one of the most desirable and sought-after Ferraris of recent times.

Chassis number '55633' was delivered new in Turin, Italy via Symbol Car SpA (Walter Bordes) to its first and only private owner, a resident of Milan and, later, Monaco, who is now aged 86. The original Warranty Card is on file together with service records that show servicing by Ferrari in 1985 and subsequently by a specialist in Milan (on two occasions) while in November 2013 the car was fully re-commissioned by Cavallari (Ferrari Monaco). It possesses a current UK MoT certificate and we are advised that Ferrari Classiche certification was applied or in March 2014 and is expected imminently. The car also comes with Monegasque Carte Grise, its original owner's handbook and all tools.

The 288GTO is one of the rarest of modern Ferrari road cars and examples are only infrequently offered for sale on the open market. Of the 270-or-so built, all are highly desirable but surely none more so than this unmolested, one owner and little used example.

£1,400,000 - 1,600,000

€1,800,000 - 2,000,000



025

The ex-Nigel Dawes, Left-hand drive

1951 JAGUAR XK120 COUPÉ

Registration no. XFO 208

Chassis no. 679132

Engine no. W3973-8



Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. It was immediately obvious that the slow-to-produce alloy bodywork would have to go, and the car was swiftly re-engineered in steel. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, the body was conceived as a coachbuilt aluminium structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

The car's heart was, of course, the fabulous XK engine, a 3.4-litre 'six' embodying the best of modern design, boasting twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was, and still is, a genuine 120mph car capable of sustained high-speed cruising.

Number '679132' is one of 2,484 left-hand drive fixed-head coupés constructed on the XK120 chassis. The car was purchased by master restorer Nigel Dawes and totally restored by him for his personal use, a process that took around five years in the 1990s and was completed to concours standards.

Nigel Dawes' specification for this car is mouth-watering. It includes a seam-welded chassis, and suspension up-rated with competition torsion bars and anti-roll bars, and Spax adjustable shock absorbers. In addition, there are disc brakes fitted to all four wheels (with four-pot callipers at the front) and the car also features rack-and-pinion steering and Borrani aluminium wire wheels. The engine is fitted with a C-type cylinder head, with unleaded conversion, and is said to produce 230bhp, which is delivered to the road via a four-speed all-synchromesh gearbox with overdrive.

Externally, the car has a louvered bonnet with leather retaining strap; a Monza-type quick-release fuel filler cap; lightweight aluminium bumpers, over-riders, door and boot handles; and high quality Perspex side and rear windows. Internally it boasts the finest cockpit imaginable, with D-Type speedometer and rev counter; oil pressure, oil temperature and water temperature gauges; dash-mounted aircraft air vents; and a floor-mounted aircraft fuel tank switch. For rallying there is a Smiths 8-day clock with stopwatch and trip; a Heuer Monte Carlo clock and stopwatch; and a Halda Speed Pilot. The ensemble is finished off with a four-spoke polished wood-rim steering wheel and drilled alloy control pedals. Finished in green with matching leather interior, this comprehensively improved XK120 coupé is offered with an old-style logbook, current MoT and V5C document.

£120,000 - 150,000
€150,000 - 190,000



026

**1959 FERRARI 250GT COUPÉ
COACHWORK BY PININFARINA**

Chassis no. 1427 GT

Engine no. 1427



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

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular carrozzeria among Maranello's customers, from now on Pinin Farina (later 'Pininfarina') would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallised in a new Ferrari 250GT road car that was first displayed publicly at the Geneva Salon in March 1956.



However, the Torinese carrozzeria was not yet in a position to cope with the increased workload, resulting in production being entrusted to Carrozzeria Boano after Pinin Farina had completed a handful of prototypes. True series production began with the arrival of Pininfarina's 'notchback' Coupé on the 250GT chassis, some 353 of which were built between 1958 and 1960 within the sequence '0841' to '2081'. However, the relatively small scale of production meant that cars could still be ordered with subtle variations according to customer choice, as well as enabling a handful of show cars and 'specials' to be constructed on the 250GT chassis.

A number of important developments occurred during 250GT production: the original 128C 3.0-litre engine being superseded by the twin-distributor 128D, which in turn was supplanted in 1960 by the outside-plug 128F engine which did away with its predecessor's Siamesed inlets in favour of six separate ports.

On the chassis side, four-wheel disc brakes arrived late in 1959 and a four-speeds-plus-overdrive gearbox the following year, the former at last providing the 250GT with stopping power to match its speed. More refined and practical than any previous road-going Ferrari, yet retaining the sporting heritage of its predecessors, the 250GT is a landmark model of immense historical significance.

This example, the 180th built, was supplied new to one Giulio Cerri, a resident of Bologna, Italy in August 1959 finished in Grigio Scuro (dark grey) with tan leather interior trim. In 1969 '1427 GT' was sold to Ms Devon W Dehyle of Rhode Island, USA and repainted red. For the next several years the car remained stored in the USA before it was found and purchased by the passionate Ferrari enthusiast, author and Harvard professor, Ruggero Santilli in October 1986. Dr Santilli immediately commenced a total 'ground upwards' restoration of the Ferrari and also wrote a well publicised article about the car. Once the restoration was complete, Dr Santilli wrote to Ferrari. Amazingly, Enzo himself responded with an autographed portrait and a letter explaining how thrilled he was at Ruggero's passion for the car, and duly inviting him to Italy for a personal tour of the factory. During Dr Santilli's ownership the car was repainted in the Swedish racing colours of yellow and blue.



Dr Santilli and his wife Carla owned the 250GT for a total of 26 years and during this period the car was maintained regardless of expense, featuring in no fewer than 20 of the finest and most highly regarded concours events in the USA, including the Palm Beach Cavallino Classic, winning numerous awards. The engine was totally rebuilt in recent years and has done limited mileage since. More recently the car has returned to Europe and today is presented in Grigio Conchiglia (shell grey) with contrasting darker Grigio roof. Very fresh, the interior is trimmed in a beautiful shade of tan, close to the original, with grey piping. During this past year the car has received a major service by marque specialists in the UK, this included a full fluid change, a full brake service, a coolant service, new exhaust gaskets and a specialist overhaul of all four period correct Houdaille shock absorbers.

The car is accompanied by a US title deed, a current MoT certificate, a wonderful history file and a huge collection of concours trophies.

Benefiting from long- term enthusiast ownership and possessing a fascinating history, '1427' represents a wonderful opportunity to acquire an example of this landmark, yet undervalued, Ferrari GT that helped cement Maranello's continuing relationship with Carrozzeria Pininfarina.

£310,000 - 360,000

€370,000 - 430,000



027

4,846 miles from new

2000 ASTON MARTIN VANTAGE LE MANS V600 COUPÉ

Registration no. V600 LMS

Chassis no. SCFDAM2S1XBR70265

Engine no. 59070265MLM



In March 1999, Aston Martin announced that 40 special versions of the Vantage - the Vantage Le Mans - would be built to celebrate the factory's famous victory at the Le Mans 24-Hour Race in 1959 when Roy Salvadori and Carroll Shelby took the chequered flag first in 'DBR1/2'.

The basis of what was at that time the fastest Aston Martin ever was the standard Vantage. Although at a glance outwardly similar to the latter, the Le Mans could be distinguished by its front wing side vents - recalling those of the DBR1 racer - ducted bonnet, 'nostril' front grille and improved high-downforce air dam, while at the rear the spoiler was revised to incorporate the high-intensity and reversing lights. The Le Mans received unique five-spoke magnesium alloy wheels while beneath the skin its chassis boasted the kind of extensive upgrading, in the form of the 'Driving Dynamics' package, required to cope with the massive increase in performance that the Vantage gained over its Virage progenitor.

For the Vantage, Aston Martin engineers developed a blown version of the proven 5,340cc V8 engine, twin mechanically driven Eaton superchargers being preferred to turbo-chargers on the grounds of superior throttle response. Quite apart from its stupendous maximum output of 550bhp, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that makes even the mighty Chrysler Viper V10's 450lb/ft seem puny by way of comparison. And for those who found 550bhp insufficient there was the Works Service-developed 'V600' enhancement that brought with it an additional 50 horsepower together with upgrades to the wheels, suspension and brakes.

Announced at the British Motor Show at the NEC, Birmingham in 1998, the V600 package added £43,000 to the price of the standard Vantage.





Autocar summed up the Vantage as, 'a real Aston Martin; a big, very beautiful, very fast, albeit expensive GT with so much appeal and purpose behind it that it is more an experience than it is mere transport.' On the road its potential performance was equally staggering: 0-100km/h (62mph) being achievable in 3.9 seconds and a top speed in excess of 320km/h (200mph) possible. The Le Mans interior too was specially reconfigured in the sporting idiom, boasting perforated, competition-style pedals, an oversize tachometer, aluminium gear lever knob, 'button' starter and brushed metal panelling instead of the traditional wood veneers, while the Wilton carpeting featured embossed 'Aston Martin' emblems.

This limited edition Vantage Le Mans - number '37' of the 40 made - was delivered new with the factory's V600 package installed together with the five-speed close-ratio transmission, Supersports exhaust, traction control and an upgraded hi-fi system. Its first owner kept the Aston under cover in a dehumidified garage, had it valeted every six months and trucked to JCT 600 (its original supplier) for annual servicing.

The current (second) owner purchased the car in June 2012, at which time it was registered 'V8 VAN'. Since then the Vantage has been back to the Newport Pagnell factory for a complete engine rebuild; a full interior re-trim in black-piped Magnolia hide; rectification of lower panel corrosion; refurbishment of the wheels; and a host of other significant works (see detailed bills on file).

Finished in Bowland Black and described as in 'Grade A' condition, the car is offered with all service invoices, current MoT/tax, V5C registration document, Trafficmaster Trackstar certificate and the aforementioned bills from Aston Martin Works. The most appropriate registration mark 'V600 LMS' is included in the sale.

£250,000 - 300,000

€320,000 - 380,000



028

The ex-Michael Schumacher, Nelson Piquet, Martin Brundle
**1991-1992 BENETTON-FORD B191/191B FORMULA 1
RACING SINGLE-SEATER**

Chassis no. B191B-06



Here we are delighted to offer this running-order, on-the-button, impeccably well-presented example of a modern-era 3.5-litre Formula 1 Benetton-Ford dating from the 1991-92 World Championship racing seasons. This individual car provided landmark performances in the careers of three great drivers who campaigned it then...

Three-times Formula 1 World Champion Driver Nelson Piquet completed his last Grand Prix race in it, in the Australian round on the beautiful Adelaide street and parkland circuit at the end of the 1991 season. Present-day Formula 1 TV commentator and highly-respected pundit Martin Brundle drove this self-same car upon his Benetton team debut in the 1992 South African GP, and the great seven-times Formula 1 World Champion Driver Michael Schumacher scored the very first 'podium' finish of his glittering pinnacle-level career using this car, in the 1992 Mexican Grand Prix at Mexico City.

The Benetton Formula 1 team's B191-Ford design for 1991 was master-minded by John Barnard – regarded very much in period with the same kind of admiration more recently accorded to Adrian Newey of Williams, McLaren and Red Bull Racing fame. The Benetton Formula organization consolidated its position as Ford's works partner team during 1991, when their effectiveness suffered from the performance deficit of its contemporary Pirelli tyres. Exclusively to facilitate its installation within the B191 design, the Series V Ford HB V8 engine was fitted with specially-designed cam covers using a series of lugs on the leading edge which, in conjunction with four corresponding lugs of the cylinder block base, allowed it to be rigidly bolted to the back of the monocoque fuselage.

Chassis 'B191-06' offered here in its updated 1992 'B'-specification form, actually made its racing debut in the 1991 Hungarian Grand Prix at the Hungaroring outside Budapest on August 11 that year. Nelson Piquet drove the car, qualifying 11th out of 34 entries on the starting grid but being forced out of the race due to gearbox failure.

Nelson Piquet drove chassis '06' again in the Portuguese Grand Prix at Estoril on September 22, again having qualified 11th fastest but this time he finished fifth to score World Championship points.

The Spanish Grand Prix followed on September 29 at Barcelona, Nelson Piquet qualifying 10th but finishing 11th after another troubled race. Fortunes then improved for him in the Japanese Grand Prix at the mighty Suzuka on October 20, qualifying '06' 10th and finishing the grueling race in seventh place.

The Australian Grand Prix at Adelaide on November 3 was to witness Nelson Piquet's swansong Formula 1 appearance. The race was shortened by torrential rain, but Piquet's celebrated wet-weather driving skills surfaced as he was classified fourth after the race had been red-flagged to a halt – earning half points for its well-placed participants.





1
The first of many, 1992 Mexican GP, Schumacher learns how to douse fellow drivers in champagne, this time the Williams duo of Mansell and Patrese.
© LAT Photographic

2
1992 Mexican Grand Prix, Schumacher on his way to a fine 3rd place in chassis '06
© LAT Photographic



The Benetton team retained its B191 cars updated into B191B specification for the early 'fly-away' races of the following season, the Ford HB engine having been developed from 1991 Series V specification into pneumatic-valve Series VI form. On March 1, 1992, chassis 'B191B-06' offered here was entrusted to new team driver Martin Brundle for the South African GP at Kyalami. After qualifying the car eighth on the starting grid the Englishman was forced to retire on race day following clutch failure.

On March 22, 1992, chassis '06' was then allocated to the fast-developing young German star driver, Michael Schumacher...

He promptly qualified third fastest of the 30 entries and tore round to score his first-ever Formula 1 'podium' finish, with third place. The car today is liveried in the same specification to this historic race. He then followed up that performance in this now beautifully presented Benetton-Ford by qualifying fifth fastest in it for the Brazilian Grand Prix at Interlagos, and again finishing third for the second top-three finish of his now legendary Formula 1 career. The car was then retired from active service.

This Benetton B191B is powered by the 72-degree Ford HB V8, bore and stroke dimensions 95.0mm x 61.6mm, cubic capacity 3,494cc. With a compression ratio of 12.0:1 the engine revved to an ear-splitting 13,800rpm and developed a rated 730bhp. This power unit drove through a Benetton-made six-speed gearbox. The moulded carbon-composite construction monocoque chassis weighs just 38kg – 83.7lbs – and carries pushrod-actuated all independent suspension, front and rear. Wheelbase length is 2,880mm – front track width 1818mm and rear track width 1720mm. Fuel tank capacity within the fuselage is 204 litres.

Here we are delighted to be able to offer this running-order Formula 1 car which starred in landmark performances not by just one World Champion Driver, but by two – one of them Nelson Piquet, the other the great Michael Schumacher – outstanding Grand Prix racing stars who share between them no fewer than an incredible ten Formula 1 World Championship titles...

It was also campaigned by Martin Brundle, today one of the best known of Formula 1 media stars. And, for the true devotees of Formula 1 design history through the 1980s and 1990s, this Benetton will be highly revered for being a John Barnard-designed machine.

The renowned British design engineer master-minded such innovative and hugely successful single-seater racing cars as the Indianapolis '500'-dominating Chaparral 2K, the pioneering carbon-composite construction McLaren MP4/1 and MP4/2-family of World Championship-winning machines, the 'paddle-change' Ferraris and these Benettons which so notably projected Michael Schumacher onto the world stage.

Of the Benetton-Ford B191/B191B-series John Barnard would recall: "When it first came out, everyone was jumping up and down about the nose... It was similar in concept to that of the Tyrrell 019 – very swept up at the front to improve the aerodynamics. However, I didn't think it needed the gull-wing arrangement used by Tyrrell, so we built a model and tested in the wind tunnel and it worked well. We had curved mounting pylons, which freed up the middle of the wing and made a more solid mounting point.



"The Benetton team were in a state of flux when I started with them, so I didn't want to do a car that was too way out because we had enough on our plates with everything else. That said, the chassis was interesting; for the most part it was conventionally moulded from the outside, but the front third was moulded from the inside, allowing us to mount things like the pedals directly onto the monocoque without complicated machining. We then bonded a thin aerodynamic skin to the outside.

"The gearbox was transversely mounted and we were going to have a paddle shift – but unfortunately we couldn't handle the software and electrics for it, so we went back to a normal gearshift. I think it was the last car I designed with a gearlever.

"The gears caused us quite a lot of problems at the start and I remember at Monaco in particular we had to roll up our sleeves and get to work massaging the ratios to make the changes smoother in time for the race.

"Nelson Piquet took first place in the Canadian Grand Prix of 1991 driving the B191, which was very pleasing. Every car I had designed up to that point had won in its first season – and Piquet maintained that record. I left the team at about that time, so I missed out on Michael Schumacher's arrival, though he did drive my car in the last five races of '91 and the first three of '92..."

It took a good car to replace the highly successful B191/B191B offered here, and Benetton's replacement B192 was designed by another Formula 1 star in the making – the team's new chief engineer, Ross Brawn...

This beautiful 3.5-litre V8-powered Formula 1 car is relatively uncomplicated and easy to run. Its current connoisseur collector has maintained the Benetton in fine fettle via his specialist race preparation company and we recommend it highly to a new owner/driver... With its multiple connections to ten Formula 1 World Championship titles and its significance within the Michael Schumacher story, it is an historic artifact of true stature.

£240,000 - 300,000

€310,000 - 380,000





029

**1954 ASTON MARTIN DB2/4 'MARK I' SPORTS SALOON
COACHWORK BY MULLINERS OF BIRMINGHAM**

Registration no. KMR 567

Chassis no. LML/631

Engine no. VB6E/50/1366



Testing the new DB2/4 in 1954, *Autocar* acknowledged that the Aston Martin had, 'been well known for very many years as a sports car of fine quality and high performance,' while characterising the Newport Pagnell manufacturer's latest offering as, 'an expensive car designed to cater for the connoisseur of sportscars who is not limited by financial considerations.'

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. The DB2 had been the first fruit of Aston Martin owner David Brown's 1947 acquisition of Lagonda, which made the latter's W O Bentley-designed, twin-overhead-camshaft, 2.6-litre six available for a new sports car. Introduced in May 1950, the DB2 owed much to the Claude Hill-designed DB1, using a shortened and modified version of the latter's chassis and identical suspension. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably out-performed its predecessor.

As well as the extra accommodation afforded by the DB2/4, 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 was produced before the arrival of the MkII in October 1955, by which time the 3.0-litre 'VB6J' engine had been standardised.

This DB2/4 was completed on 21st December 1953 and delivered via Brooklands of Bond Street on 8th January 1954. Registered 'KMR 567', the Aston was originally finished in Blue Haze with grey-piped blue trim, grey headlining and blue carpets. Its first registered keeper was one Michael L A Risley Pritchard of Little Charfield Farm, Melksham, Wiltshire. According to the build sheet (copy on file) the next owner was the H R Owen dealership, Berkeley Street, London W1 followed by WA Undery of Anchor Garage, Middlesex, while its fourth owner was one J Parker of High Street, Lewisham, London SW13. In 1959, at 36,000 miles, the car was back at Newport Pagnell for a repaint in Elusive Blue, having been maintained by the factory up to this time.



Other listed owners listed on the accompanying continuation logbook are Michael Francis of Mitcham, Surrey (1970), Henry Haeffner of Betchworth, Surrey (1972) and then to David Court of Derriford, Plymouth (1973). 'KMR 567' joined Mr Court's two other Astons and two Lagondas, and remained in his private collection for 20 years. When sold the car was requiring a complete restoration. Accompanying copies of old V5 documents then list ownership passing to Brian Grundy of Tonbridge in 1993 then Mr R A Cakebread of Sevenoaks in late 1994. Between 2009 and 2011, Mr Cakebread commenced restoration (bills on file) but this was not completed fully before the car passed to the current owner and eventual restorers Spellbound Cars of Farnham, Surrey.

On arrival at the vendor's premises, the Aston was stripped and assessed, and the decision was made to continue the restoration with the aim of producing one of the finest examples of the marque available today. All the aluminium body panels were repaired or, where necessary, re-manufactured by the vendor's own in-house team of bodywork specialists. On completion of this process the body was prepared for refinishing in Blue Haze metallic paint as per the factory build sheet.

All chrome trim was refurbished where necessary prior to re-chroming and refitting to the completed body, and a complete rewire carried out at the same time. The interior has been refurbished to the highest standard using Connolly Vaumol leather in the original colour specification of blue, piped in grey, with new grey cloth headlining and blue carpets. Once again this work was carried out by the vendor's own in-house team of craftsmen.

The full overhaul of the engine and gearbox was entrusted to recognised marque specialists Davron Engineering of Wiltshire, whose expert knowledge and experience of these particular units was deserved by a restoration of this quality. A photographic record of the above is available together with the aforementioned registration documents. 'KMR 567' was meticulously reassembled with the utmost attention to detail prior to final testing in preparation for display at this year's Goodwood Revival meeting, where the quality of the restoration was much admired.

£140,000 - 170,000

€180,000 - 220,000





030

1959 PORSCHE 356A 1600 SUPER CABRIOLET

Registration no. 412 YUR

Chassis no. 151727

Engine no. 68892



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. 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. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders including Drauz of Heilbronn, d'Ieteren of Brussels and, of course, Reutter.

By the time the 356B arrived in September 1959, the car had gained a one-piece rounded windscreen and 15"-diameter wheels, and the newcomer's introduction brought with it further styling revisions and an engine now standardised at 1,600cc.



A rare right-hand drive example, this highly sought-after Porsche 356 variant was invoiced in February 1959 to the Hamilton dealership in Melbourne, Australia. The car was delivered finished in the unusual colour of Meissen Blue, while other specified options included Koni dampers and Phoenix tyres. Around 1974, the Porsche was purchased by an owner who later commenced its restoration, which was finished in 1987.

Following the rebuild's completion, the car was driven and serviced regularly until its acquisition by the immediately preceding owners in the Netherlands, who decided return it to original specification, which included stripping the body back to bare metal and repainting it in the original colour. Related invoices totalling approximately €15,000 come with the car, detailing expenditure on new chrome, rubber and various other items. The car also comes with a V5C registration document.

The current vendor purchased the Porsche in October 2012, since when it has benefited from extensive remedial works, including a full engine rebuild, carried out by recognised marque specialists Maxted-Page & Prill of Halstead, Essex, as detailed on accompanying invoices totalling well over £23,000.

A different camshaft and a higher-compression piston set were incorporated during the engine rebuild, raising maximum power close to the 75bhp output of the 356 Super units. With its unusual but strikingly handsome Meissen Blue colour scheme, beige interior and matching soft-top, this beautiful Porsche makes a lasting impression and should provide the fortunate new owner with plenty of immensely enjoyable wind-in-the-hair motoring next summer.

£110,000 – 130,000

€140,000 - 170,000





031

The last remaining piece from the Strathallan Aircraft Collection

1939 MILES M14A HAWK TRAINER III (MAGISTER)

Registration no. G-AHUJ

Serial no. 1900







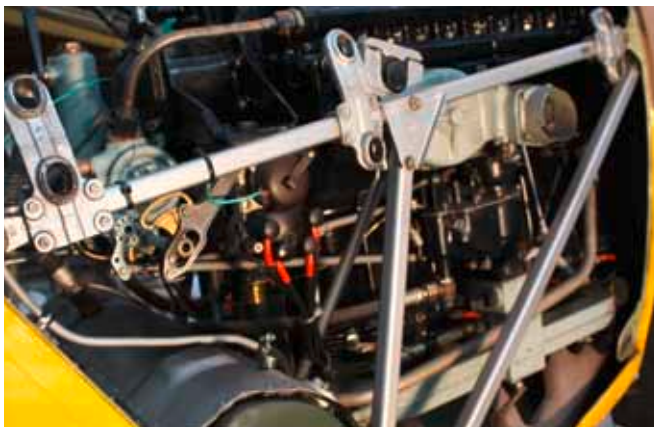
1

1
As discovered by Bonhams, October 2014

3
The Strathallan Air Show, c.1974

2
On display in the Strathallan Aircraft Collection, c.1976

4
The Magister on display at the RAF Leuchars Air Show, 1998



2



3



Once forming part of the world-renowned Strathallan Aircraft Collection, this Miles M14A trainer is the only exhibit to be retained by the proprietor, Sir William Roberts, following the Collection's dispersal in 1981. Sir 'Willie' Roberts, who died in November 2012, was a prominent figure in the history of aviation preservation. In the early 1970s he founded the Strathallan Collection of historic aircraft near Auchterarder, Scotland and was one of the first individuals to establish a privately run, working and flying collection of aircraft in the UK.

The 'Duxford' of its day, Strathallan was at its zenith in the 1970s. Restoration work was done on site and the museum was open to the public most weekends, offering visitors the opportunity to inspect the aircraft at close quarters and talk to the pilots and engineers. Roberts' collection was admired worldwide for its diversity, and the list of his aircraft is one that any collector or museum would be envious of today.

Roberts owned a de Havilland Mosquito restored to flying condition; a Canadian Avro Lancaster; a Hawker Hurricane, a pair of two-seater Supermarine Spitfires as well as a number of single-seater examples; a Fairey Battle, now in Belgium; a couple of Bristol Bolingbroke, one of which became the basis of the flying example at Duxford; the Lockheed Hudson now at the RAF Museum, Hendon; the Westland Lysander at the Shuttleworth Collection; Fairey Swordfish, Grumman Avenger, Avro Shackleton and de Havilland Comet on static display together with a host of other light aircraft, most of which are now scattered around the UK in various museums.

After many years of delighting the general public with flying displays and air shows, Roberts sold off his collection at auction in July 1981. Most of the light aircraft went to the Museum of Flight at East Fortune but many found new homes abroad, including the Mosquito and Lancaster. Roberts retained his love of aviation throughout his life and kept this Miles M14A, which is offered for sale by order of his executors.



The company that would become Miles Aircraft Ltd was formed in the 1930s by Charles Powis, Jack Phillips and engineer Frederick Miles, trading initially as Phillips & Powis Aircraft Ltd. Rolls-Royce bought a share of the firm in 1936 and aircraft were produced under the Miles name, though it was not until 1943, when Rolls-Royce sold its interests, that the company became Miles Aircraft Ltd. Affectionately known as the 'Maggie', the M14 Magister was a two-seater training aircraft widely used by the RAF and Fleet Air Arm during WW2.

It was a development of the civilian Hawk Major and Hawk Trainer, and being a low-wing monoplane was the ideal introduction to high-performance flying for pilots moving on to the Spitfire and Hurricane. Large numbers of the civilian Hawk versions were pressed into military service as well, and the design was also used by several foreign air forces. Many were adapted for civilian use after the war.

Introduced in 1937, the M14 featured an open cockpit and a plywood covered spruce airframe, and was powered by the de Havilland Gypsy Major I four-cylinder inline engine. The latter produced 130bhp, which was good enough for a top speed of 142mph at 1,000 feet. Cruise speed was 124mph, range 380 miles and service ceiling 18,000 feet. The M14/M14A was produced up to 1941, by which time some 1,200 had been built in the UK with a further 100 assembled in Turkey.

This example's ownership records begin in June 1946 when it was owned by Weston Aero Club Ltd of Weston-Super-Mare and from November of that same year by Home Counties Aero Club of Radlett Aerodrome, Hertfordshire. Its next owner was Loch Leven Aero Club followed by McDonald Aircraft Ltd, which acquired the M14A in March 1948. The next owner, Stewart Henderson of Burghmuir, kept the aircraft from April 1951 to June 1964 when ownership passed to James Russell of Aberdeen. Sir William Roberts acquired 'G-AHJ' in January 1976 (see UKCAA Certificate of Registration on file).



Fully restored while in Sir William's ownership (including an engine rebuild, believed in the early 1990s), the Miles was a regular flyer and was used for many of the Strathallan Collection's air shows. 'G-AHUJ' was last inspected in June 1996 (by Chris Turner Aviation, York) and the engineer's report is on file. Its permit to fly expired in 1999 and the aircraft has been hangar stored since then, retained by Sir William as a reminder of his once-great collection. The aircraft will require re-commissioning before further use, or would make an excellent static museum piece.

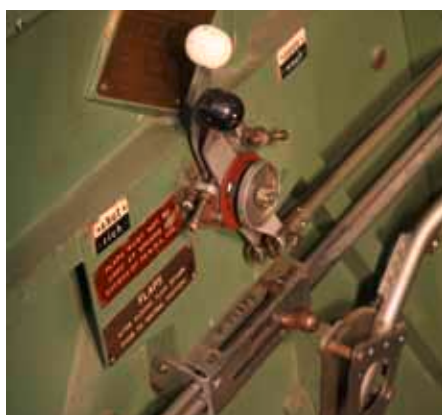
Despite the relatively large number produced, only 16 of this type are known to the Miles Register today, of which only a half dozen or so are airworthy, so 'G-AHUJ' represents a wonderful opportunity for the connoisseur of classic aircraft.

£60,000 - 90,000

€77,000 - 120,000



Forming a display at the 1981 Strathallan Air Show.
(image included in lot)



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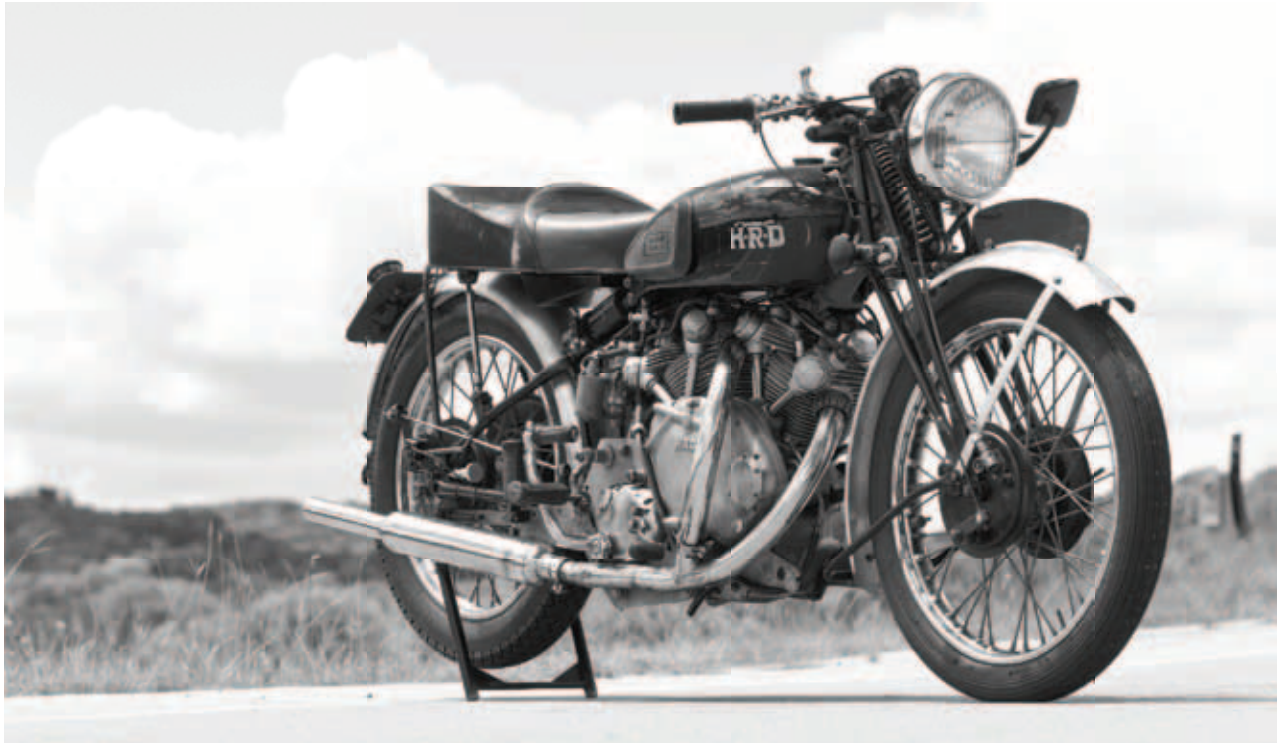
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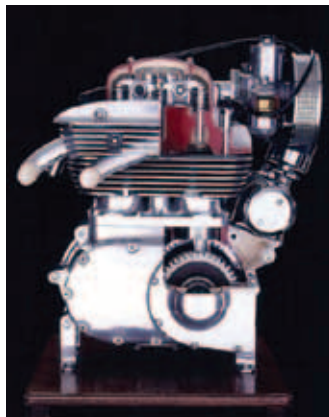
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IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting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

1. OUR ROLE

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

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

2. LOTS

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

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

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Condition Reports

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

The Seller’s responsibility to you

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

Bonhams’ responsibility to you

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

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

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

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

Bidding in person

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

Bidding by telephone

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, VAT7, 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*, it's fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms 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		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.		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> .
8.1	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):	9	THE SELLER'S LIABILITY	10.3	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.
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	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> .		
8.1.2	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;	9.2	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.	10.4	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 <i>c/o 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.
8.1.3	to retain possession of the <i>Lot</i> ;	9.3	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> ,		
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3.1	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> ;	10.5	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.
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;				
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	9.3.2	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;	10.6	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.
8.1.7	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;			10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
8.1.8	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;	9.3.3	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.	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
8.1.9	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			10.9	References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
8.1.10	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.	9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <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.	10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
8.2	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.	10	MISCELLANEOUS	10.11	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> .
				10.12	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.
8.3	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	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .		
		10.2	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		

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;	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> .
7.1.2	to retain possession of the <i>Lot</i> ;	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> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	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.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8.1.2	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.
7.1.5	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;	8.1.3	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> .
7.1.6	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10	OUR LIABILITY
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;	8.2	The discretion referred to in paragraph 8.1:	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> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.2.1	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	10.2	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:
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;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2.1	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
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;	9	FORGERIES		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 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 for Sale* the *Lot* corresponds.

"Description" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"Entry" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"Estimate" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus VAT if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

"Guarantee" the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

"Motoring Catalogue Fee" a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of *Commission* and VAT which would have been payable if the *Lot* had been sold at the *Notional Price*.

"Notional Fee" the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

"Notice to Bidders" the notice printed at the back or front of our *Catalogues*.

"Purchase Price" the aggregate of the *Hammer Price* and VAT on the *Hammer Price* (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) ☐

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.

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

Bonhams

Sale title: The Bond Street Sale	Sale date: 30 November 2014
Sale no. 21904	Sale venue: New Bond Street
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
General Bid Increments:	
£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (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: □□ / □□□□ - □□□□□□ - □□	Please tick if you have registered with us before <input type="checkbox"/>

Please note that all telephone calls are recorded.

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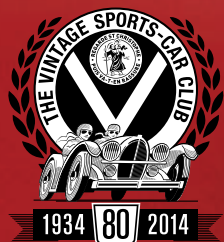
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MOTOR CAR INDEX

Lot No	Year	Model
7	1963	Abarth Simca 'Long-Nose World Champion' Coupé
17	1963	Aston Martin 4.7-Litre DB4 Vantage Series V to DB4 GT Specification
29	1954	Aston Martin DB2/4 'Mark I' Sports Saloon
2	1956	Aston Martin DB2/4 MkII Coupé
27	2000	Aston Martin Vantage Le Mans V600 Coupé
12	1938	Austin 12/4 Landaulet 'Flashlot' Taxicab
11	1955	Austin-Healey 100S Sports-Racing Two-Seater
28	1991-1992	Benetton-Ford B191/191B Formula 1 Racing Single-Seater
4	1929	Bentley 4½-Litre Tourer
10	1953	Bentley R-Type Continental 4½ -Litre Sports Saloon
14	1929	Brough Superior 986cc SS100 'Alpine Grand Sports'
26	1959	Ferrari 250GT Coupé
20	1964	Ferrari 330GT 2+2 'Series 1' Berlinetta
5	1965	Ferrari 275 GTB 'Long-Nose Alloy' Berlinetta
6	1969	Ferrari 365 GTB/4 Berlinette Competizione Conversion
3	1972	Ferrari Dino 246GT Coupé
24	1985	Ferrari 288GTO Berlinetta
8	1966	Fiat-Abarth 1000SP Tipo SE04 Racing Sports-Prototype
25	1951	Jaguar XK120 Coupé
18	1963	Jaguar Mk2 3.8-Litre Sports Saloon
1	1964	Jaguar E-Type 'Series 1' 3.8-Litre Roadster
16	1909	Mercedes Simplex 35hp Roi-des-Belges Tourer
31	1939	Miles M14A Hawk Trainer 3 Magister "G-AHUJ" R1914
30	1959	Porsche 356A 1600 Super Cabriolet
23	1969-1970	Porsche 908.02 'Flunder' Langheck Group 6 Racing Sports-Prototype
22	1973	Porsche 911 Carrera RS Touring Coupé
9	1988	Porsche 959 Komfort Coupé
21	1912	Rolls-Royce 40/50hp Silver Ghost Tourer
19	1934	Talbot AV105 'Alpine Racer'
15	1950	Vincent 998cc Black Shadow Series C







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