

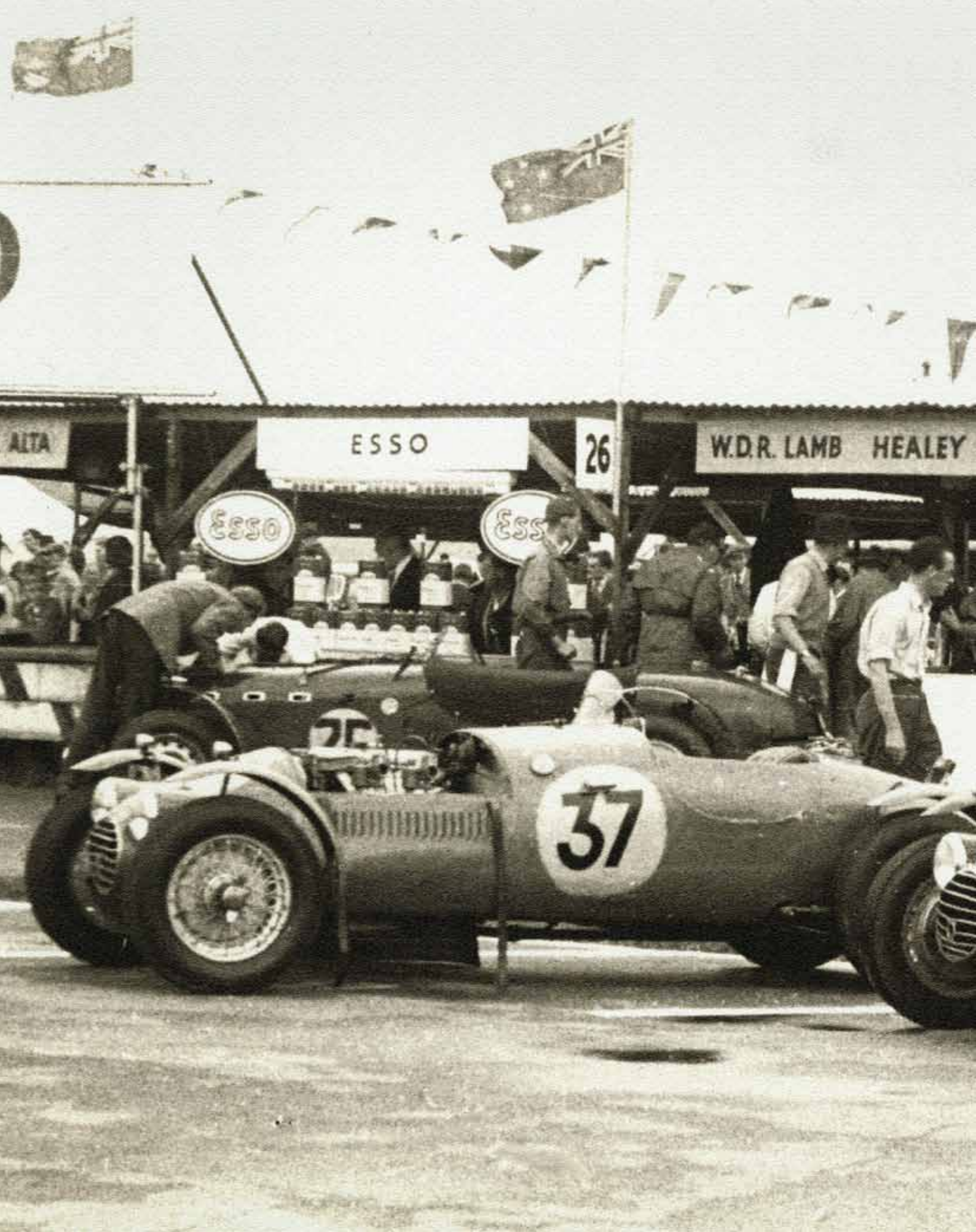
Important Sports, Competition
and Collectors' Motor Cars
Saturday 21 March, 2015
Goodwood Members' Meeting
Chichester, Sussex

GOODWOOD

MEMBERS' MEETING SALE



Bonhams





GOODWOOD

MEMBERS' MEETING SALE

Important Sports, Competition and Collectors' Motor Cars

Saturday 21 March 2015
Chichester, Sussex

VIEWING

Friday 20 March 9.00 - 17.00
Saturday 21 March from 9.00

SALE TIMES

Saturday 21 March
Motor Cars 14.00

SALE NUMBER

22718

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

ENQUIRIES ON VIEW AND SALE DAYS

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

IMPORTANT INFORMATION

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

CUSTOMER SERVICES

Monday to Friday 09:00 - 18:00
+44 (0) 20 7447 7447

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 026
Back cover: Lot 051

PLEASE NOTE

Admission to the sale by catalogue
only (admits two)

This catalogue does not admit the
holder to the Goodwood Members'
Meeting Motor circuit.

Bonhams 1793 Limited

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

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

Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling Global CEO,
Patrick Meade Global CEO,
Geoffrey Davies, Jonathan Horwich,
James Knight, Caroline Oliphant,
Hugh Watchorn.

Bonhams UK Ltd Directors

Colin Sheaf Chairman, Jonathan Baddeley,
Antony Bennett, Matthew Bradbury,
Lucinda Bredin, Harvey Cammell, Simon Cottle,
Andrew Currie, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Grant,
Richard Harvey, Robin Hereford, Asaph Hyman,
Charles Lanning, Sophie Law, Fergus Lyons,
Gordon McFarlan,

Andrew McKenzie, Simon Mitchell, Jeff Muse,
Mike Neill, Charlie O'Brien, Giles Peppiatt,
Peter Rees, 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.

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 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.

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.

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.

Worldwide Motoring contacts

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Buyers/Sellers Accounts UK

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+44 (0) 20 7447 7430 fax

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Administrator

Robert Burner
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robert.burner@bonhams.com

Buyers/Sellers Accounts US

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

Collections

Motor Cars

Vehicles must be collected from the sale venue by 12.00pm on Monday 23 March after which they will be uplifted to store by Polygon to their storage facility.

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).

Photography

Simon Clay
Tom Wood
SMA Photography
Neil Fraser

Directions to Goodwood

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

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

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

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

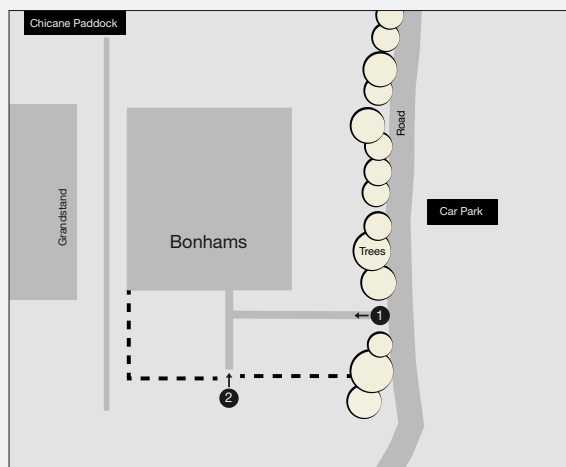
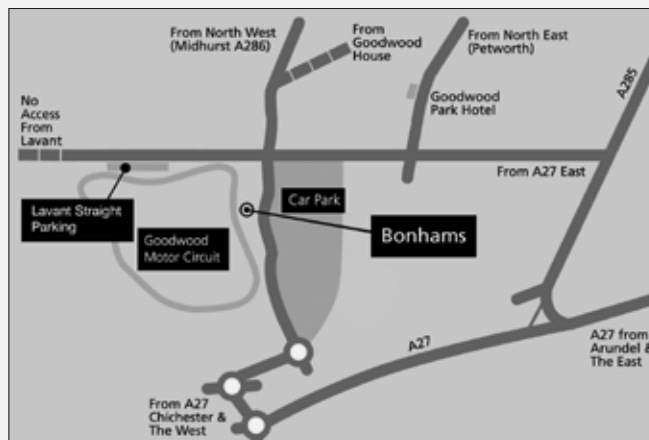
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

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

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

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

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



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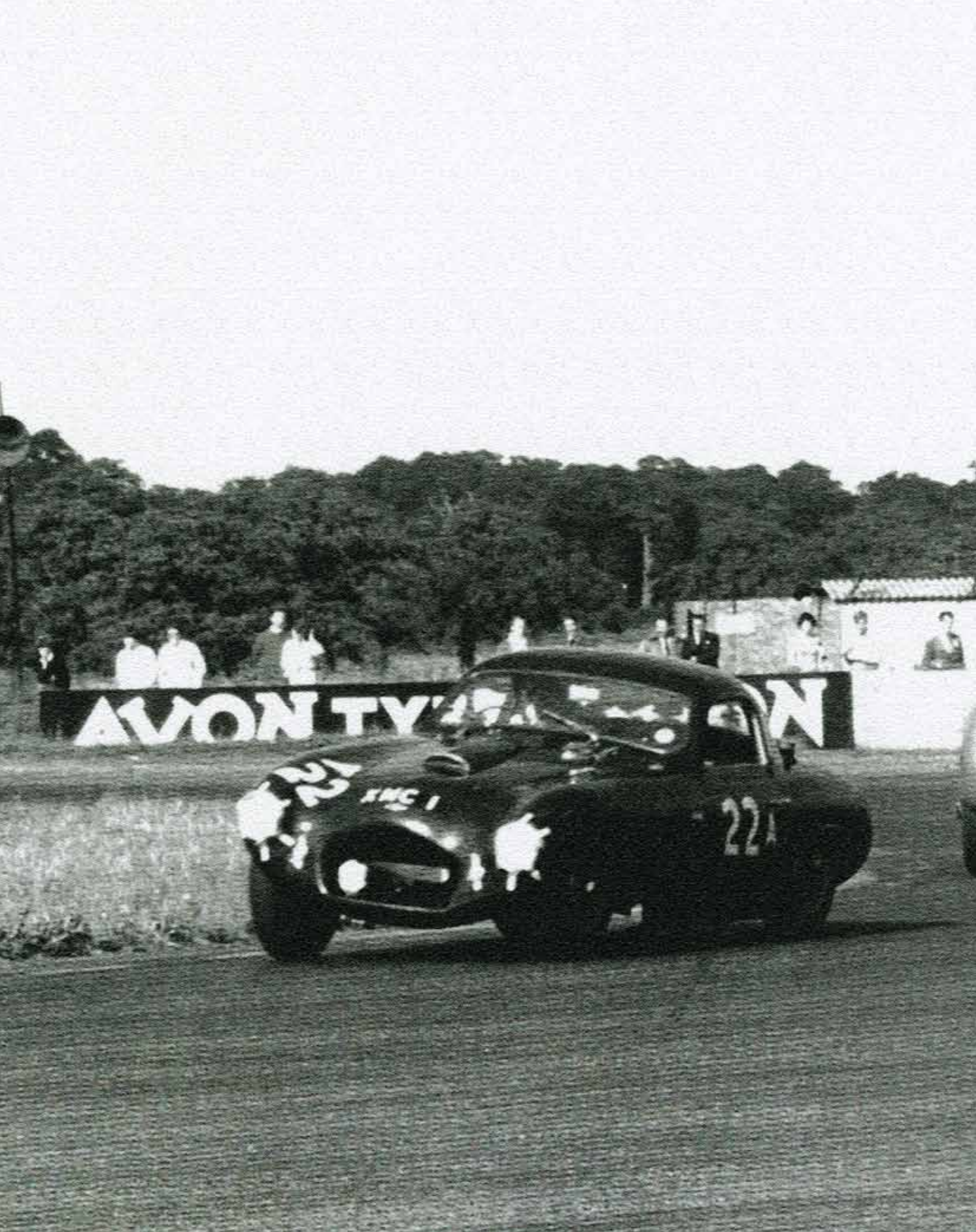
Please use this entrance if you don't have a ticket to the Members Meeting

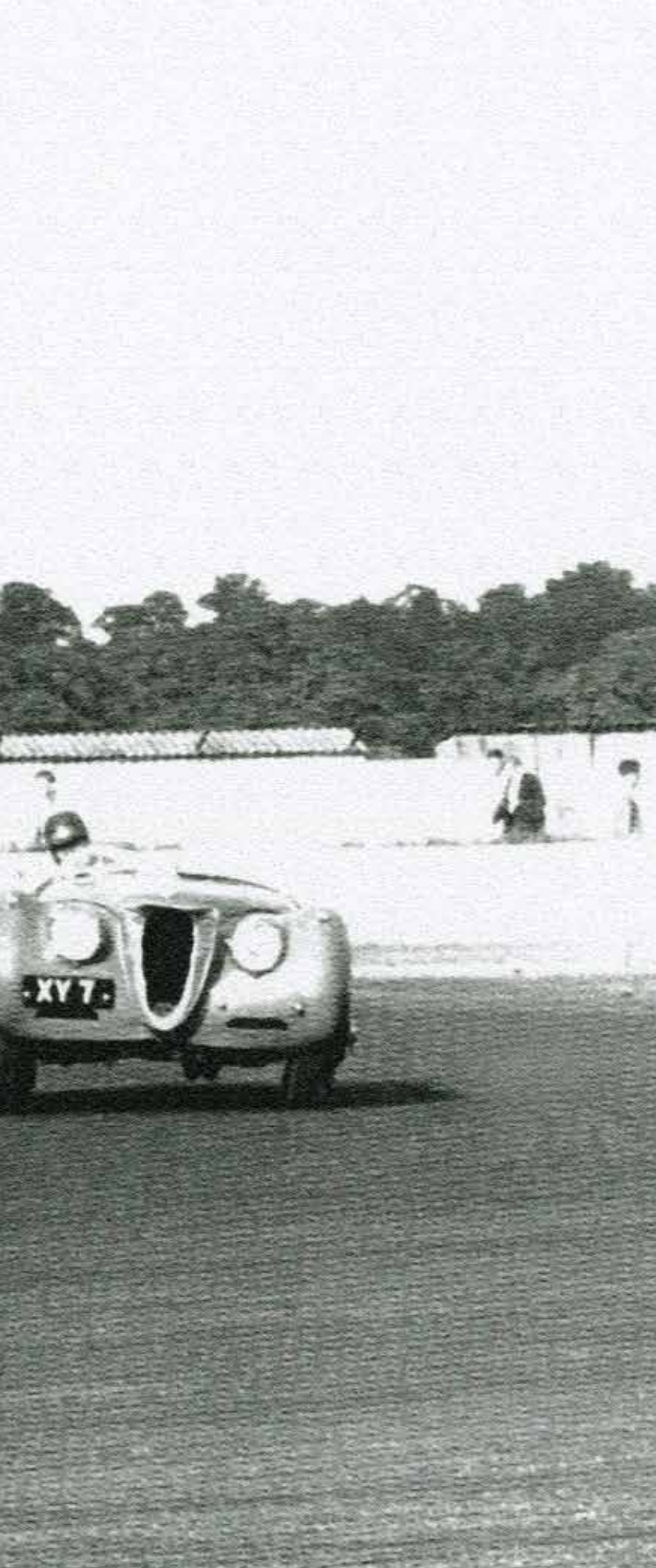
2

Access from/to the Members Meeting (ticket required)

Please note

Food and Drink will be available at the Bonhams Marquee





MOTOR CARS

Saturday 21 March 2015, 14:00

Images of each lot can be found at
www.bonhams.com/22718



001

Formerly the property of Mohammed Al-Fayed

1989 MINI ROSE 'LEOPARD' SALOON

Registration no. F845 PYV

Chassis no. SAXXL2S1020412804

Engine no. 99HD800109228

This car is a limited edition Mini Rose, 500 of which were made in 1989, previously forming part of the collection of Mohammed Al-Fayed. It was purchased by the current vendor from Barrow Green Court, the Al-Fayed's country estate, in August 2012. The extensive history file contains many headed service sheets from the workshops there. The two previous owners are Al-Fayed companies: Bocardo SA and Hyde Park Residence Ltd. The vendor's purchase invoice is from AIT Services, another Al-Fayed company. The Mini was painted in its leopard skin livery at the Barrow Green Court workshop in 1999 for one of Mr Al-Fayed's daughters. After that, she barely drove it, and it was stored and maintained as part of the Al-Fayed collection. The recorded mileage is a little over 59,000. The engine is an entirely standard 998cc unit. Today, the car runs on gloss black Cooper alloy wheels and has a Cooper tailpipe, while inside there is a rev counter and a cigarette lighter, both fitted during the Al-Fayed ownership. The 'skull' gear knob is believed to be a preference of Mr Al-Fayed's daughter. The interior is unmarked and retains its original radio/cassette player, which still operates. A small leather-rimmed Mountney steering wheel is fitted currently (original included in sale). In the vendor's ownership the Mini has been looked after by marque specialists Mini Motorsport Centre and Sussex Road & Race. Always kept under cover, the car runs on year-old Falken tyres and is said to start 'on the button' every time. It is under-sealed, and the body cavities have been treated with Waxoyl. At the car's first show, it won 'Most Bonkers Mini' and was the centre of attention on the Brighton Mini Club stand at the Mini London to Brighton Run in 2014. It has also appeared in 'Mini Magazine'. Offered with the aforementioned history file, sundry bills, MoT to 20th June 2015 and V5C registration document.

£3,000 - 4,000

€4,000 - 5,400

No Reserve



002

Property of a deceased's estate

1963 PORSCHE 356B SUPER 90 COUPÉ PROJECT

Registration no. 122 GWJ

Chassis no. 124333

Engine no. PO 800647

The 356B represents significant advances in driveability and comfort over earlier 356 models, and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness. A late T-6 twin-grille model, this Porsche 356B Super 90 was supplied new on 27th July 1963 by Hoffmanns of Sheffield Ltd to local resident Ms Pauline West, who kept it until September 1967. In January 1968 the car was sold by Sylvester Service Station in Sheffield to John Richard, from whom the now deceased owner purchased it in January 1971. '122 GWJ' was driven into the garage and parked by its late owner in 1973. The mileage recorded at the last MoT test in '73 was 87,080 and the current odometer reading is 91,588 miles. Originally ivory, the Porsche was re-sprayed at some time but the paint is now in poor condition, with micro blistering and peeling in places. Apart from rotten sills and rusted wheelarches, the body appears generally solid and the doors open and shut, as does the bonnet and boot. The front screen is cracked and the black vinyl interior is mouldy but complete and saveable, while all instruments are in place. The engine is seized but again all components are present. It should be noted that the brake shoes have been backed off completely from the finned aluminium drums for ease of movement. Sold strictly as viewed, the car comes with an old-style buff logbook, expired MoT (1973) and old insurance papers. A potentially most rewarding project for the Porsche enthusiast.

£10,000 - 15,000

€13,000 - 20,000

No Reserve

003

1972 VOLKSWAGEN 'BEETLE' 1300 SALOON

Registration no. MPF 790L

Chassis no. 1122799821

Engine no. AB591581

One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' lived down its origin as Hitler's 'people's car' to become an all-time best-seller and cult classic. The Beetle was continuously up-dated from the time post-war production commenced in 1945, acquiring subtly altered coachwork, improved running gear and larger engines. Development proceeded slowly to begin with, the first major change to the original design being made in 1953 when a larger, 1,192cc engine was introduced on the '1200' model. Export models were built to a higher specification, incorporating hydraulic brakes and synchromesh gears, but even as late as 1962 the standard saloon was being built with cable brakes and a non-synchromesh gearbox! Greater window area and revised, ball-jointed front suspension were among the most significant developments for 1965, and in the following year the standard, 34bhp 1200 model was joined by the new 1300 equipped with the more powerful 50bhp engine. By the time European production ceased in 1974, a staggering 21,000,000-plus Beetles of all types had been made. This Beetle 1300 was purchased at Bonhams & Brooks' sale at the RAF Museum, Hendon in April 2001 (Lot 470). At that time it was reported as totally original, having covered only 39,000 miles from new (the odometer reading when submitted for an MoT test in February 2015 was 39,052 miles). 'MPF 790L' formed part of the Haynes Motor Museum's collection for the ten-or-so years prior to 2001 and was described at that time as in immaculate condition throughout: never restored or repainted and finished in its original blue livery with dark blue interior. Sold strictly as viewed, the car is offered with a V5 registration document, MoT failure notice and bill. Items requiring attention include the lights, brakes and windscreen washer.

£2,000 - 3,000

£2,700 - 4,000

No Reserve



004 N

1970 FIAT 500 L GIANNINI TV

This FIAT 500 incorporates various performance enhancing products made by Giannini. Founded in 1920 by the Giannini brothers - Attilio and Domenico - as a garage, the company began tuning the little FIAT 500 Topolino in the 1930s and secured 12 world speed records with one of its modified cars. In the early 1960s the original company closed, the brothers going their separate ways to found new enterprises. Attilio's new design company lasted only until 1971 but that founded by Domenico - Giannini Automobili SpA - survives today as part of the FIAT Group. In 1963 Giannini Automobili began modifying cars and selling tuning kits. That same year it introduced its own modified version of the baby FIAT - the 500TV - and throughout the decade and into the 1970s Giannini-tuned cars battled with those of its rival Abarth on the racetracks of Europe. In 1966 Maurizio Zanetti became Italian Champion driving a Giannini-tuned FIAT 500. In more recent years Giannini has specialised in the production of limited-edition versions of FIAT production models. This attractive Giannini-modified FIAT 500 has formed part of an exclusive Italian collection in recent years and is finished in white with a contrasting dark red interior. Described by the vendor as in generally very good condition, with good body and paint, the car is offered with a copy of the Italian Estratto Cronologico recording the first two owners as residents of Tivoli near Rome. There are no documents with this Lot.

£8,000 - 12,000

€11,000 - 16,000

No Reserve





005 N
1944 WILLYS JEEP
 Registration no. 686 UXT
 Chassis no. MB341332
 Engine no. WOF 19065



Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype was up and running by 1940, meeting the Army's requirements apart from the engine, which was deemed insufficiently powerful. The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbour demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille.

Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use its relatively heavy but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

After extensive field testing, the Jeep's off-road capability was first publicly demonstrated early in 1941 when one was driven up the steps of the United States Capitol by Willys's test driver, Irving 'Red' Haussman. Produced by the million, the ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

Fully restored circa 2006, this Willys Jeep was purchased at Bonhams' Goodwood Revival Sale in September 2013 (Lot 201) and since then has been stored by Polygon. While at Polygon it has been regularly serviced and maintained, and remains in generally very good condition. There is a Military Vehicle Trust dating letter on file together with a couple of invoices, one of which is for the installation of a wiring loom to incorporate indicators and side lamps in the original housings, and to fit 6V halogen headlight bulbs, new reflectors and a new voltage regulator. Offered with recently expired MoT/tax (June 2014) and Swansea V5C, this would be ideal period transport for this year's Goodwood Revival meeting.

£12,000 - 15,000
€16,000 - 20,000



006 *

**Property of a deceased's estate; 17,500 miles from new
1968 JAGUAR E-TYPE 4.2-LITRE SERIES 2 ROADSTER**

Registration no. J 1186 (Jersey)

Chassis no. 1E17202

Engine no. 7E6428-9



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

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

This Series 2 roadster was manufactured in left-hand drive configuration and sold new via Woodie Neil Imports of Keystone, Indianapolis, USA to one Richard Delbaue of Indianapolis. The accompanying original stamped service booklet records his ownership and maintenance up to April 1970 when the recorded mileage total was a mere 8,000. There is then a gap in the car's history until its purchase by Nigel Jagger from Egypt Farm, Trinity, Jersey in June 1996. The lady vendor's deceased husband was purchased the E-Type in July 1998.

While in his ownership the car was maintained by Le Riche Automobiles in Jersey. There are bills on file totalling £4,800 for the period 1999 to 2006. Works carried out include machine polish; re-wiring; new tyres, fuel pump, brakes and ball joints; bleeding the clutch; and full servicing. Having covered only 17,500 miles from new, the car still presents very well, the paintwork showing a few minor marks but otherwise good. The interior is original and likewise presents well, while the hood lining has mould. The car was last in active use circa 2007 and should only require relatively gentle re-commissioning prior to returning to active use. It will be presented for MoT testing prior to sale and it is hoped that it will be running. The car is offered with Jersey registration document and its original handbook, service booklet, warranty card and supplementary information booklet.

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

£40,000 - 50,000

€54,000 - 67,000



007

**1961 AUSTIN MINI COMPETITION SALOON
TO 'COOPER S' SPECIFICATION**

Registration no. 126 BHO

Chassis no. AA2S7 94335

Originally a Mini 850, the Cooper S replica offered here has been built to comply with FIA Appendix 'K' regulations. The car's full mechanical specification is far too lengthy to list here but is available for inspection (highly recommended). Highlights include a seam-welded bodyshell; Roll Centre bolt-in roll cage; strengthened sub-frames; up-rated and adjustable dampers; rear anti-roll bar; twin-circuit brake master cylinder; Aeroquip brake lines; and new brake front callipers, discs, Carbon Metallic race pads and Cooper S rear drums.

The engine has been built by Tony Pattison, who has assembled race-winning engines for numerous historic competition cars. It incorporates a non-tappet chest, 1275cc pre-A-Plus block, as allowed by the Appendix K regulations, which is over-bored for a capacity of 1,293cc. A four-bolt centre main bearing cap is fitted together with an Arrow EN40 crankshaft, Arrow 'H'-beam con-rods and Omega forged pistons. Compression ratio is 12.5:1. The camshaft is a Kent 510 cross-drilled to 649 profile with Vernier timing chain set. The cylinder head is a 12G940 casting currently being prepared with Cooper S specification valves, and porting and combustion chambers to FIA specification. Twin 1.5" SU carburettors are mounted on a modified standard Cooper S manifold, while the complete race exhaust system is by Manifold.



The Jack Knight 'dog box' incorporates straight-cut drop gears, a 3.9:1 final drive and new Tran-X limited-slip differential. The remote gear change features a modified KAD quick-shift and reverse lock out mechanism. '126 BHO' rolls on 'Rose Petal' wheels shod with CR65 tyres, and comes with two spares.

The interior is equipped with a Tillit race seat and Willans seat belts, the former mounted on strengthened mounting plinths. Rear seat, door cards and roof lining are installed to give the correct period look, while the rear screen and side windows are Perspex. Switch panels are fitted to the steering column to allow easy reach. The wiring loom is a lightweight bespoke item with circuit breakers mounted in the original switch panel position. A plumbed-in Willans electrical fire extinguishing system is fitted also.

FIA HTP inspection was completed and passed in November 2014 (FIA HTP barcode decal now applied) and the car is described as in generally excellent condition.

£27,000 - 32,000

€36,000 - 43,000



008

**1956 MG MAGNETTE ZA SALOON COMPETITION
SALOON 'BUMBLE'**

Registration no. 532 BPH

Chassis no. KAA13/18452

One of relatively few survivors of its type, the car offered here is also one of the most famous of competition MG Magnettes. Nicknamed 'Bumble', it was built as a competition car in 1970-71 and raced prolifically by past Chevron Cars owner, Roger Andreason, and his wife Judy throughout the formative years of the pre-'57 Classic Sports Car Club Series. After many seasons racing in that category, Andreason turned to historic rallying, obtaining FIA papers for the MG in 1990 and using 'Bumble' to great effect on several consecutive Classic Marathons before finally parting with it. The car then passed to Frenchman Patrice Wattine, joining his magnificent collection of mainly British historic competition cars. 'Bumble' remained in rally configuration until its repatriation to the UK in early 2012.

With 'Bumble' being a perfect candidate for the prestigious HRDC 'Touring Greats' Series, a detailed programme of sympathetic renovation commenced. The entire drive train was rebuilt and up-rated to HRDC Class 'B' regulations, allowing the use of the larger and more powerful MGB engine (race-tuned), a close-ratio competition gearbox and a locked rear axle with up-rated half-shafts. Disc brakes, a permitted safety feature, were fitted to the front axle, while a stiff front anti-roll bar and rear Panhard rod set-up were installed also.

All safety equipment was replaced to FIA standard. The interior was re-trimmed by Darryl Davis at Moto-Build Racing to comply with Goodwood regulations and the car repainted in the famous MG 'Cream Cracker' livery favoured by Andreason, complete with 'Bumble' sign-writing.



Following a rigorous testing programme, overseen by ex-British F1 series champion Rupert Keegan, and a number of HRDC races under its belt, the revitalised 'Bumble' was finally ready for its ultimate test, the crowd-favourite St Mary's Trophy at Goodwood's fabulous Revival meeting, romping home 11th overall in the two-part race, a result that ensured an invitation to future Revival meetings.

In 2014, Bumble was once again invited to run at the Goodwood Revival, this time recording a creditable result of 16th overall despite the handicap of a down-on-power engine. In readiness for the 2015 HRDC season, the car has been fully overhauled by CS Racing in Bosham. A freshly engineered race engine by Classic & Modern Engine Services of Bracknell has been installed together with a new balanced clutch assembly. Custom-built telescopic shock absorbers have been fitted under the supervision of Chris Snowdon at CS Racing, and the car has been rolling-road tested to ensure that it is ready to race.

'Bumble' is UK registered and MoT'd, and comes with old-type FIA papers, FIVA Passbook and sundry restoration invoices. It is also registered for the 2015 HRDC 'Touring Greats' Series. As well as enjoying the added bonus of being road legal, this versatile competition car is also equipped with a Branz rally meter, thus affording the option of participation in historic road events. It is also well worth noting that MG ZA Magnettes have been accepted for the Mille Miglia retrospective.

£19,000 - 24,000

€26,000 - 32,000



009

Left-hand drive

1970 ALFA ROMEO GT 1300 JUNIOR Z COUPÉ
COACHWORK BY CARROZZERIA ZAGATO

Registration no. BOU 71H

Chassis no. AR1800525



The creator of some of Carrozzeria Zagato's most memorable designs of the post-WW2 period - arguably its most productive - was Ercole Spada. Spada introduced the Alfa Romeo Giulia TZ's sawn-off tail and was also responsible for the Alfa Romeo Giulietta and 2600 SZs and the Junior Z, the latter being one of the last models developed under the stewardship of company founder, Ugo Zagato.

Based on the mechanicals of the 105-Series Giulia saloon, the Junior Z was introduced for 1970 in '1300' form before being upgraded with the 1,570cc engine in 1972. Lighter than the production models from which it was derived, despite - unusually for a Zagato design - having steel body panels rather than aluminium, the Junior Z was compact, nimble, aerodynamically efficient and fast. The 1,290cc twin-cam four producing 89bhp at 6,000rpm, enough to propel the sleek Z to around 107mph. The 1300 continued in production until October 1972, by which time 1,108 had been produced, enough to enable homologation in FIA Appendix J Group 3, while a further 402 examples of the 1600 version were built up to 1975. All were left-hand drive.

First registered on 5th November 1970, this rare 1300 Junior Z is an older, correctly detailed restoration, the work having been carried out by an Italian specialist. The car is finished in its rare, original pale yellow livery, as was the prototype, and is equipped with the desirable, period alloy wheels. Since arriving in the UK it has been serviced and maintained by renowned Alfa Romeo specialist, Chris Snowdon, who has fitted a fully reconditioned 'short 5th' 1300 gearbox from Classic Alfa.

A rewarding driver's car, like all Alfa Romeos, this very pretty Zagato-bodied Junior offers sublime coachbuilt Italian style and is surely one of the very best examples currently available. Ready to enjoy, it is offered with current MoT/tax, V5C registration document and a history file containing its original Italian documentation.

£25,000 - 30,000
€34,000 - 40,000



010

1972 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. BMS 534K

Chassis no. 1S1342

Engine no. 7S5821SB

'The V12 E-Type was at its best as a long-distance, high-speed tourer. There were few cars which could match its top speed and 120/130mph cruising ability, even amongst the exotica from Italy, and none at all the silence and smoothness of its engine.' – Paul Skilleter, *The Jaguar E-Type*.

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version - the Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car.



Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This Series III roadster was acquired by the current vendor in April 2008 having had, according to the accompanying V5C document, four previous keepers. The current odometer reading is only 56,000 miles and we are advised that some 30,000 of them were covered in the first car's 18-24 months. Used sparingly since then, 'BMS 534K' is described as in generally very good condition, with the suspension having been recently renewed, and original apart from a stainless steel exhaust. The car is offered with all expired MoT certificates, the aforementioned V5C document and MoT to November 2015.

£35,000 - 45,000

€47,000 - 61,000

011 * N

Left-hand drive

**1954 ASTON MARTIN DB2/4 SPORTS SALOON PROJECT
COACHWORK BY MULLINERS OF BIRMINGHAM**

Chassis no. LML/524

Engine no. VB6E/50/1259



'The Aston Martin DB2/4 is an expensive car designed to cater for the connoisseur of sports cars who is not limited by financial considerations.' - *Autocar*, 2nd October 1953.

With the introduction of the '2+2' DB2/4 in October 1953, Aston Martin extended the DB2's appeal to the hitherto untapped yet increasingly important market comprised of 'sports car enthusiasts with a family'. By modifying the rear of the chassis and reducing the fuel tank capacity from 19 to 17 gallons, Aston's engineers liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space. The latter could be accessed via the 2/4's opening rear door, a pioneering example of the now commonplace 'hatchback' concept.

'This transformation gives the Aston Martin DB2/4 an unrivalled luggage-carrying capacity in a car which should be capable in favourable circumstances of achieving two miles a minute,' reported *The Motor*. 'The DB2/4 can truthfully claim to be the fastest car in the world capable of carrying two people with a month's luggage.'

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.

Bodies were supplied by Mulliners of Birmingham until the advent of the MkII version in October 1955, when Tickford - recently acquired by Aston Martin's owner, David Brown - took over.

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 3.0-litre (VB6J) 140bhp engine in 1954. The DB2/4's top speed was now 118mph with 60mph reachable in around 11 seconds, making it one of the fastest British-built cars of the day.

The left-hand drive DB2/4 we offer was supplied new in July 1954 via J S Inskip, the Aston Martin concessionaire in the USA, and first owned by one Joseph L Kugel of Harrison, New York. Its accompanying copy order form records that the car was originally finished in Sea Green with beige interior, and lists heavy duty 'shockers' and left-hand drive as the only non-standard equipment, while the only additional history recorded is the fitting of maroon leather sun visors in December 1955. The car's subsequent ownership history is not known. There is no registration document with this Lot, which is offered for restoration and sold strictly as viewed.

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

£70,000 - 80,000

€94,000 - 110,000



012

One of 35 right-hand drive examples,
1983 LAMBORGHINI JALPA P350 TARGA COUPÉ
COACHWORK BY CARROZZERIA BERTONE

Registration no. JOI 110

Chassis no. 8A9J00000DLA12068

Engine no. L353DLA12068



The aim of a smaller less-expensive model to complement its V12-engined cars was realised by Lamborghini in 1970 with the announcement of the Urraco. Intended to compete with rivals such as Ferrari's Dino 308 and Porsche's 911, the four-seater Urraco retained the Miura's basic mechanical layout, but in place of the former's transversely-mounted 4.0-litre V12 used a 2.5-litre V8.

A two-seater development, the Bertone-styled Silhouette, appeared in 1976 powered by the Urraco P300's four-cam, 3.0-litre V8. Intended as a 308GTB competitor, the Silhouette possessed excellent handling balance and was every bit as quick as its Ferrari rival in a straight line, but never achieved anything like the same volume of sales.

Notable as the first open Lamborghini, the Silhouette was produced for little more than a year, a mere 52 being made, and had gone by 1978. The Urraco followed a year later, and the concept of a smaller V8-engined Lamborghini was allowed to lapse until the arrival of the Jalpa in 1982. Based on the defunct Silhouette, the Jalpa was reworked by the great Giulio Alfieri, late of Maserati, who lengthened the engine's stroke for a capacity of 3,485cc. Maximum power increased to 255bhp, good enough to give the aerodynamic Jalpa a top speed of around 155mph.

There were a few styling changes - neater chin spoiler, subtly altered rear quarters, different wheels - while inside the interior's ergonomics were significantly improved. Otherwise the Jalpa remained much as its predecessor but would enjoy considerably greater success, remaining in production into the 1990s by which time 410 cars had been built.

One of only 35 completed in right-hand drive configuration, this particular Jalpa has belonged to the current owner for the last 20 years. The car was purchased from Lamborghini Club member Richard Kaznowski in 1995 having been imported originally by the UK concessionaire, Portman Lamborghini of George Street, London W1.

In 1994 this car was voted 'Most Original V8 Lamborghini' by the Lamborghini Club (trophy included in sale) and in addition has won several condition awards at Borders Vintage Automobile Club meetings held at Mellerstain House in the Scottish Borders. The Jalpa has also featured in *Classic & Sports Car* magazine while in the vendor's ownership.

Works carried out include repainting the front spoiler to remove the odd stone-chip; re-upholstering the seats following repairs to a seat frame; and replacing the original sodium-filled valves with solid items. The latter modification was undertaken by marque specialist Colin Clarke and the original valves have been retained as proof. Chassis number '12068' also has the highly desirable Silhouette wheels, which are wider than standard and shod with low-profile tyres. The original wheels and tyres are included in the sale.

'JOI 110' Currently displays a total of 65,469 kilometres (approximately 40,700 miles) on the odometer and is described as in generally good condition. The car has always been MoT'd by the same technician at Oakley Service Station, West Auckland, County Durham and comes with all certificates relating to the current and previous ownership plus all tax discs. Finished in red with cream leather interior, this good looking, rare and under rated Italian sports car is offered with the aforementioned documentation, sundry invoices, MoT to February 2016 and V5 registration document.

£35,000 - 45,000

€47,000 - 61,000

313
NO LOT



014

***Unique prototype originally owned by Lord Hanson;
21,294 miles from new***
1968 BENTLEY T-SERIES 'COUPÉ SPEZIALE'
COACHWORK BY PININFARINA

Registration no. BGC 225G

Chassis no. CBH 4033

Engine no. 4033

1

The 'Coupe Speciale' on display when part of the 'Imperial Palace Auto Collection', Las Vegas, 1990's.



In the between-the-wars decades, bespoke coachwork was the norm on high quality chassis, but after WW2 the motor industry's wholesale switchover to unitary construction of the chassis/body severely restricted the freedom of the few surviving coachbuilders to create unique bodies for wealthy clients. Rather, coachbuilders increasingly produced 'concept cars' for manufacturers but only rarely for individuals, some of which might eventually make it into production if favourably received.

In this context, this Pininfarina-styled T-Series Bentley is unquestionably one of the more interesting cars of its era. Known as the 'Coupé Speciale', it was the work of Paolo Martin, a gifted stylist who had started his career with Michelotti in 1960. He moved to Bertone in 1967 and the following year was appointed chief of Pininfarina's styling department where he would be responsible for innovative designs such as the Ferrari Dino Competizione and 512S Modulo, Alfa Romeo P33 and Lancia Beta Monte Carlo. There were, of course, precedents for such a car in the 'Cresta' fastback coupés styled by Pinin Farina (as it then was) in the late 1940s, approximately one dozen of which were built on the Mark VI chassis, three by Farina and nine by Facel-Métallon in France, and the unique Farina bodied Bentley R-type Continental in 1954.

The Coupé Speciale was commissioned by the wealthy British entrepreneur and motor car aficionado James E Hanson, later Lord Hanson, who first approached Sergio Pininfarina with his proposal in 1965. Interviewed by *Thoroughbred & Classic Cars* magazine (March 2000 edition) Lord Hanson recalled: 'I had met him before when I bought a Ferrari Superfast. He got quite excited about the idea and agreed to do it at cost price because he felt he would be able to persuade Rolls-Royce to use his prototype as the new Bentley Continental.'

Sergio Pininfarina's instincts would be proved correct, but not in the way that he expected, for the Coupé Speciale would turn out to be the progenitor, not of a new Bentley Continental, but of the Rolls-Royce Camargue, its resemblance to which is unmistakable. Hanson had given Pininfarina free reign, telling *Classic Cars*: 'I just said to them, do it as if you are doing a Ferrari – it's your car so put your signature on it.' He viewed the wooden mock-up in Turin, suggested a few alterations, specified a black leather interior and settled on the exterior colour: a deep green that looks black in most lights. There are indeed traces of Pininfarina's work for Maranello in the Bentley: its tapering roofline (reminiscent of the contemporary 365GT), circular rear lights, slender seats and delicate interior fittings all being typically Ferrari. Pininfarina also lowered the radiator, taking care not to depart too far from the original style and risk upsetting Rolls-Royce.

2 and 3

The 'Coupé Speciale' is unveiled outside the Pininfarina factory, Italy, 1968.

4

The 'Coupé Speciale' on the Pininfarina stand at the 1968 London Motor Show.



2



3



4

'To have stepped up into this cabin and gone motoring in the late Sixties and Seventies must have been a wonderful experience,' observed Classic Cars' Martin Buckley. 'Here was a generously dimensioned four-seater gran turismo cast in the role of a Continental for the Seventies – elegant, dignified and swift...'

The Coupé Speciale was exhibited on Pininfarina's stand at the 1968 Paris and London Motor Shows before Lord Hanson took delivery, via H R Owen, in May 1969 (see copy chassis cards on file). Despite his favourable deal with Pininfarina, he still paid £14,000 for the Bentley, roughly double the cost of a two-door T-Series by Mulliner Park Ward. Lord Hanson would own his unique Bentley for only a little over 10 years, telling Classic Cars that one of his biggest headaches was keeping the curious away from it! With his business ventures occupying more and more of his time, he found fewer opportunities to enjoy the car: "... really it was an open-road car, something you would take on the continent in the old-fashioned Rolls-Royce Continental style. Had I lived in California where you drive and drive and drive it would have been wonderful but I was only using it in London and I only took it on my holidays once – the South of France, something like that. The longest I'd drive in this country would be from London to Huddersfield where my home and family businesses were."

Between 16th June 1978 and 20th November 1979, the Bentley was updated for Lord Hanson to T2/Silver Shadow II specifications by J D Barclay Ltd (Jack Barclay) with the three-speed GM automatic transmission, rubber bumpers and later-type hubcaps. The steering and suspension were revised and updated also, and the car stripped and repainted in its original colour of Brewster Green.

Full details of the work are recorded on the 14-page invoice, a copy of which accompanies the car. The cost of this refurbishment totalled £20,451.82, including a full tank of petrol costing £19.54. Some time later, Hanson sold the car through Ivor Gordon of Frank Dale & Stepsons for £225,000. This was reported in the London press as "the most expensive used car ever".

In May 1989 the Bentley passed to a Japanese collector and remained in a private museum in Japan for a number of years, since when it went to the United States and has had a further four owners. The current vendor purchased the Coupé Speciale at Bonhams & Butterfields' Quail Lodge sale in August 2009 (Lot 245). It has been re-imported into the UK, taxed and reregistered with the licence plate 'BGC 225G', with which it was originally issued, prior to Hanson having his personalised plate 'JGH 1' transferred. From day one its use has been modest, with only 15,000 miles on the odometer at the time Hanson sold the car. There is therefore little doubt that the recorded mileage of 21,294 is correct.

In 2011, the exhaust system, centre prop-shaft housing and differential nose quadrant were repaired when the car was fully serviced by Padgett Motor Engineers, the noted Bentley Continental specialists. In late 2013 further repairs and restoration work was undertaken by Padgett's to the rear sub-frame. At the same time all the piping for the brakes and hydraulic systems was renewed; new shock absorbers and springs were fitted to both front and rear (with the much improved Bilstein handling kit); and the differential units and half-shafts realigned and the compliant cushion mounts, trailing arms, brakes and height pipes renewed.



The major brake assemblies and height control arms were fully restored. All hubs, brake assemblies and wheels were refitted and tested. In November 2013 a 12,000-mile service was undertaken, including the fuel and carburettor assemblies. In addition, the gearbox oil cooler was replaced, the alternator overhauled and a new battery installed.

The car is described by the vendor as in generally good original condition and wonderful to drive. It retains its original black leather interior, of which a few panels were replaced in 1978-1979, while the paintwork also dates from the refurbishment and now shows some bubbling. Accompanying paperwork includes a full archive with copies of correspondence between Rolls-Royce and Pininfarina from 1965-1968; original photographs from Pininfarina, including the body on its own in white primer; the full 1978-79 Jack Barclay invoice; and numerous other photographs and documents, including a translation into Japanese of handling instructions and the dashboard layout. Copies of the build sheet and chassis card details from the Rolls-Royce Enthusiasts' Club are included also, as are photographs and correspondence from Frank Dale & Stepsons and copies of the vehicle registration document in the name of Lord James Edward Hanson.

This unique Bentley has been extensively photographed and written about. Publications featuring it include the aforementioned Thoroughbred & Classic Cars (March 2000 edition); Carros (Holland, June 2000 edition); 'Pininfarina, Architect of Cars' by Michael Frostick; 'Bentley - The Cars from Crewe' by Rodney Steele; 'Rolls-Royce and Bentley - The Crewe Years' by Martin Bennett; 'Rolls-Royce and Bentley - The Best of British in Old Photographs' by Malcom Bobbitt; 'Cars that Time Forgot' by Giles Chapman; 'Rolls-Royce & Bentley - 60 Years at Crewe' by Malcolm Bobbitt; 'Bentley, Fifty Years of the Marque' by Johnnie Green; and 'Bentley Specials & Special Bentleys' by Ray Roberts.

The Coupé Speciale was shown at the Schwietzingen Concours in Germany in the early 2000s, the Bentley Drivers' Club and Rolls-Royce Enthusiasts' Club Concours in 2011 and 2013, and appeared at the Le Mans Classic in 2014 at the invitation of Bentley Motors. It would naturally be welcome at any similarly prestigious events in the future and will always be a talking point. Combining two legends - Bentley and Pininfarina - it would fit perfectly into a collection of either, or indeed alongside, any of the few 1940s and 1950s Bentleys that share this connection. The Coupé Speciale predates Bentley's 1980s re-branding as a sporting marque but nevertheless may be seen as a fascinating 'might have been', had Rolls-Royce taken the decision to revitalise its sister marque sooner.

£170,000 - 200,000
€230,000 - 270,000



Extremely rare and continuous history from new
1961 AUSTIN-HEALEY 3000 MKII BN7 ROADSTER

Registration no. 8000 CD

Chassis no. HBN7/16554

Engine no. AEC 1489 RS 19699

Body no. 13959

The car offered here is one of the rarest of all Healeys, being the two-seater MkII BN7 variant of the Austin-Healey 3000, the '2+2' BT7 version being much more numerous. The MkII BN7 was produced over a two-year period (1961-62) during which time 355 were produced. Of this production run, only 34 were built for the home market in right-hand drive configuration, this car being one of 25 completed during 1961. In comparison, 5,096 BT7 2+2s were built during the same two-year period.

'8000 CD' was built in late November '61 and registered in December of that same year. In November 1961, the gearbox was redesigned with a central rather than side gear change mechanism. Bearing in mind that the total RHD home market production of the BN7 in 1962 was a mere nine cars, it is likely that only 10 or so had the central gear change. '8000 CD' being one of these is therefore one of the rarest variants of the 'Big Healey' ever built. The car features in Bill Piggott's latest book on the marque: *Factory-Original Austin-Healey 100/6 & 3000: The originality guide to six-cylinder Austin-Healeys, 1956-1968.*



Its accompanying BMIHT certificate states that the car was despatched on 4th December 1961 to Dreadnought Garages of Brighton equipped with Road Speed tyres, laminated windscreen, mph speedometer, heater, disc wheels and servo assisted brakes. The Healey was first registered on 14th December 1961 to Mr Stanley Yates of Arreton, Isle of Wight, passing to a Mr Underwood of Newport, IoW and then to the present owner's family in 1974.

The car was evidently cherished because when, in 1995, the car was sold to a Mr Golding of Gosport, it was on the understanding that the family would have first refusal should Mr Golding wish to sell the car. That duly happened in 2012 and the family, proprietors of an IoW car dealership and service station, continued to look after the Healey in-house. Sadly, the patriarch of the family passed away shortly thereafter and it is the only reason the Healey is being sold. '8000 CD' has covered minimal mileage over the years (the current odometer reading is 27,999 miles) and is presented in fully operational condition, MoT'd to September 2105 and currently taxed.

The car is attractively finished in black over red with black-piped red interior featuring re-covered seats. Apart from the bonnet and frontal area, the paint appears to be original, showing the customary cosmetic blemishes expected of such an original car. The chrome, including the bumpers and front grille, is generally very good with only some minor pitting evident.

Other features include a modern cooling fan, twin fog lamps, wing-mounted mirrors, luggage rack, hood and hood irons, tonneau and side screens, and a badge bar carrying Austin-Healey Club and RAC badges. It should be noted that the engine currently fitted is a replacement unit numbered 'AEC 1489 RS 19699'. This prefix is not seen on production cars with C-Series engines but interestingly, the last occasion Bonhams encountered this prefix was on the ex-Rauno Aaltonen, Spa-Sofia-Liège Rally-winning works Austin-Healey 3000 'BMO 93B' (Goodwood 'Festival of Speed' Sale, June 2005, Lot 618). The exact number of miles covered using this engine is not known.

The accompanying file contains a workshop manual; driver's handbook; original old-style logbook; many old tax discs; V5 registration document; servicing records (February 1971 at 22,800 miles); and a quantity of MoT certificates (22 in all) the earliest issued March 1978 at 25,643 miles.

An ultra-rare Big Healey boasting known history from new, '8000 CD' appears never to have been restored and is in lovely condition, just oozing patina.

£50,000 - 60,000

€67,000 - 81,000



016 * N

1966 ASTON MARTIN DB6 VANTAGE SPORTS SALOON PROJECT

Registration no. OYY 6D (previous UK registration number)

Chassis no. DB6/2827/R

Engine no. 400/2825/V



'I have driven most of the Aston Martin models that have been produced, from the racing twin-cam 1½-litre of the 1920s onwards. For years my favourite has been the DB3S sports-racer, but now my allegiance is wavering. There can be little doubt that the DB6 is the best Aston yet and it is a credit to British engineering.' - John Bolster on the DB6 Vantage, *Autosport*, 21st October 1966.

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

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

John Bolster observed that the Vantage's cruising speed of 120mph 'demands very little throttle and even 140mph is a quiet and effortless rate of travel, during which the driver may remain quite relaxed.' He also found that it was possible to exceed 150mph on a suitably long straight, but only by taking the engine revs into the tachometer's red zone. Bolster concluded that the DB6 'is a very fine high-performance car of the highest quality,' a sentiment with which we can only concur.

A matching-numbers example, chassis number '2827/R' comes with a copy of its original order form showing that it was delivered equipped with alternator electrics and the desirable five-speed gearbox, and was finished in Mink with Dark Blue Connolly leather interior. The Vantage engine, chrome wheels, heated rear screen, 3-spoke hubcaps and an electric aerial are the only items of non-standard equipment listed. Retailled via Eton Garages (Slough) Ltd, the DB6 was first owned by John D Wrisdale of E Wrisdale & Sons Ltd, Wrangle, Lincolnshire.

Over the course of the next four years, the DB6 returned to the factory on numerous occasions for routine servicing and other repairs, as recorded on the accompany copies of Service Work sheets, the last entry being dated October 1970 at 51,196 miles. Its subsequent history is not known. Presented in 'barn find' condition and offered for full restoration, this potentially most worthwhile restoration project is sold strictly as viewed. Offered with V5C registration document.

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

£160,000 - 190,000

€220,000 - 260,000



017

1967 LAND ROVER 'SERIES IIA' 4X4

Registration no. DEU 548F

Chassis no. 24130044D

Engine no. 541874 E227

Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time. Built between 1949 and 1958, the Land Rover (retrospectively known as the 'Series I') was available in no fewer than five different wheelbase lengths ranging from 80" to 109".

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that continue to characterise the Land Rover today. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'. By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. For the Series IIA the diesel engine was enlarged to 2,286cc and a new 12-seater model introduced on the longer (109") wheelbase chassis.



Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today. In the course of more than 60 years in production the supremely versatile Land Rover has proved itself adaptable to innumerable civilian and military roles, and when the company announced that it would end production of the traditional Defender model in December 2015, the news was greeted with dismay. It remains to be seen what form its replacement will take. Meanwhile, owners of existing Land Rovers are able to reflect on the fact that they own what is surely an appreciating asset.

This Series IIA Land Rover on the 88" wheelbase has the 2,286cc, 77bhp petrol engine option. 'DEU 548F' was inherited from his late uncle's estate by the current vendor, owner of a well-equipped vehicle repair workshop in Hampshire. He was thus ideally placed to undertake its complete mechanical and cosmetic restoration, which was carried out over an eight-year period (2006-2014) with no expense spared. We are advised that every single component has been repaired, restored or replaced, and that on completion the vehicle featured in 'Classic Land Rover' magazine as the September 2014 edition's cover story. Noteworthy features include a new rear 'half' chassis, all new seating and a new wiring loom. Fairey freewheel front hubs, a Fairey overdrive, Smiths electric cab heater, and drop/lift tailgates (the latter a rare option) are the only notified deviations from factory specification. Without doubt one of the finest of its kind currently available, this fully restored Series IIA Land Rover is offered with sundry restoration invoices and V5C registration document.

£28,000 - 35,000

€38,000 - 47,000



018

1982 MASERATI MERAK SS COUPÉ
COACHWORK BY ITAL DESIGN

Registration no. RJR 1Y

Chassis no. AM122A 655

Engine no. AM122A 655



Maserati followed-up its first mid-engined supercar - the Bora - with the similar Merak. Launched in 1972, the latter was intended as competition for Ferrari's top-selling Dino 246 and used a stretched, 3.0-litre, 190bhp version of the four-cam V6 that had debuted in the Citroën SM. The French firm owned Maserati at the time, so the Merak made use of the SM's transmission, power-operated, all-disc braking and, more controversially, Citroën's quirky instrumentation, though this applied to left-hand drive cars only, right-hand drive examples using the more conventional fascia of the Bora. The unitary construction chassis, all-independent suspension and impeccable handling remained basically as the V8-engined Bora's, though the Merak offered the convenience of '+2' seating in the rear and superior all-round vision thanks to its distinctive rear 'flying buttresses'.

Competition from Ferrari's new Dino V8 prompted the introduction of a more powerful version - the Merak SS with 220bhp engine and revised interior - for 1975. Widely recognised as one of the finest, if not the finest, of contemporary V6s, the Merak SS engine proved smooth, powerful and capable of delivering its urge over a surprisingly wide range for such a high performance engine. Like any true thoroughbred, the Merak possessed handling commensurate with its breathtaking acceleration and 150mph maximum speed.

Changes made to the SS suspension greatly improved ride comfort over that of the original Merak, while alterations to the instrumentation, switch gear, and interior, and the phasing out of the Citroën brakes in favour of a more conventional system addressed some of the criticisms levelled at the earlier version. The most successful Maserati of its day, the Merak ceased production in 1983 after 1,832 had been built, 626 of them the SS version.

One of the last Meraks made and one of only approximately 300 right-hand drive models produced, this example has black bumpers and the Bora-style dashboard. In the same ownership for the last 24 years, 'RJR 1Y' was purchased in 1991 from Mr John Hovells, a property developer in Newcastle-upon-Tyne, who had owned it since 1987. The vendor had taken three years to find an example as good as this one, finished in the most sought after colour of Giallo Fly (yellow) and retaining its original black leather interior.

'RJR 1Y' Currently displays a total of 66,563 kilometres (approximately 41,300 miles) on the odometer and is described as in generally good condition. We are advised that the bodywork has required little attention other than localised repainting to remove stone-chips, etc, the work being carried out by a local specialist and friend of the vendor. Always MoT'd by the same technician at Oakley Service Station, West Auckland, County Durham, the car is offered with all MoT certificates relating to the current and previous ownership plus all tax discs. It also comes with sundry invoices, MoT to February 2016 and a V5 registration document.

Well known within the Maserati Club, this Merak has participated regularly in their events and in addition has won several condition awards at Borders Vintage Automobile Club meetings held at Mellerstain House in the Scottish Borders and at Cumbrian Classic weekends (trophies included in sale).

£35,000 - 45,000

€47,000 - 61,000



019

***Three owners; matching numbers; 33,059 miles from new;
400 miles since full restoration***

1958 JAGUAR XK150SE 3.4-LITRE COUPÉ

Registration no. 652 EPO

Chassis no. S824323

Engine no. V3353-8



What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money,' declared *The Autocar*.

A sought after 'Special Equipment' model fitted with the manual gearbox, this XK150 fixed-head coupé is one of only 1,205 right-hand drive models produced for the UK market. The car was originally supplied by Henlys of London to Mr Charles Reginald Purley of LEC Refrigeration fame (father of Formula 1 driver David Purley) and registered with his private number 'CRP 24'. By April 1959 the XK had passed to its second owner, a Mr Porretta of Coventry, and been reregistered as '652 EPO'. The recorded mileage had risen to only 32,300 miles when Mr Porretta sold the XK to its third custodian, a Mr Baungaard of Dorchester, in October 1988. While in Mr Baungaard's ownership a photographically documented 'last nut and bolt' sympathetic restoration (conserving the original leather interior) to correct factory specification was undertaken, and since its completion the XK has covered only 400 miles.

'652 EPO' is finished in Mist Grey with beautifully patinated original red leather interior and equipped with period spot lamps, a stainless steel dual exhaust system and wire wheels. A three-owner, matching-numbers XK150 that has covered only 33,059 miles from new, the car comes complete with a comprehensive history file, original buff logbook, Jaguar Heritage Certificate, sundry restoration invoices, current MoT and V5 registration document. Surely a unique opportunity to acquire this most desirable 'leaping cat'.

£75,000 - 95,000
€100,000 - 130,000





020 N

From the Maranello Rosso Collection
1969 ABARTH 2000 SE-014 'CUNEO'
SPORTS-RACING EXHIBITION SHOW CAR
 Chassis no. SE014/001



The 'Cuneo' or 'wedge'-shaped Abarth sports-prototype body design emerged in 1969 and was heavily influenced by the demonstrable aerodynamic performance of the Lotus Type 56 gas-turbine engined Indianapolis single-seater Speedway cars of 1968. Design was by Abarth's long-faithful chief engineer Mario Colucci, a long-time advocate of central engine mounting ahead of the rear axle line in direct conflict with the philosophy of his boss, Carlo Abarth, who always preferred overhung outboard engine mounting, behind the rear axle.

Yet again, it was the Boss's views which prevailed in the first of the Abarth 'Cuneo' series of sports-prototype cars – the overhung-engined 2000 SE014 introduced early in the 1969 season.

In fact Colucci designed the car as a development of the successful 2000 Sport Spider SE010's multi-tubular spaceframe chassis, employing the same wheelbase length of 2085mm, but with the vehicle's overall packaging being much more compact, and minimized. Colucci then clothed the end result in the newly-conceived 'Cuneo' or 'wedge'-shaped body form.

Power was provided by Abarth's familiar 1946cc 4-cylinder 16-valve twin-overhead camshaft racing engine, producing some 250bhp at 8,700rpm. The bodyshell was hand-fashioned in-house at the Abarth Corso Marche factory by resident panel-basher Giuseppe Manera. Overall weight was listed as only 560kg – 1,235lbs – and, driven by hill-climb specialist Edoardo Lualdi Gabardi – the works car challenged former Abarth star Peter Schetty's latest factory Ferrari 212E Montaga flat-12 for the year's European Mountain Championship title.

The Lot offered here is believed to be a show car with a prototype aluminium body and dummy engine (a sawn-up Abarth cylinder block with ancillaries hung on its exposed end, but "nothing inside the engine bay").

This lot is EU taxes paid and therefore in free circulation within the EU.

£8,000 - 12,000
€11,000 - 16,000
No Reserve



021 N

From the Maranello Rosso Collection
1956 FIAT-ABARTH 750GT 'DOPPIA GOBBA'
COMPETITION COUPÉ
COACHWORK BY CARROZZERIA ZAGATO
 Registration no. Not registered with DVLA
 Chassis no. 651969

The Abarth-converted Fiat 600 production car had dominated its national competition classes within Italy during 1956, in two alternative forms. He first, and the more humble of the two, retained the production mini-saloon touring car bodyshell, but the other was the infinitely more sophisticated and 'racy-looking' two-door Coupé styled by Carrozzeria Zagato for the Fiat 600-derived platform chassis and mechanical components.

Abarth & C. produced five different 750 configurations, as follows: GT750 with 41.5bhp engine – GT750 with 43bhp engine for non-standard bodies – Mille Miglia GT750 with 44bhp – Mille Miglia 750GT race-prepared, with 46bhp – and GT750 prepared for hill-climbing and short-circuit racing, with 47bhp.

Carlo Abarth struck a deal with Carrozzeria Zagato of Milan for production of an agile and spritely competition Coupé version – bodied to an entirely new design in lightweight aluminium. The new Abarth Coupé of 1956 was to combine good road manners and capability with competitive ability in 750cc class Gran Turismo racing.



The little Coupés quickly came to be regarded, not only in Italy but also most notably in the American export market, as being just 'the coolest' little GT body shape to which any enthusiast could aspire.

In the 1957 Mille Miglia, the 750 GT category was utterly dominated by the Fiat-Abarth 750 Coupés, of which no fewer than 20 were entered and 16 finished, headed by Alfonso Thiele's class-winning example, which completed the 1,000-mile round-Italy race at an average speed of 117.9km/h – 53mph, incredible when one considers the punishing public roads over which his 13½-hour drive had been accomplished, and the minuscule engine capacity.

This particular example is offered from long-term museum display within the celebrated Maranello Rosso Collection museum in San Marino, will naturally require re-commissioning, and is sold as seen.

This lot is EU taxes paid and therefore in free circulation within the EU.

£20,000 - 30,000

€27,000 - 40,000

No Reserve

022 N

From the Maranello Rosso Collection

**1970 ABARTH 1000 SE-018 'CUNEO BIPOSTO CORSA'
SPORTS-RACING PROTOTYPE**

Chassis no. SE018/015



The 'Cuneo' or 'wedge'-shaped Abarth sports-prototype body design emerged in 1969 and was heavily influenced by the demonstrable aerodynamic performance of the Lotus Type 56 gas-turbine engined Indianapolis single-seater Speedway cars of 1968. Design was by Abarth's long-faithful chief engineer Mario Colucci, a long-time advocate of central engine mounting ahead of the rear axle line in direct conflict with the philosophy of his boss, Carlo Abarth, who always preferred overhung outboard engine mounting, behind the rear axle.

Yet again, it was the Boss's views that prevailed in the first of the Abarth 'Cuneo' series of sports-prototype cars – the overhung-engined 2000 SE014 introduced early in the 1969 season. That September then saw the new prototype 'Cuneo'-bodied 3000 SE016 emerge, with mid-mounted V8 engine, followed in February 1970 by the launch of the 1000 SE018 as offered here – aimed squarely at inexperienced young drivers just aspiring to four-wheel competition. Its 982cc 4-cylinder twin-overhead camshaft engine was overhung behind the rear axle, its associated five-speed transaxle projecting ahead of it towards the cockpit. The power unit produced some 120bhp at a raucous 8,200rpm. Wheelbase of the multi-tubular spaceframe chassis was 1950mm and the little cars weighed-in at a mere 400kg – 882lbs. These little sports-racing projectiles were quickly nicknamed the Abarth 'Millino' and original sale price for an example such as this, now offered here, was Lire 7.8-million.

Upon inspection by a prominent marque expert, we can confirm that this 'Millino' appears to be correct and complete. Some effort has been made to protect the engine by sealing/covering the carburettors. In consequence the carburettors are free and the whole car looks "...pretty good". The car's engine is a correct to type, featuring an Abarth AH block (a specially-cast component resembling the standard-production Fiat block design but considerably stronger and capable of accepting larger bore diameters).

Unfortunately – as with so many of these Maranello Rosso Collection cars that we have been privileged to offer – very little information has been preserved concerning this 'Millino's precise early history. However, in 1970 'Millino' class victories included the Draguignan hill-climb, Coppa Belmonte at Avola, the Coppa Verona at Monza, the Coppa Primavera at Amalfi, and an important International class victory by Ruspa/Pelegrin in the mighty Targa Florio. The car has been on long term museum display and will naturally require re-commissioning.

This lot is EU taxes paid and therefore in free circulation within the EU.

£90,000 - 120,000

€120,000 - 160,000



023 N

From the Maranello Rosso Collection

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

Registration no. Not registered in the UK

(previously registered in Italy: LU 43130)

Chassis no. 987382

This Abarth 1000 Bialbero is offered here direct from very long-term museum display in the celebrated Maranello Rosso Collection museum halls in the Republic of San Marino. This is a handsome example of the now highly desirable Fiat-Abarth 1000 Bialbero Coupé which has been prepared and equipped for modern-era Historic racing. Its specification includes a roll-over cage and four-point driver seat harness, although this will now be out of date under 2014 regulations.

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

We understand that this is the Fiat Abarth 1000 Bialbero 'Record Monza' Coupé driven by Ettore Mandelli to win the 1150cc GTS class in the Monza International meeting of April 12, 1981. It was prepared and entered on that occasion by the 'Scuderia Supercar Bellancauto' and that event also saw car owner Fabrizio Violati himself finishing second in the over 2500cc GTS class behind Spartaco Dini, both driving Ferrari 250GT Short-Wheelbase Berlinettas so this most attractive little 1-litre Coupe has certainly experienced high living in the very best company...



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

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

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

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

This particular example offered here (chassis '987382') was originally registered at the Ufficio del Pubblico Registro Automobilistico di Lucca on August 14, 1961 and it was acquired by Fabrizio Violati's Bellancauto SpA company, based in Rome, as long ago as December 23, 1981.

This makes the car one of what became the Collezione Maranello Rosso's longest-owned Abarths, and it is offered here effectively direct from no fewer than 33 years in its last ownership.

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

This lot is EU taxes paid and therefore in free circulation within the EU.

£70,000 - 90,000

€94,000 - 120,000





024 N

**From the Maranello Rosso Collection
1965 ABARTH SIMCA 1300 GT CORSA
'LONG-NOSE WORLD CHAMPION' COUPÉ
COACHWORK BY BECCARIS**

Registration no. Not registered with DVLA
(previously registered in Italy: CT122837)
Chassis no. 130S/00047
Engine no. 238040001



Carlo Abarth's old Viennese sparring partner, Rudi Hruska, had become a technical consultant to Simca, and regularly brought Abarth's successes with its Fiat-based cars to the company boss's attention. The idea of competition success reflecting credit upon the source-vehicle manufacturer really appealed and Abarth was then invited to become a promotional partner. 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 1288cc twin-cam 1000 Bialbero while the new model's floor pan, transmission, steering and suspension were drawn from Simca 1000 production, while the body matched the latest Fiat-Abarth Coupe configuration.

The Simca-Abarth 1300 was launched in February 1962 at a list price of Lire 3,300,000. The cars proved capable of running rings around the rival Alfa Romeo Giulietta during 1962, and the subsequent 1600 variant 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 part-unassembled example now offered here.

The body design of the new Franco-Italian Gran Turismo Coupe 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.

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...

The example offered here – chassis 130S/47 – has been examined by a leading Abarth specialist and as an early competition model is described as being reasonably complete. The car is supplied with an engine although it is not installed. Missing items noted are the hand brake calipers (reproduced at 1000 Euros per pair) and dynamo. The seats are un-mounted and this vehicle has not been used nor worked upon for many years.

Today this Abarth-Simca 1300GT is being offered as seen, with considerable potential up-side once fully restored and re-assembled, and with its individual history fully established. The car has been on long term museum display and will naturally require re-commissioning. We are also pleased to advise prospective purchasers that the car is EU taxes paid and therefore in free circulation within the EU.

**£60,000 - 90,000
€81,000 - 120,000**



025

Left-hand drive

1961 JAGUAR MARK 2 3.8-LITRE SALOON

Registration no. 695 UYJ

Chassis no. 221667

Engine no. LC4014/8

One of the most readily recognised cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal Mk2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Its immediate predecessor – retrospectively known as the Mark 1 – had been introduced in 1956 and is of historic significance, being the Coventry firm's first unitary construction saloon car.

It was replaced in October 1959 by the closely related, albeit extensively revised, Mark 2. The latter offered better all-round visibility courtesy of larger windows, while the Mark 1's rear wheel spats disappeared and the rear track was widened, which improved both roll-resistance and stability. The dashboard was redesigned with the speedometer and rev counter relocated in front of the driver, the six toggle switches and four minor gauges being set across the centre. Independent front suspension was by wishbone and coil springs, with a leaf-sprung live axle at the rear. This, combined with superior Dunlop disc brakes all round and a choice of 2.4, 3.4 and 3.8-litre XK engines, provided the discerning, string-back-gloved, enthusiast driver with one of the finest sports saloons available in the 1960s.



In its ultimate, 3.8-litre, overdrive-equipped form, the Mark 2 could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today's standards.

Representing the Jaguar Mark 2 in its ultimate 3.8-litre/overdrive configuration, this left-hand drive example was delivered new to one Edmund McLaughlin in Rome and resided in Italy until 2014. The car was acquired for the immediately preceding owner's private collection approximately five years ago and in 2011 was comprehensively restored with new wood, beige leather interior and dark red metallic paintwork. The vendor acquired the Mark 2 when it was offered for sale at Bonhams' RAF Museum, Hendon auction in April 2014 (Lot 351). Since purchase it has formed part of a private collection and been used infrequently. Now UK registered, the car is described as in generally good condition, 'on the button' and ready to enjoy. Accompanying paperwork consists of sundry restoration invoices, current MoT certificate and a V5C registration document.

£26,000 - 30,000

€35,000 - 40,000



026

The ex-Mrs Kitty Maurice; 1959 Le Mans (Dashwood/Wilks)

1955 FRAZER NASH LE MANS COUPÉ

Chassis no. 421/200/203

Engine no. BS4/1/415



'A production Le Mans Coupe Frazer Nash was quite a smooth looking car for its time. It was evolved from fitting a "hard top" to a Targa Florio body style and took its name from the success of the prototype at Le Mans in 1953.' – Denis Jenkinson, *'From Chain Gang to Turbocharger'*.

One of only nine Le Mans fixed-head coupés built from April 1953 to October 1956, this particular car is historically significant as the last Frazer Nash to compete at the famous French endurance classic. Chassis number '400/200/203' was raced at the 1959 Le Mans 24-Hour Race by gentleman driver John Dashwood, the car's owner, and experienced club racer W E 'Bill' Wilks. Dashwood had bought the car, registered 'XMC 1', from Frazer Nash's parent company AFN Ltd in March 1959. AFN then prepared the car for Le Mans, which included altering the method of rear axle location by fitting a Panhard rod and Rose joints in place of the original 'A' bracket. An engineer by profession, Bill Wilks did a lot of work on the car himself, including the fabrication of an additional fuel tank.

A reserve entry was organised by AFN's W H Aldington, and 'XMC 1' (competitor number '60') was fortunate enough to take its place on the grid of 55 cars. Sadly, Frazer Nash's Le Mans swan song ended in disappointment. Wilks drove for the first three hours before handing over to Dashwood, who promptly slid into the sandbank at Arnage, the crash caused by fading brakes. Wilks was quoted as saying that he had been 'confident we could go a long way' and that the car was quick, pulling around 140mph at 6,000 revs on the 3.54:1 final drive ratio. After the race the damaged steering was repaired and the car driven back to England. Together with Messrs Epstein and Hitches, Dashwood and Wilks also raced 'XMC 1' at Silverstone in August 1959, retiring with hub failure after six hours.





1
Equally at home on road or track - the Frazer Nash Le Mans Coupe in civilised repose...

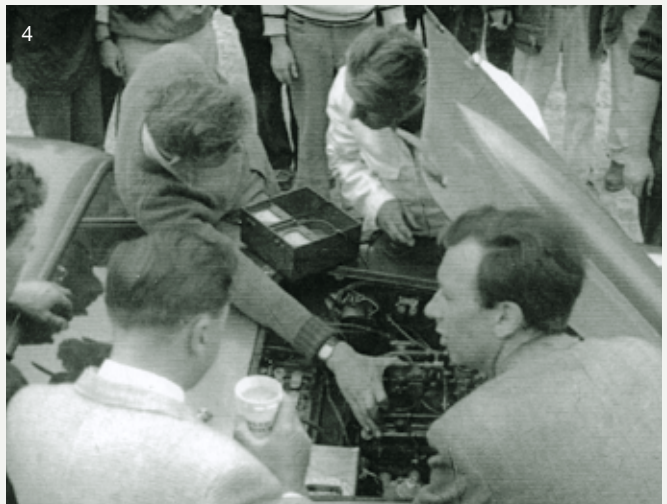
2
Ready for the off, Le Mans beckons...

3
Arrival in France, en route to Le Mans.

4
Painstaking inspection of the Frazer Nash Le Mans Coupe's engine bay during scrutineering in the Sarthe city centre...

5
Final mechanical shakedown.

6
'XMC 1' on the scrutineers' weigh bridge prior to the 1959 Le Mans 24-Hour race in which it would be co-driven by owner John Dashwood and Bill Wilks.



The Frazer Nash cars of the late 1930s had been re-badged BMWs (parent company AFN Ltd were the official importers) but after WW2 the firm returned to producing the kind of uncompromising, competition-orientated sports car that had forged its reputation in the 'chain gang' era of the 1920s. Frazer Nash had used a variety of different proprietary engines in pre-war days and when production proper resumed in 1948 it was with Bristol power units, a particularly appropriate choice given the latter's BMW origins. By the time production ceased in 1957, Frazer Nash had completed a little over 400 cars in some 33 years, yet had acquired a reputation and a fanatical following out of all proportion to the paucity of its output.

Introduced in 1953, complementing the company's successful open sports cars, the Le Mans Coupé was the first closed Frazer Nash to enter production. It used the new parallel-tube chassis frame, around which was wrapped a beautiful full-width alloy body that, with its curvaceous lines and horizontal front grille, hinted at the forthcoming Sebring roadster. The chassis boasted independent front suspension, rack-and-pinion steering, torsion bar rear suspension and twin-leading-shoe brakes, while the engine was, of course, the 1,971cc six-cylinder Bristol. Of the nine cars completed, three would race at Le Mans, the most successful being chassis number '186', which finished 13th overall in 1953 (winning its class) and 11th overall in 1954.

Completed in April 1955, chassis number '421/200/203' was ordered new by Mrs Kathleen 'Kitty' Maurice, the enthusiastic landowner/promoter of Wiltshire's Castle Combe race circuit, neighbouring what is regarded by many as Britain's most picturesque village. A Frazer Nash enthusiast, Mrs Maurice took delivery of her Le Mans Coupé in April '55, transferring the registration 'XMC 1' from her drophead coupé, chassis number '421/100/151'. The engine originally installed was 'BS4/414', which was soon replaced with 'BS4/410A' taken from chassis number '198', a Targa Florio model. A hand written specification sheet on file records the original body colour as Sea Green and lists adjustable radiator shutters and a Delaney Gallay heater as items of equipment fitted.

Mrs Maurice's Frazer Nash travelled to Le Mans in 1955 as a support vehicle for the official AFN entries but she did not keep the car for long. Its next owner, a Dr Mawe, was pictured in *Autosport* (26th October 1956 edition) driving it at Stapleford Airfield. He then sold the car back to AFN in November 1957 and it remained with them until purchased by John Dashwood, from whom it was repurchased by AFN after the 1959 Le Mans event. Its next owner was the well-known racing driver and motor dealer Roy Bloxham of Gerrards Cross, Buckinghamshire, who raced the car in the 1960 *Autosport* Production Sports Car Championship, including outings at Silverstone, Goodwood and Snetterton, finishing 10th overall and 2nd in class at the season's end.



In its 18th November 1960 edition, *Autosport* carried an advertisement for the Frazer Nash, which was described as a 'damaged fixed head coupé, body only damaged, disc brakes, engine full BS1 Mk III specs, with ZF.' It is presumed that the BS1 engine, disc brakes and ZF differential had been fitted by Roy Bloxam. Very few of these elderly Frazer Nash competition cars retain their original engine, and 'XMC 1' would undergo another transplant later in its life (see below).

The Frazer Nash was advertised by The Chequered Flag dealership in *Autosport* from May to November 1962 as 'wine red with pale beige upholstery' and in 1963 was purchased by Dr Ron Thorpe of Norwich. Dr Thorpe had the car repainted in dark green, and in December 1965 it was recorded in the Frazer Nash Register as fitted with engine number 'BS1A/MkIII/141'.



7

The Dashwood/Wilks Frazer Nash Le Mans Coupe accelerates out of Mulsanne Corner, past the signalling pits there, during the 1959 Le Mans 24-Hour race.

8

You can't win them all... Beached far into the Sarthe sand trap, the Dashwood/Wilks Frazer Nash Le Mans Coupe had to abandon the race after 30 long laps...

9

Vehicle specifications are carefully compared to the entry form details during Frazer Nash Le Mans scrutineering, 1959

10

All dressed up and raring to go - the Dashwood/Wilks Frazer Nash Le Mans Coupe immediately pre-race at the 1959 24-Hours.

11

A copy of a fuel receipt for car no.60, the Frazer Nash Le Mans Coupe.



9



10



AUTOMOBILE CLUB DE L'OUEST
24 heures du Mans 1959
FOURNITURE DE CARBURANT

Essais du <u>26-4-59</u>	Enlèvement ou dépôt du Mans
Pesage et vérification des voitures les 16 et 17 Juin 1959	Essais avant la course les 17 et 18 Juin 1959

Voiture n° 60 Marque Frazer Nash
 Écurie _____

Quantité livrée 37 litres

Nom de la personne ayant reçu le carburant _____

Signature [Signature]
 Date 18 juin 1959

11

In September 1969 Dr Thorpe sold 'XMC 1' to John Melville-Smith of Malvern, Worcestershire who commissioned Cleobury Garage to remove the rear suspension's Panhard rod and reinstate the 'A' bracket. The front drum brakes likewise have been reinstated but it is not known when or by whom, though they are shown in the accompanying FIA papers issued in March 1996.

The car was owned subsequently by (in order) Michael Hetherington of Peacehaven, Sussex (1971), Richard Dixon of Buckhurst Hill, Essex (1970s) and Ake Andersson of Sweden (1987). There is a bill on file for miscellaneous body repairs and a re-spray, issued by George John Coachworks Ltd of Midhurst, Sussex in December 1973 while the car was owned by Richard Dixon, together with a letter from Michael Hetherington to Dr Thorpe. Correspondence on file from Bristol Cars to Richard Dixon concerns the repair of engine number 'BS1A/MK3/141' and gearbox number 'BWCR6/122', which were fitted to the car at that time.

While in Ake Andersson's ownership the car was repainted dark blue and carried the Swedish registration 'NXM 776'. Circa 1993 it was purchased by David Vine of Newton Ferrers, Devon who commissioned specialist David Morris to carry out an extensive service of the Bristol engine (see detailed bill on file dated 31st October 1993). In October 1994 the Frazer Nash was sold at auction in the UK, at which time it was registered 'WYJ 989' and said to be fitted with engine number 'BS1/141'. The original registration 'XMC 1' was offered for sale separately. Craig Davis, a resident of Switzerland and Pebble Beach, California, was the purchaser at the 1994 auction and he must have also bought the original registration, which remains with the car to this day. The Swiss *Permis de Circulation*, FIA papers and FIVA Identity Card issued to Mr Davis in 1997 are on file.

In December 2002 'XMC 1' was sold to Richard Procter of Mellor, Cheshire and a new FIVA Identity Card issued. This document records a change of engine to that currently fitted, 'BS4/1/415' (the previous ID Card recorded it as 'BS1A Mk3 141'). The car was repainted in light green metallic, close to its original colour, and in May 2004 was invited to participate in that year's Goodwood Revival meeting (see letter from The Earl of March on file). In more recent times the car has twice taken part in the Colorado Grand and it is, of course, also eligible for other prestigious events such as the Le Mans Classic and Mille Miglia.





Photo credit Jamie Lipman



In November 2004 the Frazer Nash was sold to William E Roberts of Bainbridge Island, Seattle, USA. During Mr Roberts' ownership new seats were manufactured, seat belts mounts fabricated and a fire extinguishing system installed among other works (see bill of file from Vintage Racing Motors Inc dated March 2005).

The car's next recorded owner is Richard Ainscough of Bispham, Lancashire, who acquired it in February 2012. Soon after acquiring the Frazer Nash, Mr Ainscough despatched it to Blakeney Motorsport of Buntingford, Hertfordshire for extensive re-commissioning as detailed in an accompanying detailed invoice for £9,913. The current owner acquired the car in May 2014, since when it has been track tested by racer/journalist Tony Dron for a feature in *Octane* magazine's March 2015 edition (copy on file).

Currently taxed for the road and described as in generally good condition, 'XMC 1' is offered with an extensive history file, which in addition to the aforementioned documentation also contains a current V5C registration document; numerous period photographs, press cuttings and advertisements; assorted correspondence and other material. Two sets of seats – the original set and one made for taller occupants – are included in the sale.

It could be argued that Frazer Nash's reputation is scarcely justified based on the number of cars built. However, it is greatly to the firm's credit that despite a lack of resources it achieved so much in international competition in the immediately post-war years. This exceptionally well-documented Le Mans model affords the opportunity for the discerning collector to acquire part of the legend. Additional, it has the most important cachet of being eligible for all the most prestigious motor sports events including the Tour Auto, Mille Miglia, Goodwood Revival and, of course, Le Mans.

£550,000 - 650,000

€750,000 - 880,000



12



13



14



12

Storming out of Woodcote corner at Silverstone, the Frazer Nash Le Mans Coupe survives today as an unusual and important British Grand Touring car.

14

The programme for the Silverstone race meeting, 1959

13

Wheel-to-wheel leaving Copse Corner, the Frazer Nash Le Mans Coupe fends off the attentions of an MGA

027 * N

1962 ASTON MARTIN DB4 SERIES IV SPORTS SALOON PROJECT

Registration no. JTE 550B

Chassis no. DB4/831/R

Engine no. DB4/859



At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed by W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin.' The 3.7-litre, six-cylinder power unit was the work of Tadek Marek, and had first been seen at Le Mans the previous year in the DBR2.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake calipers and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings.

Manufactured between September 1961 and October 1962, the fourth series was readily distinguishable by its shallower bonnet intake, recessed rear lights and new grille with seven vertical bars. The final, fifth, series was built on a 3.5" longer wheelbase (allowing for increased legroom and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

Chassis number '831/R' was delivered new to Bradbury's Garage in Birmingham and first registered 'BOB 333', the manufacturer's guarantee being issued on 1st May 1962 as recorded on the accompanying copy build sheet. The only additional owners listed are H R Howard & Sons Ltd of Ashton-under-Lyme (not dated) and Riley Birtwistle of Calder Bridge, Cumbria from February 1974. The car's colour scheme is recorded as Snow Shadow Grey with red Connolly leather interior.

Circa 1975, 'JTE 550B' was acquired by the immediately preceding owner, who at the time was attending an AMOC prize-giving in the Midlands where he was presented with an award (for racing achievements) by boxer Joe Bugner. The DB4 was purchased on a whim and driven back to the vendor's home near Oxted in Surrey.

In the early 1980s the car was driven into its garage, remaining there until it was offered for sale - described as in 'barn find' condition - at Bonhams' auction held at Aston Martin Works Service in May 2008 (Lot 301). A total of 80,347 miles was displayed on the odometer at that time. Since the Aston's acquisition by the current vendor, work has started on conversion to left-hand drive; however, this has not been completed and the car remains in need of total restoration. Offered with old-style logbook, it represents a potentially most rewarding project for the dedicated Aston enthusiast.

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

£190,000 - 220,000

€260,000 - 300,000





028

1962 FERRARI 250 GTO RE-CREATION

COACHWORK BY CARROZZERIA ALLEGRETTI

Chassis no. 4087GT



'It was the ultimate expression of a front-engined Ferrari, a jewel in the history of the motor car and as timeless as a Botticelli.' – Lehbrink & Schlegelmilch, 'Ferrari'.

The most iconic Ferrari Gran Turismo of all time, the World Championship-winning 250 GTO needs little introduction. Developed specifically to compete in the FIA GT Championship, the 250 GTO (the initials stand for Gran Turismo Omologato) duly captured the manufacturer's title for Ferrari in 1962, 1963 and 1964.

Ferrari's policy of building a single, dual-purpose race/road model did not survive long into the 1960s, the diverging requirements of the two markets necessitating greater specialisation in the form of the competition-only 250 GTO and 250 GT Lusso Gran Turismo. Built on a short-wheelbase (240cm) chassis, the 250 GTO was designed initially by a small team headed by Giotto Bizzarrini, and completed by Mauro Forghieri after Bizzarrini and a number of his colleagues had been fired. A relatively conservative design, the GTO drew heavily on experience gained racing the 250 GT SWB, using a similar, oval tube chassis that was lighter, stiffer and lower than before.

There was wishbone-type independent suspension at the front and a live axle at the rear located by a Watts linkage, while disc brakes were fitted to all four wheels. Powering the GTO was the latest development of Gioacchino Colombo's light and compact 3.0-litre V12, as used in the 250 Testarossa. Breathing through six twin-choke Weber 38DCN carburettors, the two-cam, all-aluminium unit produced between 280 and 300bhp. The gearbox was a new five-speed unit incorporating Porsche-type synchromesh.

Following Bizzarrini's departure, Enzo Ferrari brought in one of his long-term collaborators, coachbuilder Sergio Scaglietti, to finalise the body design. Scaglietti simplified the design he had inherited and altered it to meet the FIA's new requirements regarding windscreen dimensions, completing his work (on chassis number '3223 GT') on 5th December 1961. After Belgian driver Willy Mairesse had wrecked the prototype during testing, Forghieri made significant changes aimed at increasing stability: fitting the aforementioned Watts linkage to the rear axle, stiffening the suspension springs and adding a small spoiler at the tail.



These changes did the trick, and when the 250 GTO made its competition debut at the Sebring 12 Hours race in March 1962, hopes were high. Driven by reigning Formula 1 World Champion Phil Hill and endurance-racing specialist Olivier Gendebien, '3387 GT' finished 2nd overall, beaten only by the Ferrari 250 Testarossa of Jo Bonnier and Lucien Bianchi. The 250 GTO would go on to win three World Championships over the course of the next three years.

Ferrari made only 39 250 GTOs, which were used almost exclusively for racing. Nevertheless, and despite being a state-of-the-art GT racer, the GTO was tractable enough to be used on the road, which in part explains its enduring charm: unlike any competition Ferrari since, it was a practical Grand Tourer, albeit one lacking in the creature comforts usually associated with the latter.

As is the case with rare sports-racing exotica, the growth of the historic motor sports scene in more recent times has seen demand greatly exceed supply, leading to the creation of replicas such as that offered here. Most often the donor car would be a Ferrari 250 GTE 2+2, which is how chassis number '4087 GT' began life in 1962.

Sold new in Italy, the car was re-bodied in 1978 by Carrozzeria Allegretti in Modena, emerging as a 250 GTO Replica. In 1990 it was sold through Swiss dealer Touring Garage AG (Peter Rau) of Oberweningen near Zurich to an unknown buyer. The Ferrari was later owned by a Mr Willner in Switzerland, who kept it until July 2014 when his collection was dispersed, the majority being sold at auction.

Since its acquisition by the current vendor in July 2014, '4087 GT' has benefited from the expert attention of GTO Engineering of Hare Hatch, Berkshire, who have rebuilt the carburettors, fitted a new Facet fuel pump and thoroughly overhauled the braking system, while the car also benefits from a new set of Michelin tyres (see bills on file). A convincing evocation of one of the world's most desirable cars, this beautiful 250 GTO re-creation is offered at a mere fraction of the price of an original.

£400,000 - 500,000

€540,000 - 670,000





Left-hand drive**1965 FORD MUSTANG SHELBY GT350 COUPÉ**

Registration no. KBD 161C

Chassis no. SFM6S155

Engine no. 5R09K242435

Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang 'pony car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalising on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby Mustang - the GT350 - arrived in 1965 powered by a modified version of Ford's 289ci (4.7-litre) small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged.

A four-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, three-speed automatic soon became available as an option.

The running gear was up-rated appropriately to cope with the GT350's increased performance, though outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centreline. On the open road there was, of course, no comparison.

One of the great iconic muscle cars of the 1960s, the Shelby Mustang continued to be based on the stock version, receiving the latter's styling changes and mechanical improvements while retaining its own distinctive special features until production ended in 1970.

This Ford Mustang Shelby GT350 was delivered new finished in its present colour scheme of white and blue, and remained in the possession of its first owner - Tuscon, Arizona resident Donald R McClain - until 2002 (see original owner's manual and copy title deed on file). Correspondence on file dated November 2002 states that Mr McClain kept the car in the west of America until his stint in the Armed Services was finished in August 1967.



He then moved to Connecticut to take a job as a pilot and drove the Mustang extensively into the mid-1970s before laying it up for 20 years. The car had 130,000 miles recorded when it was taken off the road.

Once he retired, Don McClain retrieved the Mustang and began its restoration. It needed some floor repairs because of the salty New England roads, while in 1974 a rear quarter panel had been replaced following an accident (a Ford item was used). The car retains its correct original engine, which was rebuilt around the time of its importation, while the carburettor, air-cleaner, paint and exterior trim were new in 2002. It also has its original Cragar wheels; the rare wheel brace and jack; the correct aluminium-cased T10 four-speed manual transmission; a Detroit Locker differential; over-ride traction bars; and lowered front control arms.

A letter on file from the Mustang Owners Club of Great Britain confirms that this car was manufactured during 1965 at the Shelby American factory in California, USA. The Shelby American World Registry states that the first 252 Shelby Mustangs that were released for sale at the beginning of the 1966 model year by Shelby American were actually built late in 1965. 'SFM6S155' falls into this batch of cars as indicated by its production number, '155'. The aforementioned letter goes on to state that this situation came about because Shelby American wanted to continuously send cars to dealers while the 1966 styling changes were finalised and implemented on the coming year's model. Therefore they took the unusual step of building a batch of cars at the end of the 1965 model year that incorporated the 1966 model's proposed styling changes while retaining some of the features unique to the 1965 model.

Since coming to the UK towards the end of 2002 the car has had two private owners, the first of whom was one David Rothschild of Putney, London SW15. In 2003 Mr Rothschild sent the GT350 to muscle car specialist Tony Faulkner-Stevens of Dragon Wheels in Newport Pagnell, Buckinghamshire - this country's leading Mustang restorer - for various works including a full engine rebuild and performance upgrade.

The engine work was undertaken by Knight Racing Services of Daventry with the aim of achieving a maximum output of 350 horsepower and the ability to achieve 6,000 revs. This involved fitting new World Products high-performance unleaded-compatible cylinder heads and a careful blue-printed rebuild using after-market forged connecting rods and fully matched internal components (see Dragon Wheels' invoices on file). Other enhancements fitted at this time include a thermostatically controlled electric radiator fan; up-rated front suspension coil springs; original-style Shelby side-exit exhaust system; and a stainless steel tank-to-pump fuel line.

Acquired by the current vendor circa 2007, the Shelby has been the subject of considerable expenditure on maintenance and servicing at Blakeney Motorsport in recent years, bills for which are available. The aforementioned correspondence and history dating back to its original supply in 1965 is contained within a lever-arch file (inspection recommended). Described by the vendor as in generally good condition, with excellent interior and very good paint, this desirable Shelby Mustang GT350 is offered with a current MoT and V5C registration document.

£100,000 - 130,000

€130,000 - 180,000





030

1968 JAGUAR E-TYPE 4.2-LITRE 2+2 COUPÉ

Registration no. WGC 136F

Chassis no. 1E51267BW

Engine no. 7E-54938-9



Proposed changes to the USA's safety and emissions legislation resulted in the revised 'Series 2' E-Type, announced in October 1968, and from late 1967 the car began to embody some of the forthcoming modifications, these interim examples becoming known as the 'Series 1½' although there was never a fixed specification for this unofficial 'model'. The headlight fairings were deleted and enlarged side/rear lights adopted, while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

Manufactured in 1968 during this transitional period, this 'Series 1½' 2+2 Coupé has the Series 2 steering column lock (never connected) and the Series 1 dashboard. The car was purchased by the current vendor from the deceased owner's son in March 2012, minus engine and gearbox. His father had sold the original engine and automatic transmission and was in the process of fitting a more modern engine and five-speed manual 'box. There are invoices on file totalling £13,418 for work carried out between 1992 and 2007.

Since acquisition, a Jaguar 420 engine and four-speed manual gearbox have been fitted, the former being re-stamped with original's number: '7E-54938-9'. The car has also been fitted with wider wheels/tyres, XJ6 rear brakes and a stainless steel exhaust. Parts renewed during the recent restoration include the clutch; six-branch manifold; main and big-end bearings; timing chains; piston rings; brake, servo and clutch seals; brake pipes; disc pads, carpets, etc while the oil pump has been refaced (oil pressure is said to be excellent).

Total expenditure since 2102 amounts to £7,160, which does not include any labour, making the total since 1992 over £20,500. During that period the car has covered fewer than 7,000 miles. There is a full photographic record on file of work carried out since 2012 together with a Heritage Certificate, DVLA ownership records, some expired MoTs and two old tax discs. The E-Type also comes with a handbook in Jaguar folder; tool roll and tools (almost complete); and a new Thor mallet. Finished in British Racing Green with black part-leather interior, the latter equipped with Pioneer radio/CD player and speakers, the car is described as in generally very good condition and offered with a current MoT and V5C document.

£23,000 - 26,000

€31,000 - 35,000



031 N

**1989 FERRARI 412GT COUPÉ
COACHWORK BY PININFARINA**

Registration no. 89-D-412 (RoI)
Chassis no. ZFFYD25C000078593
Engine no. 13397



Produced between 1985 and 1989, the Ferrari 412 was the final glorious flowering of the series of luxurious four-seaters that had commenced with the introduction of the 365GT/4 2+2 in 1972. Launched at the 1976 Paris Salon, the successor-model 400GT gained a 4.8-litre version of the four-cam V12 engine but otherwise differed only in detail. Following successful experiments carried out in the USA, the 400 became the first Ferrari to offer automatic transmission as an option. The unit chosen - General Motors' three-speed Hydra-Matic 400 - was widely regarded as the world's best, being used by Cadillac, Rolls-Royce and Jaguar among others. Flagship of the Maranello range, the splendidly equipped 400GT featured self-levelling independent rear suspension, power-assisted steering, electric windows and optional air conditioning. Its arrival reaffirmed Ferrari's determination to compete with the world's finest luxury saloons.

Representing evolution rather than revolution, the 412 debuted at the Geneva Motor Show in 1985. The newcomer enjoyed a small (119cc) capacity increase, anti-lock brakes, revised interior and bumpers colour co-ordinated with the bodywork, while an improved front air dam and raised boot deck reduced the already low co-efficient of drag. By the time production ceased in 1989, Ferrari's finest 2+2 had been in production for a remarkable 17 years, though its exclusivity meant that there were seldom more than 200 sold in any one year.

Ferrari's decision to equip the 400 series with automatic transmission was vindicated by the fact that more than two-thirds of customers took up the option, though this example's purchaser chose the ZF five-speed manual gearbox. Right-hand drive chassis number '78593' was delivered new via the UK importer Maranello Concessionaires to Roadfield Motors Ltd in Belfast. First owned by Mr Loughlin Quinn of Dublin, Republic of Ireland, a well-known Ferrari collector, it has remained in that country ever since. The car passed to its second owner, financier and developer Mr John Ronan, in 1997 and to its third, Mr Trevor Henderson, in 2001. The current (fourth) owner acquired the Ferrari in 2005.

'78593' comes with one of the most comprehensive history files we have seen (close inspection of which is recommended) testifying to the careful maintenance it has enjoyed since new. We are advised that the car has been fully re-sprayed and the back of the driver's seat re-covered, while the engine has been fully serviced and is said to be running well. Currently Irish registered, the car also comes complete with its original Ferrari wallet, owner's manual, stamped warranty/service booklet and tools.

£32,000 - 35,000
€43,000 - 47,000

The ex-Pentti Airikkala, Roger Clark, Ari Vatanen, Björn Waldegård, David Sutton (Cars) Ltd

1975 FORD ESCORT RS1800 RALLY CAR

Registration no. MLD 999P

Chassis no. 1CBA84889

Engine no. HML2000/1



It was the Escort that really put Ford on the rallying map, proving capable of winning World Championship events from 1968, when the Twin Cam model was the works' frontline rally car, right through to 1981 when Ari Vatanen became World Rally Champion driving an Escort RS. In 1970 the Ford Twin Cam engine was replaced by a Cosworth BDA 16-valve unit to create the definitive Escort rally car - the RS1600 - though the engine was, in fact, homologated at 1,601cc to enable future enlargement up to the 2-litre class capacity limit. The first full 2.0-litre engines were homologated in 1972 and in works trim produced 235-240bhp.

In this form the Escort RS1600 proved good enough to win the RAC Rally three times on the trot between 1972 and 1974, as well as a host of other World Championship events. There was also a closely related 'spin off' variant: the overhead-valve Kent-engined Mexico, which was intended to cater for those that wanted the RS1600's style but had no need for its stupendous performance.

When the Escort was re-launched as the 'MkII' for 1975, the rally car adopted the new-look bodyshell while retaining virtually the same running gear and was renamed 'RS1800', the latter change reflecting the capacity increase to 1,800cc. Building on the RS1600's success, the RS1800 was further developed and in 2.0-litre form enjoyed an even more successful career than its forebear, remaining competitive well into the 1980s.

The RS1800 made its winning debut as a works Group 2 car on the Granite Rally in April 1975, victory going to Roger Clark, who followed up by winning the Welsh International Rally. In that year's Lombard-RAC Rally, Timo Makinen brought his RS1800 home ahead of the field to score the car's first major international success. It would be the first of five consecutive Lombard-RAC victories for the RS1800 and its Escort RS Group 4 derivative. In 1979 the Escort brought Ford its first World Rally Championship for Makes while works driver Björn Waldegård became the first official World Rally Champion.



After the works team withdrew from international rallying at the end of the 1979 season, the Escort baton was passed to the Rothmans-sponsored team run by David Sutton, which enjoyed strong links with the Boreham factory. In 1981 the Rothmans team made history when its driver Ari Vatanen became the first, and so far only, non-works World Rally Champion.

Bought new by David Sutton Cars Ltd, the RS1800 offered here was used on the 1976 Lombard-RAC Rally, driven by Pentti Airikkala, and then in 1977 was overall winner of the Mintex Rally driven by Ari Vatanen, who also drove it on that year's 1977 Scottish Rally with Gandy Brakes sponsorship. In 1977 and 1978 'MLD 999P' was driven by Roger Clark on the Lindisfarne Rally and by Ari Vatanen in the 1978 Lombard-RAC Rally with Marlboro sponsorship. Retained by David Sutton, this Escort was also used as a Rothmans-sponsored car and has also been driven by Stig Blomqvist and Björn Waldegård, by the latter on the 1979 Scottish Rally. Extensively damaged by Waldegård, the car was re-shelled and in 1981 competed in the Ivory Coast Rally in RS2000 specification, driven by Taylor/Spiller.

In 2004, the car was rebuilt by David Sutton with painstaking attention to detail, even down to sign-written sponsorship logos. That same year 'MLD 999P' won the inaugural Roger Albert Clark historic rally driven by Stig Blomqvist and Anna Goni, its then owner, and finished 2nd with the same driver/navigator the following year. Built originally by David Sutton Cars, this Escort has been maintained and run by David throughout its life. The V5 remained in the name of David Sutton until the car was sold.

Its specification includes a full Group 4 Gartrac bodysell built with all Gartrac components by David Sutton. The engine has only 50 miles on its bores since a rebuild by Paul Fisher. Built to rally specification, the 1,993cc BDA motor incorporates a Cosworth Nikasil alloy cylinder block, new (un-ground) Doug Kiddie crankshaft and new con-rods, pistons, rings, valves/springs/seats, etc, all components being supplied by Geoff Richardson. A dynamometer sheet is on file together with car's MSA Historic Rally Vehicle Identity Form and UK V5 registration document.

The gearbox has just undergone a complete rebuild; both front and rear centre casings are new, as are all the bearings and baulk rings. This gearbox is fitted with an original ZF direct-top kit and like the engine has seen only 50 miles use since being rebuilt. The rear axle is a genuine fully floating Gartrac item rebuilt at the same time as the engine and gearbox. New parts fitted include the 5:1 crown-wheel-and-pinion, ZF motor sport limited-slip differential and clutch pack, Xtrac half shafts and all hub bearings, etc. Vented rear disc brakes are fitted. The rear suspension boasts new slipper spring bushes and new genuine Ford bushes to the four locating links and the Panhard rod. The five-leaf 'forest' rear springs are described as in perfect condition and have new rear shackles and bushes fitted, while the Bilstein Group 4 forest-specification dampers are newly installed.

New components up front include the Twin Cam anti-roll bar; genuine Ford track control arms; Group 4 steering arms; Gartrac steering rack and track rod ends; front strut casings with new 260/60 Bilstein inserts and 190lb 'gravel' springs; and roller-bearing top mounts. The suspension has seen a mere 50 miles use and the car as a whole is described as in generally excellent condition. Few, if any, surviving RS1800s have been driven by so many top Scandinavians as well as the late Roger Clark.

£100,000 - 120,000

€130,000 - 160,000



033

**1960-TYPE MASERATI TIPO 60/61 'BIRDCAGE' SPORTS-RACING RE-CREATION
BY CROSTHWAITE & GARDINER**

Chassis no. 2478

Engine no. 2478



Offered here is a faithful re-creation of the Maserati 'Birdcage', a car that no less a driver than Sir Stirling Moss has described as 'fabulous... light, very nimble, fantastic brakes, super steering, enormous torque and good power. Unusually for a Maserati it didn't leak much oil and you could drive it pretty hard and it still stayed together...' Praise indeed from the maestro.

During the winter of 1958/59, Maserati chief engineer Giulio Alfieri, creator of the legendary World Championship-winning 250F Grand Prix car, began designing a new sports-racer to contest the 2-Litre class. One of his main concerns was that this new car should be light, and Alfieri considered using a monocoque chassis, which Jaguar had deployed to good effect in its Le Mans-winning D-Type. However, expertise in this then novel form of construction was lacking in Italy so he drew up a comprehensively triangulated lightweight spaceframe chassis comprised of small diameter tubes, some 200 in number. It was this intricate structure that gave the car its nickname: 'Birdcage'. Remarkably, the chassis tipped the scales at only 36kg (79lb).

This ultimate front-engined sports-racer would be produced in two versions: 2.0-litre Tipo 60 and 2.9-litre Tipo 61. Both were powered by four-cylinder twin-overhead-camshaft engines, canted over to the right at 45 degrees in order to achieve a lower bonnet line and thus reduce aerodynamic drag, an increasingly important factor. New Le Mans regulations stipulated a tall windscreen, and the Birdcage's low scuttle helped keep the car's overall height to the minimum. In addition there was a five-speed gearbox,ZF limited-slip differential, independent front suspension, a De Dion rear axle and – crucially – Girling disc brakes all round. Approximate maximum power outputs were 200bhp (Tipo 60) and 250bhp (Tipo 61) and the cars had kerb weights of 585kg and 600kg respectively.

Driving the works-entered Tipo 60 prototype, chassis number '2451', Stirling Moss won on the Birdcage's debut at Reims in July 1959, in the sports car race supporting the French Grand Prix, after which it was sold to a private entrant, as were the other five cars in the initial batch produced. The prototype's purchaser was the American airline-pilot Lloyd Perry 'Lucky' Casner, founder of the Casner Motor Racing Division team, otherwise known as 'Camoradi'. Casner would go on to purchase a further three 2.9-litre Tipo 61 cars, having had '2451' upgraded to this specification immediately prior to purchase. A leading figure in the Birdcage story, Casner would provide the car's first major international victory when the Camoradi-entered Stirling Moss won the Cuban Grand Prix in 1960, beating Pedro Rodriguez in a Ferrari.

In other long-distance races, the Birdcages proved fast but fragile and sometimes suffered cruel bad luck, as in the 1960 Targa Florio. In that race the Camoradi entry, driven by local aces Nino Vaccarella and Umberto Maglioli, was leading when a stone punctured the fuel tank with only two laps remaining, causing Vaccarella to crash. Camoradi moved on to the Nürburgring for the 1,000km where one of their entries, driven by Moss and Dan Gurney, won the race in appalling conditions despite losing time with broken oil line. Driving with Masten Gregory, Casner would win this race the following year, making it two in a row for Camoradi and the Birdcage.

The Birdcage's short front and rear overhangs made it highly manoeuvrable and thus ideally suited to racing on short circuits and hill climbs. Le Mans, however, placed a premium on straight-line speed and stability. Camoradi fielded three Tipo 61s at Le Mans in 1960 and had at its disposal a new aerodynamic body that had been developed by Alfieri using a wind tunnel.





This new body, which featured a huge, shallow windscreen and a long tapering tail, became known as the 'Streamliner'. Driven by Gregory and Chuck Daigh, the fastest of the three Birdcages had built up a four-minute lead over the pursuing Ferraris after two hours, clocking 169mph (272km/h) along the Mulsanne Straight, a record speed for a 3-litre car. Sadly, the Birdcage later succumbed to engine failure and failed to finish. Neither of the other Camoradi Birdcages completed the race. In the shorter races in North America the Birdcage fared rather better, the Tipo 61s of Gus Audrey and Roger Penske winning the SCCA championship in 1960 and '61 respectively. Indeed, the Tipo 61's first ever race victory was gained in the USA when Edwin Martin won at Dothan Airport, Alabama in October 1959.

In total, Maserati had built some 21 Tipo 60/61 cars by the time production of the front-engined Birdcage ceased in December 1960, the vast majority of which found their way to customers in the USA. As is the case with rare sports-racing exotica, the growth of the historic motor sports scene in more recent times has seen demand greatly exceed supply, leading to the creation of replicas such as that offered here.

A true and faithful recreation of the Maserati Tipo 61 Birdcage, this example was supplied to renowned competition car collector the late Rodney Smith by Crosthwaite & Gardiner, one of the world's most respected manufacturers and suppliers of parts to the historic motor racing industry. Founded in the 1960s by Dick Crosthwaite and John Gardiner, the company began by specialising in working on and manufacturing parts for Bugattis, moving on to remanufacture classic racing engines including the Coventry Climax FPF, Jaguar D-Type and Maserati Birdcage.

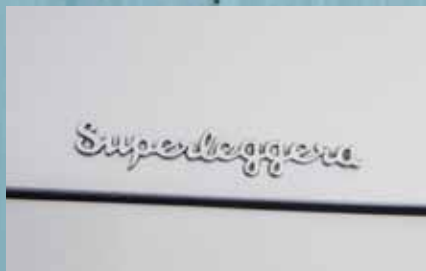
Over the years they have looked after some of the world's most important historic racing cars as well as running Alain de Cadenet's Le Mans programme during the 1970s. Having restored a 1939 Mercedes-Benz W154 and a handful of Auto Union D-Types, they were commissioned by Audi to build a recreation of their legendary pre-war 'Silver Arrow' and have made seven so far.

Naturally the dimensions and shape of the original Tipo 61 were all exactly recreated in the production of this car, while the 2.9-litre engine and running gear is also all the work of Crosthwaite & Gardiner. This car has been extensively raced on the historic scene, especially at VSCC meetings in the UK, and has been immaculately prepared and sorted by David Morris Race Preparation, a renowned specialist in preparing Maserati and ERA racing cars. Receipts on file confirm that it has been extremely well maintained at all times.

Acknowledged by Sir Stirling Moss as '...the finest front-engined sports-racing car ever built', the Maserati Birdcage – in the right hands – is more than capable of giving the mid-engined opposition a run for their money today. Offered with the latest FIA HTP papers (valid through 2025), this Maserati Birdcage is an outstanding, fully sorted and very competitive example. It is eligible for numerous prestigious events including Classic Le Mans, Goodwood Revival, GT & Sports Car Cup, Motor Racing Legends Stirling Moss Trophy, VSCC Sports Car Series, etc and as such is surely the gentleman driver's dream.

£400,000 - 600,000
€540,000 - 810,000





034 N

1966 ASTON MARTIN DB6 SPORTS SALOON

Registration no. JYK 770D

Chassis no. DB6/2739/R

Engine no. 400/2721



'Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' – *Autocar*, 1966.

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 had been introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Carrozzeria Touring-developed Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels.

Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5. The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification, complete with triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

Its accompanying copy order form records that chassis number '2739/R' was sold new in June 1966 via H R Owen to first owner Molecular Metals Group Ltd of Harrogate, Yorkshire. Delivered finished in Platinum with black Connolly leather trim, the DB6 was equipped with Borg Warner automatic transmission, chrome road wheels, heated rear screen, 3-ear hubcaps and power operated aerial. The car was registered 'JYK 770D' but nothing is known of its subsequent history. Offered for restoration and sold strictly as viewed, it comes with a V5C registration document.

£150,000 - 170,000
€200,000 - 230,000



035

1939 FRAZER NASH-BMW 328 SPORTS

Registration no. GAU 260

Chassis no. 85.415



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

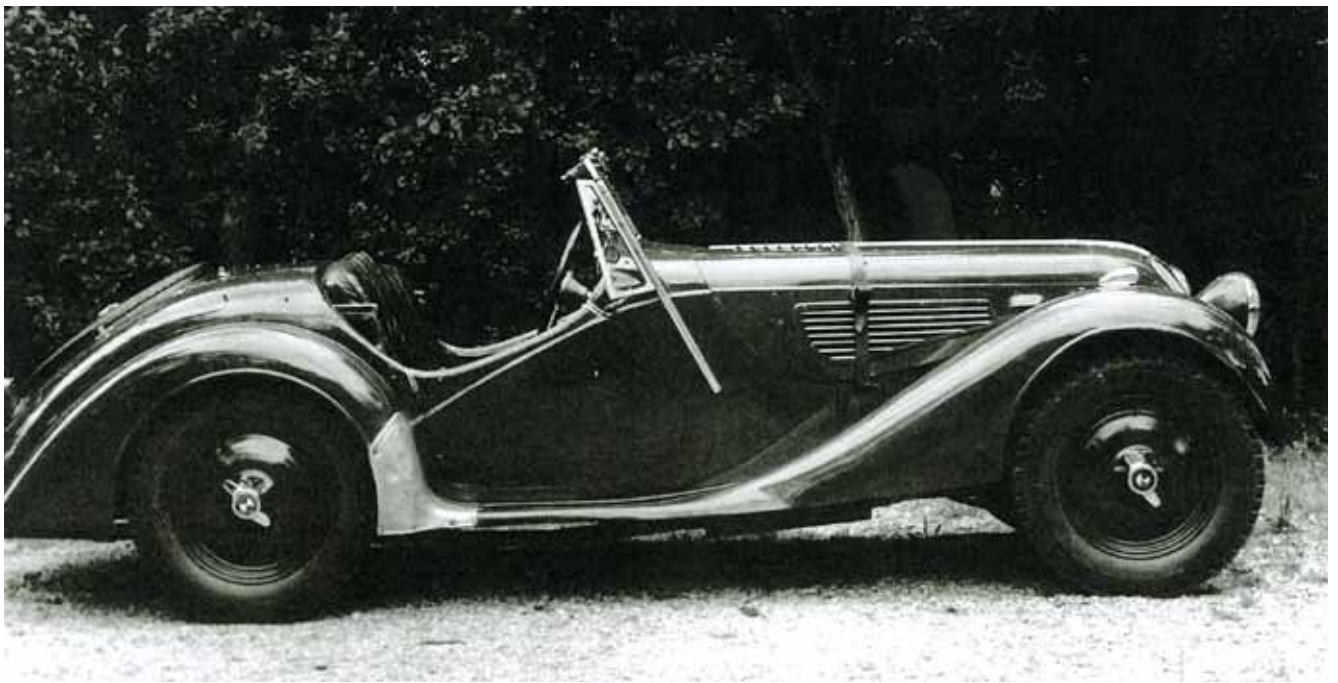
It had been the acquisition of the Dixi works at Eisenach in 1928 that provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in car manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW – the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favour of a conventional live axle, while up front there was a superior transverse-leaf IFS and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sporting inclined models to follow.

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

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

1
Photographed outside Performance Cars, Brentford, 1951





When owned by Nev Howe, late 1950s



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

The most advanced sports car of its day, the 328 remained competitive for years after the war, a state of affairs that only served to further enhance its reputation, which was out of all proportion to the limited number produced. Between 1936 and 1939 only 426 BMW 328s were made, of which fewer than 200 are believed to exist today.

In late 1934, AFN Ltd concluded an agreement with BMW for the importation of their cars into the UK where they were sold as Frazer Nash-BMWs, some with coachwork by British firms and others with German-made bodies. Built at BMW's Eisenach factory, this late 328 is the penultimate example sold in the UK prior to the outbreak of WW2. Denis Jenkinson's *'The AFN Story'* confirms that '85.415' was sold in July 1939 to a Mr R W V Smith of Nottingham and registered as 'GAU 260', the registration that has remained on the car to this day. An original old-style buff logbook on file similarly confirms the date of first registration to be 6th July 1939.

In 1951, '85.415' was offered for sale by the well-known dealership Performance Cars of Windmill Garage in Brentford, Middlesex. A picture and correspondence on file confirms that it appeared in their advertisement in the October 1951 edition of *Motor Sport* magazine, offered at £950. At this point the car sported external headlamps, a single-piece windscreen and two-tone colour scheme, modifications made during the late 1940s doubtless to give the car a vintage appeal.

In the late 1950s the 328 was owned by a Mr Nev Howe of Norfolk. He returned the headlamps and windscreen to original specification and painted the car in British Racing Green. This was confirmed by a letter Mr Howe wrote to the BMW Historic Car Club in October 2014, appearing in the Club's magazine together with photographs.

In 1962 the car was purchased from a Devonshire farmer by Colin Harrison, a serving Lieutenant in the Rifle Brigade at the time. The buff logbook then shows an ownership change on 18th June 1963 when the car was sold by Colin to a Mr Robert John McArthur of Hounslow, Middlesex. Colin Harrison had meanwhile competed in various Hill Climbs with the car during his brief period of ownership and only sold GAU 260, which he greatly cherished, because of a posting to the Far East for two years. Colin recalls today that the car handled superbly and was quicker than more modern opposition.





2



Apart from blowing a cylinder head gasket at Prescott due to some over enthusiastic driving, GAU 260 proved very reliable and was used as daily transport! In October 1966 the car was sold to the well-known BMW 328 specialist dealer Tony Mitchell, based the near Farringdon. He sold the car the following year to Ian Sanders Beardsley of Sheffield. The buff logbook on file confirms that the 328 was registered at their Sheffield address on 13th September 1967, then at their new address in Derby on 15th July 1968.

In 1971 Tony Mitchell repurchased the car and sold it again early in 1972 to Lord Cranworth, a well known motoring enthusiast with a substantial car collection housed in his own museum. Tony Mitchell had the engine, gearbox and braking system rebuilt, as detailed in an invoice on file to Lord Cranworth dated May 1972. The invoice, to include a rubdown and repaint in Gunmetal Grey, totalled £843.92. Accompanying correspondence on file from Tony gives advice on the car's controls, foibles and running-in procedure. A photograph on file shows the car with hood up shortly after delivery to Lord Cranworth. On 29th June 1972 Lord Cranford registered the 328 to his Gloucestershire address near to Tony Mitchell; however, the car was placed on show at his Banham Motor Museum in Suffolk.

The museum was dispersed in the early 1980s and most of the cars were sold at auction. However, Lord Cranford retained a few of his favourite cars and passed them on to his children.

Since purchase by the family in 1972, the 328 has seen hardly any use at all; indeed, a tax disc dated 1972 remains on the windscreen. When not on view in the museum, the car has been in storage, latterly in Gloucestershire. It was serviced and maintained occasionally, as detailed by numerous invoices on file, and is currently MoT'd.

Today the car is in delightfully original order, with a most marvellous patina one rarely finds in a 328. Fortunately '85.415' has never been fully restored and so retains its original character, unlike so many others. The car has recently been recommissioned for the road. This has been completed by an engineer who for three decades was the private mechanic for the late John Coombs. Mr Coombs was a great exponent of the 328 model and he had three rebuilt by this gentleman, including one that arrived in a number of cardboard boxes and after completion was sold by Bonhams at its Bond Street Auction in December 2013 (Lot 22). This 328 really is quite a find and it is doubtful there will be another like it available for quite some time, if ever.

£650,000 - 750,000
€880,000 - 1,000,000

2

Beardsley pressing on, 1968 VSCC Hambleton Rally



036

Circa 24,285 miles from new

1985 AUDI QUATTRO SPORT SWB COUPÉ

Registration no. C337 PRN

Chassis no. WAUZZZ85ZEA905206

Engine no. KW000031



One of the most influential designs of recent decades, the Audi Quattro brought four-wheel drive into the motoring mainstream. Introduced in 1980, the Quattro was based on the outwardly similar Coupé's bodyshell but used a different floor pan to accommodate its four-wheel-drive transmission and independent rear suspension. The engine was a development of the five-cylinder, 2.1-litre, single-overhead-camshaft unit first seen in the 200 saloon. Equipped with a KKK turbocharger, it produced 200bhp in road trim with considerably more available in competition tune.

Phenomenally fast and sure-footed on the road, the Quattro excelled in international rallying, winning the Manufacturers' Championship for Audi in 1982 and 1984 and the Driver's Championship in '83 and '84, but its enduring legacy would be the demonstration of four-wheel drive's advantages for passenger cars. Since then Audi has gone on to apply its quattro 4WD system to many other models but only the original (or 'Ur') version is spelled with a capital 'Q'.

The Sport version of Audi's sensational Quattro was launched in the autumn of 1983, three years after the original's unveiling at the Geneva Salon had taken the motoring world by storm. It had a shortened wheelbase and was fitted with a new, lighter version of the five-cylinder engine boasting an aluminium block and a twin-cam 20-valve cylinder head, while anti-lock braking made its first appearance on a Quattro-equipped Audi. Running on Bosch HI-Jetronic fuel injection, the extensively revised engine developed a claimed 306bhp and gave this quite remarkable road car a top speed of around 155mph. Audi built only 214 examples of the Sport, though only 164 were actually sold to customers.

This particular Audi Quattro Sport has an 'mph' speedometer and is understood to be one of the original six cars delivered to the UK. The car is a superb example of the Sport Quattro, in excellent condition and the best colour scheme in terms of the model's rallying pedigree. Purchased from William Loughran by the current vendor in the early 2000s, it has had two previous owners and has covered only some 24,000 miles from new.





The Sport has been serviced and re-commissioned to a very high standard by AM Cars, one of the UK's leading Audi specialists. Work carried out includes a full engine service (cam belt, idler pulley and water pump replacement); brake overhaul (new fluid and the AP callipers re-conditioned by AP Motorsport); and a full suspension rebuild (new bushes and mountings, genuine Sport shock absorbers re-valved and reconditioned by Bilstein). In addition, the sub-frames, wishbones, etc were stripped and powder coated; drive shafts and prop-shaft refurbished; and all four wheels aligned. The floor pan and underside have been cleaned, with all old under-seal removed, and then retreated with new under-seal and Waxoyl.

New fuel and brake lines have been fitted and the alloy wheels refurbished by Pristine Wheels of Milton Keynes. Some small trim pieces were missing from the interior, and replacements have been sourced and fitted. The paintwork is original, albeit refreshed in areas that needed attention. Representing a rare opportunity to own a piece of Audi's rallying history, this ultra-rare Quattro Sport is offered with sundry restoration invoices and current MoT certificate.

£220,000 - 280,000

€270,000 - 340,000



Note the MPH speedometer, this being one of only six cars originally imported into the UK.



037

1972 BMW 3.0 CSI 'WIDE BODY' COUPÉ

Registration no. JYN 78K

Chassis no. 2230313

Engine no. 1270006



BMW returned to six-cylinder power for its top-of-the-range models in 1968 with the launch of the 2500 and 2800 saloons together with the stylish 2800CS coupé. Designated 'E9', the latter was powered by the 2800 saloon's M30 engine, though its running gear had more in common with the existing, four-cylinder 2000C/CS. The 2800CS's replacement by the similarly styled 3.0-litre CS in 1971 brought with it numerous improvements, including four-wheel disc brakes in place of the old disc/drum combination. With 180bhp on tap courtesy of its larger engine, the 3.0CS was good for in excess of 130mph, with even more performance on offer from the 3.0 CSI. The latter's Bosch D-Jetronic fuel-injected engine produced 200bhp, only a whisker below the maximum enjoyed by the lightweight CSL Group 2 'homologation special', affectionately known as the 'Batmobile' on account of its futuristic body kit.

Developed at Stuttgart University and used from mid-1973 onwards, the so-called 'Batmobile' aerodynamic package consisted of a front chin spoiler, large rear wing and various other devices. Illegal for road use in Germany, the wings were left in the boot for final installation after purchase. Thus equipped the Batmobiles were able to defeat the previously all-conquering Ford Capri RS2600s, Toine Hezemans capturing the 1973 European Touring Car Championship for BMW at the wheel of a 3.0 CSL and co-driving one to a class win at Le Mans that year with Dieter Quester.

Ford bounced back in 1974 but from 1975 onwards the BMW 'Batmobiles' won five consecutive European Touring Car Championships, a quite unprecedented run of success. Today these exciting and charismatic Grand Tourers enjoy an enthusiastic following and well-preserved examples are increasingly sought after.

This stunning, right-hand drive 3.0 CSI has been converted by the German firm of Alpina. Founded by Burkard Bovensiepen, Alpina began producing tuned versions of BMW models in the 1960s, before the Bavarian company's own Motorsport Department launched its now famous 'M' range. A close collaborator with BMW from its earliest days, Alpina enjoys motor manufacturer status in Germany and can take much of the credit for establishing BMW's high performance image thanks to a succession of sensational road cars and countless race-track victories.

It is not known when this car was converted, though the history file contains a photograph, taken in the late 1970s, showing it in its present configuration at that time. Modifications include a 3.5-litre engine equipped with triple Weber 45 carburettors; five-speed dog-leg manual gearbox; custom-made stainless steel straight-through exhaust system; twin boot-mounted fuel fillers; 12" wide front/14" wide rear wheels; and, of course, the Alpina aluminium 'wide body' kit and aerodynamic enhancements. In addition, the interior features heated electric front bucket seats, trimmed in blue leather to match the rest of the refurbished cabin. 'JYN 78K' benefits from a 'ground upwards' three-year restoration, completed in 2014, and is described as in generally very good condition.

Works carried out included re-commissioning the engine, fitting a new clutch, and a bare-metal re-spray in BMW's striped racing livery. Currently taxed and MoT'd, the car is offered with sundry restoration invoices and V5 registration document. A 'Batmobile' at a fraction of the price of an original example.

£50,000 - 70,000

€67,000 - 94,000



038

Matching numbers, 73,000 miles from new
1963 PORSCHE 356B COUPÉ

Registration no. YNF 389A

Chassis no. 214233

Engine no. 0700953/616/12



One of the all-time great sports cars, the 356 was the work of Ferry Porsche, who had been inspired by the FIAT-based Cisitalia of Piero Dusio. Ferry's 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. Introduced in 1948, the Porsche 356 set a new standard for small sports cars and proved adaptable to all forms of motor sport including circuit racing and rallying. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with the Circuit de la Sarthe.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 litres; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels. Numerous further styling revisions differentiated the 356B of 1959 from its immediate predecessor while the engine - now standardised at 1,600cc - was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90.

Although Porsche did not make a serious works effort in international rallying until the arrival of the 911, the 356 in private hands proved very competitive, being strongly constructed, light in weight and adequately powerful, especially in four-cam Carrera form.

Early successes included private entrants Helmut Polensky and Walter Schluter's victory in the 1952 Liège-Rome-Liège Rally and the same duo's European Touring Championship the following year. And as late as 1961 the 356 proved good enough to bring works-assisted privateer Hans Walter the European Rally Championship. Today these versatile Porsche GTs are among the most competitive cars in their class in historic circuit racing and rallying.

The 356B represents significant advances in driveability and comfort over earlier 356 models, and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness.

A late twin-grille model, this left-hand drive Porsche 356B is finished in the correct original black paint with original red vinyl interior in very good condition. The car completed a four-year total restoration at the end of 2014, which included rebuilding the original engine, gearbox, brakes, suspension and steering in addition to refreshing the paintwork and chrome trim. The mechanical works were carried out by Porsche 356 specialists. An extensive history file, inspection of which is highly recommended (works total circa £50,000), accompanies the car together with a Porsche letter of authenticity confirming that it retains matching numbers. 'YNF 389A' is currently taxed and MoT'd and comes with a V5C registration document. With only 73,000 miles covered from new, this beautiful Porsche 356B is surely one of the best currently available, representing a unique opportunity to acquire an example in virtually 'as new' condition.

£85,000 - 100,000
€120,000 - 140,000



Left-hand drive**1965 MORGAN 4/4 SERIES V SPORTS**

Registration no. FDS 295C

Chassis no. B1063

Engine no. S 354071

Of the 646 Morgan 4/4 Series V models built, it is estimated that fewer than 300 survive. Of those, left-hand drive chassis number 'B1063' is without question one of the best examples on the road today. The car has had only a handful of owners, and prior to its acquisition by the current vendor in 2012 belonged to the president of the Morgan Car Club of Washington DC for some 20-plus years. Sold new in Arlington, Virginia the car has spent its entire life in the southern states and, as a result, suffers from none of the structural problems that can plague older Morgans.

'B1063' was purchased by the preceding owner in 1991, having been off the road for 13 years, and driven regularly until 1997/1998 when it was taken off the road for a 'frame off' restoration. In 2011 the Morgan was treated to another comprehensive professional rebuild, necessitated on this occasion by a cracked chassis frame. Since completion the car has seen only moderate use and is said to be in better condition today than when it left the factory. Details of the restoration, including numerous photographs, are contained within the accompanying history file.



The original 1,500cc Kent engine has been bored and stroked and now displaces approximately 1,750cc, with a commensurate increase in horsepower, while the addition of a five-speed gearbox allows the car to cruise comfortably at motorway speeds. (The original four-speed 'box is included in the sale). The engine specification also includes an aluminium flywheel; 8.5" clutch; big-valve cylinder head with hardened valve seats, double valve springs and roller rocker arms; performance camshaft; twin Weber 40 DCOE carburettors; stainless steel exhaust manifold; high-pressure oil pump; spin-on oil filter; and a 123 Ignition Systems programmable distributor.

Other noteworthy features include a new powder-coated chassis; new bulkhead and inner wings; aluminium radiator; electric fuel pump; dual-circuit master cylinder; White Post front brake callipers; and new finned aluminium rear brake drums. The front suspension has been upgraded, incorporating needle roller bearings and Spax tubular shock absorbers, while the rear axle is now damped by Koni telescopic shock absorbers and located by anti-tramp bars and a Panhard rod. (The original Armstrong lever-type dampers are included in the sale). Wheels are Dayton chrome 72-spoke wires featuring stainless spokes and shod with Kumho tyres.

The body retains its original tub, wings, bonnet and front shroud, while the floorboards are made from Plascore aluminium honeycomb. The seats and interior have been re-trimmed by the late Vic Pulizzi, and the car comes with full weather equipment consisting of a hood, side screens and tonneau covers. A Smiths Classic electronic speedometer has been fitted and a custom wiring harness with upgraded fuse panel installed. The latter includes wiring for an Alfa Elite rally computer and a 12-volt socket for satnav, 'phone charger, etc. (The original mechanical speedometer is included in the sale).

While in the immediately preceding owner's care, this superb Morgan amassed an impressive 18 concours wins and three 'Best of Show' awards including the most prestigious Peter Morgan Award, handed out yearly by the Morgan Car Club for the best car. No mere 'trailer queen', it has also taken 1st in Class awards at more than 20 auto-cross events, was the Solo 1 H-Stock Champion in 2011 and the Solo 1 Sports Car Class Champion in 2012 in the highly competitive Sports Car Club of America's Blue Ridge region. The car has also been featured in 'Morgan World International' magazine (issue 10). Currently MoT'd, this beautiful 4/4 is offered with the aforementioned history file, Morgan dating certificate, old US title and V5C registration document.

£35,000 - 40,000

€47,000 - 54,000





040

**Multiple concours-winning
1963 DAIMLER SP250 ROADSTER**

Registration no. 4068 WK

Chassis no. 101553

Engine no. 97382



Left-hand drive chassis number '101553' was a special order through Clark & Simpson of Sloane Square, London and was registered as '4068 WK' in January 1963 by the factory on behalf of its first owner, Mrs Anne de Nie. The car spent its first 2½ years in Roehampton, West London before being taken to the owner's house on the Algarve. After 26 years in Portugal it was purchased by the immediately preceding owner, Mr Claude Kearley, and brought back to the UK.

'4068 WK' is the best known SP250 in the world with 96 concours wins over the years. It has been featured in numerous classic car magazines and is included in Quentin Willson's *'Ultimate Classic Car Book'*. Its most notable accolades include 'Best SP250' in the Daimler & Lanchester Owners' Club (numerous wins); Masterclass winner in the Daimler & Lanchester Owners Club (numerous occasions); 'Best in Show', Alexandra Palace Classic Car Show; 'Best Sports Car', Bromley Pageant; Autoglym/Popular Classics Magazine National Winner; Masterclass winner and 'Best in Show', Brighton & Hove Motor Club (several occasions); Autoglym 'Best in Show', Folkestone national event; plus numerous other 'Best in Show' awards: Knebworth, Shuttleworth, Blenheim Palace, Penshurst Place, Colchester, Luton Hoo and Braemar House.

'4068 WK' has covered only 73,115 kilometres (approximately 45,400 miles) from new and was restored in 1992. The car retains its original registration and original Dunlop wire wheels, while the colour combination of silver paintwork, St James' Red leather trim and grey hood, tonneau cover and hood bag is exactly as it was when the car left the factory. Other noteworthy features include an unleaded fuel conversion; electronic ignition; stainless steel exhaust; and an electric cooling fan with its own control switch. Since the car's purchase by the current vendor at Bonhams Goodwood Festival of Speed Sale in June 2014 (Lot 327) the electrics/ignition have been refurbished and a high-torque starter motor fitted, the work being carried out by Wren Classics. The refurbished original starter comes with the car.

Offered with current road fund licence and V5 registration document, the car also comes with a complete set of original handbooks, an old-style buff logbook, the original warranty card and a complete Daimler tool roll.

£50,000 - 55,000

€68,000 - 75,000



041

1983 LISTER JAGUAR XJ-S 6.0-LITRE 'SYSTEM III' COUPÉ

Registration no. to be advised

Chassis no. SAJJNAEW3BC110615

Engine no. LP02760L

A director of his family's Cambridge-based light engineering firm, Brian Lister was better placed than most to become a racing car designer. He enlisted the considerable talents of Don Moore and Archie Scott-Brown to help with engine tuning and driving respectively, and built his first car in 1954.

Fitted with Jaguar straight-six and American V8 engines, Lister's 'knobbly' sports-racers proved immensely successful at international level through the 1950s, but by the decade's end the writing was on the wall for front-engined sports-racers and Lister closed at the end of 1959. In recent years cars bearing the Lister name have been a major force in GT racing worldwide.

From the early 1980s the name has also graced some of the world's fastest road cars, after an agreement first with BLE Automotive and then WP Automotive saw converted XJ-S models marketed as Lister Jaguars. This Lister Jaguar XJ-S coupé is powered by a tuned 6.0-litre version of the Jaguar V12 engine, which delivers supercar performance courtesy of a maximum output of 482bhp. The car is fitted with a five-speed manual gearbox and also incorporates Lister's typical improvements to the bodywork, chassis, suspension, brakes and wheels (see System III specification listing on file).



Built originally as an XJ-S HE Auto in 1983, the car was converted by Lister in 1990 and acquired by the current vendor in 1993 from Jaguar dealership Mead of Burnham.

Taken off the road in 1997, the Lister is offered fresh from extensive re-commissioning by Racing Green Cars Ltd of Ash Vale, Hampshire. Works carried out include a thorough overhaul of the fuel and braking systems, compression check (all good), replacing the alternator, repairing the ignition system, etc (see bill on file dated December 2014 for £7,515). Described as in generally very good condition, the car also comes with all Lister service invoices for the period 1993-1997, current MoT/tax and old/current V5/V5C registration documents. A total of only 21,791 miles is currently displayed on the odometer.

Finished in red with cream leather interior and black carpets, the latter boasting Recaro seats, this striking Lister XJ-S represents an exciting opportunity to acquire a unique car possessing an exceptional specification, as well as a direct link with one of the greatest of Jaguar exponents. It should be noted that the current registration 'JAG 2V' is being retained by the vendor.

£35,000 - 45,000

€47,000 - 61,000

042

FIA Certified

1953 JAGUAR C-TYPE RE-CREATION

Registration no. DBW 23

Chassis no. 640211

Engine no. C8610-FF



The XK120C's astonishing debut victory in the 1951 Le Mans 24-Hour Race and its follow-up win in '53 established Jaguar's first purpose-built racing sports car as one of the all-time great competition automobiles.

Jaguar built only 54 C-Types and it is worth noting that the first three Formula 1 World Champions - Giuseppe Farina, Alberto Ascari and Juan-Manuel Fangio - all bought them as road cars. It is not hard to understand why: at the time of its introduction the C-Type represented the state-of-the-art in racing car engineering and thus was one of the most advanced road vehicles in the world.

Those multiple Le Mans wins in the 1950s, as well as numerous victories in the other great classic endurance events, coupled with superlative driving qualities that made it so attractive to three of the greatest drivers in history, have ensured a continuing healthy demand for replicas of Jaguar's rare and exotic sports-racer.



This fine example is the work of Pearsons Engineering of Northamptonshire, a firm founded in the 1960 by John Pearson and now run by his son, Gary. They specialise in C-Type, D-Type and Lister Jaguars, and this particular C-Type was built in 2006 using the original jig made by precision engineer Peter Jaye, who in collaboration with RS Panels restored many original C-Types as well as constructing what are widely recognised as the finest replicas. The chassis was arc welded to match original Jaguar construction, while the aluminium-alloy body was hand made by Pearson Engineering's Jim Gibson, who built the original Peter Jaye bodies when he worked at RS Panels.

The 3.4-litre engine breathes via twin sand-cast SU carburettors mounted on an original XK manifold, supplied from a large-capacity fuel tank. The cylinder head is a 'B' series, which is correct for original C-Types. The 'C-Type' cylinder head, as it was known, with the 'C' cast into the plug well and 'C-Type' badged cam covers, was fitted to the XK140 Special Equipment cars as a marketing exercise after production of the C-Type ceased. They are often mistakenly used on C-Type re-creations. The engine also has a correct production C-Type cast exhaust manifold, correct copper/brass radiator and wide eared aluminium sump by Peter Jaye.

The gearbox is a Jaguar four-speed all-synchromesh Moss type. There is a correct, direct acting (XK120 style) clutch and tandem hydraulic brake system, while Jaguar/Dunlop disc brakes are fitted all round.

The front suspension incorporates correct torsion bars, trunnions, adjusters, lower wishbones, steering arms, steering rack and steering column manufactured by Peter Jaye. Hub carriers, disc brakes, upper wishbones are stock Jaguar. Koni classic dampers are fitted. It is understood that some original C-Type components are present, but it has not been possible to verify this. The torsion bar rear suspension features splined vernier adjusters, trailing links, half-shafts, etc made by Peter Jaye together with a Pearsons-modified Salisbury axle (believed 3.54:1 ratio) and Koni classic dampers. Wheels are steel XK120 54-spoke wires shod with 6.0"x16" Dunlop racing tyres.

The interior features suede green leather seats; correct silver Hardura trimmed transmission cover; four-point safety harness; hand fire extinguisher; and a correct three-spoke Bluemels steering wheel. The electrical system features cotton-braided wiring and period components. Actively campaigned by Nigel Webb in a plethora of events with success, the car was purchased by the current enthusiast owner to add to his collection. Whilst in his care the Jaguar has been maintained by Jaguar Specialists CKL (Chris Keith Lucas Engineering) to an exceptionally high standard. Offered in ready to use condition having recently been serviced and checked through, described by the private vendor as in generally very good condition, this faithful C-Type re-creation is offered with sundry restoration invoices, old-style logbook, FIA Papers, current MoT and V5 registration document.

£130,000 - 160,000

€180,000 - 220,000





043

Left-hand drive

1968 CHEVROLET CAMARO 'RS/SS' CONVERTIBLE

Registration no. to be advised

Chassis no. 124678L3099770



Ford having created the 'pony car' class in 1964 with the introduction of the sensational Mustang, it was only going to be a matter of time before all the other major US manufacturers tried to grab a slice of this extremely lucrative new market sector. When Chevrolet climbed aboard the bandwagon, it would be with a car destined to become as iconic as its Dearborn rival – the Camaro. Introduced for 1967, the Camaro closely followed the Mustang's successful formula, being almost identical in size though more curvaceously styled. The initial engine options consisted of a 230ci (3.8-litre) inline six or 327ci (5.4-litre) V8. A three-speed manual gearbox was standard, with heavy-duty, four-speed and automatic transmissions the alternatives.

Like the Mustang, the Camaro was blessed with an generous options list that enabled customers to personalise their cars, a situation that has resulted in no two being exactly alike. Chevrolet left the Camaro pretty much unchanged for 1968 before engaging in a major re-styling exercise for '69 that saw it re-emerge both longer and lower. As before, the car was available as a coupé or convertible.

Carroll Shelby was already racing modified Ford Mustangs with enormous success and so it was inevitable that Chevrolet would have to follow suit with the Camaro. The SCCA's Trans-Am was the most prestigious sedan-racing series in North America and Chevrolet worked with Roger Penske's (unofficially) factory-backed team, winning the Trans-Am championship in 1968 and '69 with Mark Donohue.

An automatic transmission model, the Camaro we offer has been extensively rebuilt recently to 'Restored/Modified, RS/SS' specification, incorporating chassis stiffening; modern tubular front wishbones; adjustable gas shock absorbers; a Positraction 12-bolt limited-slip differential; Boyd Coddington 17" wheels; and high-performance four-wheel disc brakes to cope with the power output from the high-performance 350ci 300 horsepower V8 engine, the latter part of the 'SS-350' options package. Recently driven to Germany to be shown at a concours event, the car is described as being in very good condition and is offered with current MoT. This sensibly upgraded Camaro is currently undergoing the UK registration process and is expected to possess a V5C document by time of sale.

£35,000 - 39,000

€47,000 - 53,000



044

Left-hand drive

1966 FORD MUSTANG FASTBACK COUPÉ

Registration no. to be advised

Chassis no. 6F09C291141



Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. Brainchild of Lee Iacocca - subsequent saviour of the Chrysler Corporation – the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

The secret of the Mustang's success was a broad appeal that extended beyond the target market thanks to a great value-for-money package combining sporty looks, decent economy and brisk performance. Mustangs could be ordered in specifications ranging from six-cylinder 'economy' to V8-powered luxury, while customers could choose from an extensive range of factory options with the result that seldom are two Mustangs identical.

This particular Mustang's VIN code reveals that it left Ford's Dearborn plant in 1966 fitted with the 289ci (4.7-litre) Challenger V8 engine, one of three alternative V8s on offer, which produced 200bhp. Extensively restored in recent years, it features automatic transmission, the '2+2' seating option, a centre console, power steering and power brakes. A four-wheel disc brake conversion, Ford Rally Sport 17" wheels, 'GT' driving lights and 'GT' twin exhausts are the only notified deviations from factory specification.

Recently, the car was driven 250 miles through the Sonoran Desert in southern Arizona in temperatures of 108°F without fault. Described as being in very good condition and offered with current MoT, this sensibly upgraded Mustang is currently undergoing the UK registration process and is expected to possess a V5C registration document by time of sale.

£26,000 - 29,000

€35,000 - 39,000



045

Left-hand drive

1973 PORSCHE 911T TARGA COUPÉ

Registration no. SCW 533L

Chassis no. 9113111648

Engine no. 6134553

This left-hand drive 2.4-litre 911 Targa was delivered new in the USA via Porsche Centre, Los Angeles and remained in California until 2014. The car was first owned by Dr John Nelson (1973-1985) followed by Gary Macker (1985-1989), Danny Bernstein (1989-1990) and David Scott Kroesen (1990-2014). The current (fifth) owner purchased the Porsche in June 2014 and shipped it to the UK after a car-restorer friend had spotted it in Los Angeles. There are US title documents on file for each of the prior owners together with detailed records/bills for all work done from 1973 to 1991. These include documents relating to an engine rebuild undertaken approximately 30,000 miles ago (at 109,361 miles). The fourth owner, who kept the car from 1990 until 2014, did not keep any records and it appears that it stood at his property, unused, for a few years prior to sale.

Having spent some time out of use, the car needed re-commissioning and some interior refurbishment. Respected independent Porsche specialists Strasse of Leeds overhauled the fuel injection system, refurbishing the metering head and fitting new injectors, sparkplugs, HT leads, etc. Other areas that received attention were the starter motor, valve clearances, engine tuning and wheels; while the braking system was overhauled (including new master cylinder); all old and perished rubbers replaced; the fuel tank refurbished; and the windscreen washer refreshed with new nozzles.



In addition, the interior was refurbished; new European-specification lighting installed; brightwork re-plated; a period-effect radio with optional iPod link fitted; the Targa top lining and rubbers refurbished; a period steering wheel sourced and re-trimmed; and new tyres fitted. In total over £13,000 has been spent on restoring the interior and re-commissioning the vehicle as evidenced by the accompanying bills.

The car also comes with a Porsche Certificate of Authenticity verifying that it retains matching numbers and its original colour scheme of black with matching leatherette interior. This certificate also lists Koni dampers, 'S' brakes and front/rear spoilers as items of optional equipment fitted. Described as in generally very good condition, this freshly renovated Porsche 911 Targa is offered with MoT to December 2015, V5C document and its original owner's manual, warranty voucher and maintenance record book.

£43,000 - 48,000

€58,000 - 65,000



046

Left-hand drive

1968 VOLVO P1800S COUPÉ

Registration no. to be advised

Chassis no. 183451025961

Introduced in 1960 and popularised by *The Saint* television series, Volvo's pretty P1800 sports coupé, although no hairy-chested tyre-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Based on the 121 saloon, the P1800 was built by Jensen Motors until production transferred to Sweden in 1963, and employed Volvo's rugged, four-cylinder, overhead-valve engine in 1,778cc form. Breathing through twin carburettors, this unit produced 100bhp, an output sufficient to propel the solidly built coupé to a top speed of around 105mph. The running gear was conventional, with independent front suspension and live rear axle, and all versions came with servo-assisted front disc brakes.

The introduction of the successor P1800S in 1963 brought with it a capacity increase to 1,985cc, power going up to 108bhp as a result. Fuel injection was standardised in 1969, maximum power increasing to 130bhp, with four-wheel disc brakes arriving at the same time.



By the end of the 1960s, the model was beginning to look dated but the introduction of the Reliant GTE-influenced P1800ES sports estate extended its lease of life into the early 1970s.

We are advised that this left-hand drive P1800 was restored by the last owner. Works carried out include a full overhaul of the engine, gearbox and carburettors, and a bare metal re-spray. An exceptionally straight panelled example, the car is described as being in very good condition and is said to drive superbly. The provision of air conditioning – fitted with a new compressor – is the only notified deviation from factory specification.

£17,000 - 19,000

€23,000 - 26,000

047

Concours winning, show condition

1970 FORD ESCORT TWIN CAM

Registration no. CIJ 1835

Chassis no. CK49JG9125

Engine no. EG1198B681F015



The arrival of the Escort Twin Cam at the start of 1968 marked the second phase of Ford UK's production-car based competitions programme that had commenced with the Lotus Cortina. The latter had used the Ford-based 1.6-litre Lotus Twin Cam engine to good effect, and combining this unit with the smaller and lighter Escort bodyshell would prove to be an inspired move. Reputedly, Ford's Competitions Manager Henry Taylor had seen a prototype Escort being tested and recognised its potential. A feasibility study commenced at the Competitions Department's Boreham factory in March 1967, which proved that although the list of modifications required to install the bulky Twin Cam engine and 2000E gearbox was a lengthy one, the transplant was possible.

The project duly got the 'green light' and a dedicated Twin Cam production line was set up at Ford's Halewood plant on Merseyside where the cars were assembled by a hand-picked team using the stronger export-specification Escort two-door bodyshell. Production proper got under way in the spring of 1968 after the first 25 Twin Cams had been assembled at Boreham. Group 3 homologation (500 units built) was achieved in March '68 and Group 2 (1,000 units) in May.

Competition success had been the Twin Cam's raison d'être and Ford's new baby was soon delivering the goods. A pair of the Boreham-built Twin Cams dominated the televised Croft rally-cross meeting in February 1968, demonstrating its potential to an audience of millions, while the car's first major international success was achieved that March when Ove Andersson and John Davenport finished 3rd in the San Remo Rally. The Twin Cam's first outright win was achieved by Roger Clark in the Circuit of Ireland Rally at Easter.

Despite a short works career that ended in 1971, the Escort Twin Cam won the World Rally Championship for Makes twice, in 1968 and '69, and helped the Alan Mann Racing-entered Frank Gardner take the British Touring Car Championship in '68. Ford UK's fastest production model when launched, the Escort Twin Cam and its Cosworth-engined successors would go on to be Ford's most successful rally cars prior to the arrival of the Sierra RS Cosworth in the 1980s.

Offered here is a very rare, show condition, Australian specification Escort Twin Cam. The Australian Escort Twin Cam was built using the same Type 49 bodyshell and 1.6 litre Lotus engine as the UK-specification car but assembled in the Ford plant at Sydney. Arguably more interesting and available in a full range of colours from the Ford palette rather than the Ermine White which most of the home market cars were finished in, they also feature some nice finishing touches to the interior and exterior trim. Finished in Onyx Green metallic with tan interior, this particular example has obviously benefited from the predominantly warm and dry Australian climate, which has preserved the bodywork in good order.

This Twin Cam was a well-known show car in Australia before being shipped to the UK in 2008, since when it has had only one registered keeper. Since acquiring the car recently, the vendors have completely re-commissioned it, including totally overhauling the braking system, fitting a new clutch and rebuilding the gearbox. Four new tyres have been fitted and the car is now 'on the button' and ready to go. Accompanying paperwork consists of sundry restoration invoices, current MoT certificate and a V5C registration document.

£40,000 - 45,000

€54,000 - 61,000



048 N

Left-hand drive

1955 JAGUAR XK140SE ROADSTER

Chassis no. S810495

Engine no. G1650-8S



'If the XK140 is an extremely fast car, it is also a very docile one. It has absolutely perfect traffic manners... Above all though, this is an ideal long-distance car, and would be sheer heaven for Continental touring.' – John Bolster, *'Autosport'*.

Newly introduced for 1955, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 7.5cm further forward and the adoption of rack-and-pinion steering. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing lever type at the rear. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers. The power unit remained Jaguar's well-tryed, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim. A close-ratio gearbox enabled better use to be made of the increased performance and overdrive became an option for the first time. Special Equipment (SE) cars came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the C-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary road-tests regularly recording top speed figures in excess of 120mph.

Sold new via Jaguar's East Coast, USA distributor, Hoffman of New York, this beautiful XK140SE roadster has the desirable C-type cylinder head option. The car had enjoyed only three owners in the United States prior to its acquisition by the current vendor in 2010, since when it has been resident in Spain. Chassis number 'S810495' was owned by Hal Graham for the first 23 years of its life, followed by Floyd Mitchell (12 years) and then William Burnette of Huntsville, Alabama, during whose ownership it was extensively restored, the work being carried out in the 1990s (invoices on file).

Noteworthy features include negative earth electrics, an alternator (original dynamo with car), a Kenlowe electric cooling fan, new Vredestein radial tyres, and its original keys. Described as in generally excellent condition, the car is offered with an original 'Operating, Maintenance and Service Handbook', US Certificate of Title, Spanish registration papers ('Permiso de Circulation'), valid technical inspection (expires May 2016), and Jaguar Heritage Certificate confirming all matching numbers.

£80,000 - 120,000

€110,000 - 160,000



049

1986 TIGA GC286 3.0-LITRE SPORTS-RACING PROTOTYPE

Chassis no. GC286-335



In action at the 1986 Brands Hatch 1000kms
© LAT Photographic



Racing car manufacturer Tiga was founded in 1974 and took its name from those of its two founders: Formula 1 drivers Tim Schenken and Howden Ganley. The British company enjoyed considerable success, selling almost 400 cars for categories ranging from Formula Ford to Group C before its demise in 1989. The firm was particularly successful in the popular Sports 2000 series for open-cockpit prototypes, winning four British, three European and one American championship in that category. Other notable achievements include class wins at Le Mans (1985) and Daytona (1987 and '88), the Group C2 Teams award in the World Endurance Championship (1985) and IMSA Camel Lights Championship (1988).

Tiga's GC286 was a development of the Ganley-designed GC285 and GC284. A design for Group C that made its debut in 1984, the latter was quite successful in the hands of Gordon Spice's team, winning at Spa, Imola and Sandown Park that season. Spice used the successor GC285 to good effect, winning the C2 class at Le Mans in 1985 with Ray Bellm and going on to take that year's C2 World Championship.

The GC286 was the first of the Tiga 'ground effect' C2 and IMSA Lights cars, which were produced with progressive modifications from 1986 until 1989. One of their advantages was the ease with which they could be updated from year to year and adapted to run in the lightweight classes to both World Endurance Championship and IMSA rules.

Engines as diverse as the Mazda 13B rotary, Cosworth DFZ, Chevrolet V8, Ford BDT and Porsche 962 found their way into Tiga chassis in the mid-1980s, when Tigas were able to dominate their class, having overcome the earlier Alba designs, and before the productions of Gordon Spice became dominant.

Chassis number 'GC286-335' was one of the first of this model and has a continuous history. In factory ownership it was initially campaigned in the WEC, including Le Mans, by Roy Baker Racing in the C2 class in 1986 with Ford BDT power, and then the Cee Sports Team with former Formula 1 driver Slim Borgudd and a Volvo turbo before a return to the BDT in 1987. In 1988 it was acquired from Tiga Cars for entry in the BRDC British Sportscar Championship in 1989 for Andrew McAlpine and Mike Catlow. Its engine was now the 24-valve Cosworth V6, a design initially intended for the Rover Group's MG Metro 6R4 Group B rally-car. Producing 420bhp, the Cosworth V6 drives via a Hewland FGB five-speed gearbox and the car rolls on either 16" Gotti or BBS wheels. Dry weight is 705kgs.

Acquired in 1989 by the current owner, the chassis has been preserved in the form in which it ran in the BRDC series and in the InterSerie in 1990 driven by David Mercer, Steve Guglielmi, Richard Hinton and Nick Atkins. Since then it has achieved class victories in the Historic Group C/ GTP series. Described as in generally good condition, with zero hours on the engine and gearbox since rebuilding, this historic Group C sports car is offered with bills relating to its restoration in 2006.

Representing an affordable entry into one of the most iconic and awe inspiring racing series ever created. This Tiga will allow the new owner, as it did in period the opportunity to race against some of the most exciting and sophisticated cars ever designed, at some of the worlds greatest racing circuits courtesy of the Group C Historic Racing Series.
£80,000 - 100,000
€110,000 - 140,000



050

The ex-works; L'Écurie du Lapin Blanc; 1949 Le Mans
1947 HRG LE MANS LIGHTWEIGHT SPORTS

Registration no. HXR 530

Chassis no. 92

Engine no. M0095

1

The team line up for the 1949
Le Mans 24hr race, 'HXR 530'
is no.34 driven by Scott/Gee



In 1935, twelve years after the dissolution of the GN cyclecar company, the 'G' - H R Godfrey - was back in business with new partners E A Halford and G H Robins, the trio's new firm adopting the name 'HRG'. The aim was to build a lightweight Vintage-style sporting car endowed with the virtues of brisk acceleration and positive steering, and in this they succeeded brilliantly. However, with its Meadows engine at the end development, an alternative was needed and the firm turned to Singer, adopting tuned versions of the latter's overhead-camshaft engines for its 1500 and 1100 models. Hand built in limited numbers, the HRG was one of the best performing all-round 1½-litre sports cars of its day, as evidenced by class wins at Le Mans in 1939 and 1949.

By the early 1950s demand for HRG's traditional sports car was declining and the firm responded with a radical new design by its technical director Stuart Proctor: the Twin Cam. The latter was powered by a 1,497cc Singer SM engine fitted with a twin-cam cylinder head, mounted in a new twin-tube chassis featuring all-independent suspension, alloy wheels and four-wheel disc brakes. As such the Twin Cam represented the state of the art in contemporary sports car design. Unfortunately, Rootes' take-over of Singer in 1956 halted the supply of engines, and HRG production ceased after only three Twin-Cam production cars, plus the prototype, had been completed.

The HRG, like the Frazer Nash and the AC, represented the last of the hand-built, high quality sports cars equally usable on both road and track. Already, mass-produced and far cheaper cars from the likes of MG, Jaguar and Triumph were on the market, while the future - in sporting terms - would belong to purpose-built racing machinery from Lotus, Lola, Cooper et al. When production ceased, HRG had sold approximately 240 cars, the vast majority of which survive today.

This car, chassis number '92', was originally built in 1947 as one of only 35 '1500 Aerodynamic' models, complete with all enveloping coachwork. First owner Jack Scott campaigned the car in international events under the works' 'L'Écurie du Lapin Blanc' team banner, notable successes being a 7th place in the Manx Cup and winning the Isle of Man Empire Trophy team prize.

In 1948, a 2nd place in the Grand Prix des Frontières at Chimay in Belgium was followed by a 9th in class and the team prize at the Spa 24 Hours race. It was for this race that the innovative team leader Peter Clark arranged for the cars to carry two-way radios to aid team tactics and pit work, a commonplace occurrence today but unheard of then. 'HXR 530' is probably one of the first racing cars ever to carry such equipment. The season was completed with the Paris 12-Hour race at Montlhéry.





2
In action at the 1955 BARC meeting at Goodwood.
(image part of lot)

3
Mrs Gibbs in 'HXR 530' 11th BARC Members Meeting, Goodwood, 1953
(image part of lot)



For 1949, 'L'Écurie du Lapin Blanc' decided on another serious attempt at Le Mans and used 'HXR 530' and its two sister-cars as prototypes for a new body. The aerodynamic body was removed and a lightweight one with fully exposed wheels and a smaller frontal area was designed and built by Monaco Motors under the direction of John Wyer, who would later manage the endurance racing campaigns of Aston Martin, Ford Motor Company and Gulf Oil.

The three identical cars were prepared with the sole idea of racing for 24 hours and winning. All details and measurements conformed exactly to the then current FIA sports car racing regulations, while the standard engine was mildly modified and much attention paid to lightness. Unfortunately, 'HXR 530' broke down during the race with a cracked block after 83 laps, but Eric Thompson and Jack Fairman went on to win the 1,500cc class and finish 8th overall in their similar car. Immediately after the race, the HRGs were transported to Brussels and overhauled in preparation for the Spa 24 Hours race, held only two weeks later. A 19th overall and 3rd in class for 'HXR 530' helped 'L'Écurie du Lapin Blanc' claim the team prize and the Richard Seaman Cup for best placed British car.

After the 1949 season, all three cars were sold to Len Gibbs. Len and his wife Ruby sold two of them but kept 'HXR 530' for themselves and raced it extensively throughout the 1950s, with notable successes at both Goodwood and Silverstone (see results list on file). Early in 1953 the coachwork was changed again, on this occasion to the barchetta body as seen today in preparation for Goodwood that year. Gibbs also shortened the wheelbase.

The accompanying original logbook lists two members of the Goulden family of Stanmore, Middlesex as 3rd and 4th owners, followed by one Reuben Archer of Teddington, Middlesex and then Anthony Searson of Woking, Surrey. The last stamp on the logbook is dated August 1969.

'HXR 530' has been with its current owners for around eight years and has been restored to the specification it had during the Gibbs' ownership, removing the supercharger fitted by the previous owner Tony Searson. The car is still raced regularly at historic events such as the Silverstone Classic, Le Mans Classic and Le Mans Legends races. Highlights of this more recent phase of its competition career include pole position at the 2009 Le Mans Legends and a 'Class 1' win in that same event in 2013. While in the vendor's ownership the car has been completely rebuilt by Chris Connelly and Mass Racing Engines, who have continued to maintain it to a very high standard. The engine currently installed is a highly tuned Singer SM single-cam unit, similar to the 1949 Le Mans engine

Very swift and a proven class winner, 'HXR 530' comes with current HTP papers, is 'on the button' and ready to race. In short: this is an extremely rare and historic British sports-racer, capable of winning its class in the right hands, which is relatively cheap to run and eligible for a wide variety of the most prestigious motor sports events.

£160,000 - 220,000
£220,000 - 300,000



051

1958 LOTUS ELEVEN SERIES 2 LE MANS SPORTS-RACER

Registration no. USK 265

Chassis no. see text

Engine no. 400/40/9422



The car offered here is a 1958 Lotus Eleven Series 2 to 'Le Mans' specification, fitted with a 1,460cc Coventry Climax FVB full-race engine and a close-ratio Austin-Healey Sprite gearbox. The Series 2 Le Mans specification includes De Dion suspension at the rear and improved double wishbone and coil spring suspension at the front. Girling disc brakes are fitted all round, the rears inboard, while the headlights are the original (and rare) Lucas 'Le Mans' lens units.

'USK 265' has been used regularly as a road car, and in 2006 featured as an eye-catching entrant at various important events including the award-winning Lotus display at Classic Le Mans, Her Majesty The Queen's 80th Birthday Parade in the grounds of Buckingham Palace, and the GRRC Annual display at Goodwood House.



It appeared on the Historic Lotus Register stand at the Donington Lotus Show in 2004/2005 and has also seen limited track mileage, taking part in the Eiffel Classic six years ago, demonstration laps on the full Le Mans circuit in 2004 and 2006, and testing at Goodwood circuit in 2005/2006 in addition to regular and reliable fast road use over the past four years.

This car has been personally known to the Historic Lotus Register (HLR) Eleven Registrar, Vic Thomas, since 1973 and was in 'exceptionally original condition' when thoroughly inspected by him prior to its later sale and restoration. We are advised that the unstamped chassis was identified as manufactured by Lotus Engineering, issued with number '112LH032' by the HLR and assigned the VIN 'SABTVR03782080001' by the DVLA. Previous ownership is traced back to 1971, including a four-year period (1999-2003) during which the car resided in Germany where it acquired hazard warning lights to conform with German road traffic act requirements.

A lengthy and thorough restoration was undertaken by a previous owner during the late 1980s and early 1990s. The car was examined by Vic Thomas during the process, which is documented by photographs and correspondence on file. The original chassis was retained and trued and bears the Historic Lotus Register's identification plate. Its authenticity is confirmed in a letter from the Registrar dated 6th November 1991. The front and rear replacement aluminium body panels were 'wheeled' by Len Pritchard (the original coachbuilder) and fitted in the late 1980s.

There are distinguishing historical features consisting of mounting points for twin fuel pumps, and a long-range fuel tank on the passenger side complemented by slightly shorter doors. The colour was changed during restoration from its original blue, black and white to the current Lotus British Racing Green, while the interior is in traditional red.

Although the engine fitted is not original to this particular chassis, the Coventry Climax FVB is the largest of the three types fitted in period by Lotus to the Eleven. Fitted with twin Weber 40DCOE carburettors and gear driven tachometer, this FVB race engine, prepared by Tony Mantle of Climax Engine Services, has seen relatively little use and is reported as extremely reliable and very torquey. All the Smiths instruments are in working condition including the original chronometric tachometer, speedometer and dash-mounted voltage regulator. The Sprite 'box has close-ratio, straight-cut, synchromesh gears which, combined with the 3.72:1 final drive ratio and torque of the FVB engine, the largest of the types fitted by Lotus in period, make the car particularly suitable for sustained high speed driving.

The car currently boasts adjustable shock absorbers and Michelin X/ZX tyres on 48-spoke wire wheels with knock-off spinners for road use. A second set of 60-spoke wires shod with Dunlop Racing L-section tyres is available. Eligible for some the most prestigious historic motor sports events and race series, 'USK 265' is offered with V5C registration document and FIA HMF papers issued in UK in 1998.

£90,000 - 110,000

€120,000 - 150,000



052 N

The ex-works, Hannu Mikkola/Arne Hertz
1982 AUDI QUATTRO A1 GROUP B RALLY CAR
Chassis no. WAUZZZ85ZDA900012

Hannu Mikkola/Arne Hertz,
1982 Monte Carlo Rally.
© LAT Photographic



One of the most influential designs of recent decades, the Audi Quattro brought four-wheel drive into the motoring mainstream. Introduced in 1980, the Quattro was based on the outwardly similar Coupé's bodyshell but used a different floor pan to accommodate its four-wheel-drive transmission and independent rear suspension. The engine was a development of the five-cylinder, 2.1-litre, single-overhead-camshaft unit first seen in the 200 saloon. Equipped with a KKK turbocharger, it produced 200bhp in road trim with considerably more being available in competition tune.

Phenomenally fast and sure-footed on the road, the Quattro excelled in international rallying, winning the Manufacturers' Championship for Audi in 1982 and 1984 and the Drivers' Championship in '83 and '84, but its enduring legacy would be the demonstration of four-wheel drive's advantages for passenger cars. Since then Audi has gone on to apply its quattro 4WD system to many other models but only the original (or 'Ur') version is spelled with a capital 'Q'.

Audi's win in 1983, when Hannu Mikkola took his first World Drivers' Championship, had been achieved despite a rule change that placed the Quattro at a notional disadvantage compared to the lighter two-wheel drive Lancia Rally 037. Manufactured during the first quarter of 1982, this well-restored Group B Quattro is one of the works cars that helped him achieve that well-deserved success after so many years in rallying.

Mikkola used '900012' (at that time in Group 4 specification) in the 1982 Monte Carlo Rally, finishing 2nd behind the Opel Ascona of Walter Rohrl, and in that year's Swedish Rally in which he finished 16th. It was then retained for training duties well into the 1983 season before being converted by Audi to Group B specification and sold. Its purchaser was the Finnish VW/Audi importer and for the next few years the Quattro would be driven by the famous ex-SAAB rally driver, Antero Laine.





Laine's first outing with '900012' was the 1983 Lombard RAC Rally, from which the car retired. He went on to win the Finnish Rally Championship in 1984, '85, '86 and the Arctic Rally in '84 and '85. In 1987 the Quattro was sold to Erkki Heikkurinen, who used it to win that year's Mänttä 200 Rally, and then in 1988 passed to Sakari Vierimaa. The car was driven throughout that season and into 1989 by Markku Valtonen. Sold to Raimo Skog in 1989, it was restored by him and used to compete in rally sprints and ice races in Finland. In 1991 the car was purchased by Anders Carlsson, the well-known Audi collector in Sweden, and placed on museum display.

In February 1995 the Quattro was offered for sale at Brooks' Olympia auction (Lot 276) together with a number of other cars from the museum, where it was purchased by the current vendor. At that time it was stated that the engine had had a recent top-end overhaul but would benefit from some further attention to the bottom-end before being used in anger again.

On taking delivery of the Audi, the vendor despatched it to the prominent marque and rallying specialists Konrad Schmidt Motorsport GmbH in Cadolzburg, Germany for a thorough inspection and all works necessary to return it to top condition. Since then the Quattro has been maintained in excellent condition as part of the vendor's private collection of important motor cars. It is currently registered in Greece on Historic plates. According to the bodyshell number punched into the bulkhead, this is a genuine works car with factory chassis, and has the body plate in the correct position. Communications on file from Audi AG confirm that this is a genuine works car, and the Quattro also comes with a full list of its race results in Finland for the period 1983 to 1991.

An evocative survivor from one of international rallying's most evocative periods, this car has the added distinction of having been driven by one of the greatest drivers in the history of the sport.

£240,000 - 280,000

€330,000 - 380,000

1
Hannu Mikkola/Arne Hertz,
1982 Monte Carlo Rally.
© McKlein



053

1983 RENAULT 5 TURBO HATCHBACK

Registration no. PGO 697Y

Chassis no. 130000636



Not to be confused with the conventional front-wheel drive Renault 5 Gordini Turbo or GT Turbo, the Renault 5 Turbo was a mid-engined homologation special built in limited numbers for Group 4 and Group B rallying between 1980 and 1986. Renault's considerable F1-derived turbo-charging expertise was applied to the humble 1.4-litre overhead-valve engine, resulting in a power increase to 160bhp (in road trim), an output sufficient for a top speed of 125mph and a 0-60 time of under seven seconds. In the Turbo, this remarkable little engine was mounted amidships (where the rear passenger seats had been) and drove the rear wheels via a five-speed transaxle.

A thinly disguised two-seater supercar, the Turbo was first seen in prototype form at the 1978 Paris Salon and made its competition debut in 1980 on the Tour de Corse, Jean Ragnotti's 250bhp works car leading the event before succumbing to electrical trouble. In 1981 Ragnotti/Andrie won the Monte Carlo Rally outright for Renault and the following year Ragnotti won the Tour de Corse again. Faced with increasing competition from teams running four-wheel drive cars, Renault responded with more powerful 5 Tour de Corse and 5 Maxi Turbo variants, Ragnotti adding another Tour de Corse win in the latter in 1985. At the end of the season the works team retired the 5 Turbo from competition.

Had Renault chosen to contest a full international programme with the 5 Turbo rather than concentrating on French national events, then its record at the highest level would surely have been even more impressive.

This left-hand drive Renault 5 Turbo has had only four owners, the third of whom owned it for some 26 years: 1986 to 2012. Being a 'Turbo 1', it has that model's unique dashboard and aluminium doors, roof and rear hatch not found on the all steel, cheaper and more plentiful Turbo 2. 'PGO 697Y' benefits from a full mechanical overhaul completed by John Price Rallying in 2014, the engine, transmission, suspension and brakes all receiving attention, while the engine was upgraded with a Renault Sport camshaft and inter-cooler, and now produces 210bhp.

Re-sprayed in the 1990s, the Turbo retains its original interior, seats and wheels (including spare) and is described as in generally excellent condition, with very good paintwork. This rare and collectible pocket supercar is offered with restoration invoices, current MoT and V5C registration document.

£55,000 - 65,000

€75,000 - 88,000





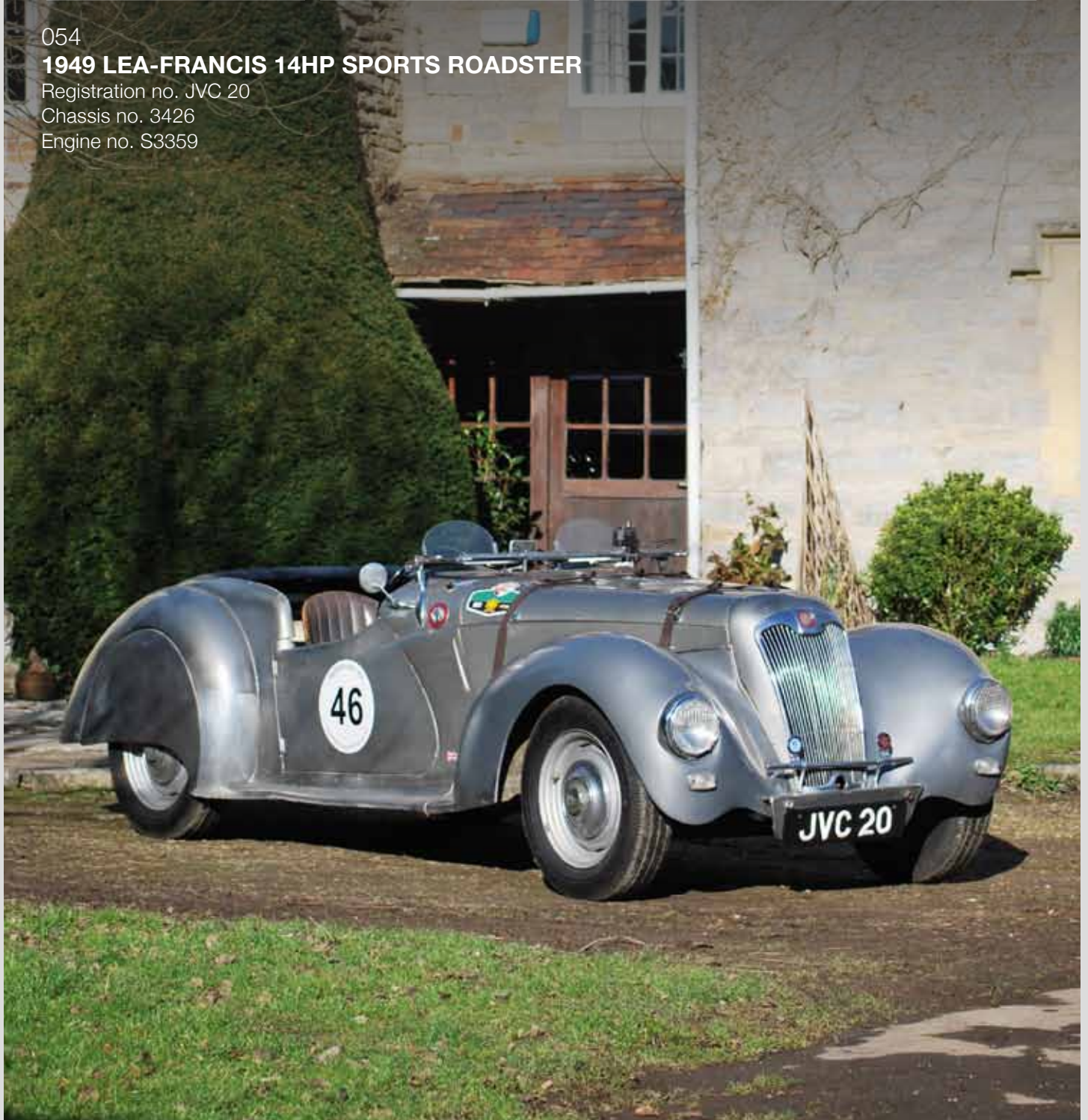
054

1949 LEA-FRANCIS 14HP SPORTS ROADSTER

Registration no. JVC 20

Chassis no. 3426

Engine no. S3359



Purveyors of quality motor cars to those who preferred individuality to the banality of mass production, the long established Coventry firm of Lea-Francis recommenced production after WW2 with its 1939 range and it was not until 1947 that a new model arrived in the shape of the 14hp Sports. Boasting up-to-the-minute styling, albeit somewhat reminiscent of the pre-war BMW 328, the Sports was powered by Lea-Francis's Riley-esque twin-camshaft 1.8-litre four and good for 85mph. A mere 118 of these fast, stylish roadsters were produced between 1947 and 1949.

This example's factory build sheet confirms that it retains matching engine and frame numbers and was intended as a left-hand drive model. However, 'JVC 20' appears to have been right-hand drive all its life, one possible explanation being that an overseas order was cancelled and the car completed for the home market. Having started its life as a factory demonstrator, 'JVC 20' was photographed and mentioned in the 4th June 1952 edition of The Motor as competing in the 2nd Edinburgh Rally driven by S W Fox, while there is another photograph on file of the car competing at Silverstone at around this time, again driven by Fox. Undoubtedly, there is a great deal more history to discover regarding this fascinating car, which is featured in a number of books on the marque.

1

In action in the 1952 Edinburgh Rally.

2

S.W. Fox enjoying himself, Silverstone, circa 1952.

Previous owner and highly respected Bugatti specialist Ivan Dutton acquired 'JVC 20' in 2001 and re-commissioned the car prior to racing it at Snetterton. Work undertaken included removing and cleaning sump and inspecting the big-end bearings; stripping and rebuilding the carburetors (1½" are fitted instead of the standard 1¼") with new seals/jets and fitting twin fuel pumps; rebuilding the radiator; fabricating an exhaust system; removing and reconditioning the shock absorbers; changing oils/filters; and removing and rebuilding the steering box. The wheels were sand-blasted, repainted and fitted with new radial tyres, and at Snetterton in October 2001 the Lea-Francis clocked a little over 90mph down the straight and beat a Ginetta G4 in the wet race! Following that satisfying victory, the 'Leaf' was used as a road car on high days and holidays only before being offered for sale at Bonhams' Beaulieu auction in September 2006 (Lot 469) where it was purchased by the current vendor.

Since then the engine has been comprehensively rebuilt (in 2007) by Barrie Price (Lea-Francis Cars Ltd) totalling some £5,000. Works carried out earlier this year, again by Barrie, include a full service, engine top end overhaul, a new convertible hood fitted and repair to the hood frame (see bills on file totalling circa £2,000). Offered with the aforementioned bills, an old-style logbook and V5C document, 'JVC 20' represents an exciting opportunity to acquire a rare Lea-Francis sports car with in-period competition history. The vendor informs us he has confirmation from Goodwood Competitions department that the LeaF is eligible for this year's Fordwater Trophy race at the Goodwood Revival meeting, in addition to a wide variety of historic motor sports events.

£22,000 - 26,000

€30,000 - 35,000



055

1953 JAGUAR XK120 DROPHEAD COUPÉ

Registration no. 506 UYG

Chassis no. 667082

Engine no. W3949-8



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. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coachbuilt, aluminium panelled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! In conjunction with the Pressed Steel Fisher Company a new all-steel panelled body was developed, which retained the fabulous looks of the coachbuilt original while differing in minor external details. Beneath the skin the steel car was entirely different and it would take some 20 months of development before manufacture could begin.

The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming Mark VII saloon. A 3.4-litre 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. It went into a chassis that was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring William Heynes' torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price.

Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.

The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which only 294 were right-hand drive dropheads like that offered here. Introduced in 1953, late in the XK120 production run, the drophead coupé is considered by many enthusiasts to be best of the breed, retaining the original open roadster's lines while boasting much greater practicality and refinement courtesy of its wind-up windows, opening quarter lights, heater, improved ventilation and a permanently attached lined Mohair hood.

Nothing is known of this XK120's history prior to its purchase in December 1975 by the immediately preceding owner. Works carried out during the latter's 39-year ownership include rewiring the electrics forward of the bulkhead in the late 1970s and a 'body off' restoration undertaken circa 2000/2001. The latter involved removing and repairing all body panels; minor patching to the chassis; a complete interior re-trim in red Bridge of Weir leather; and a new hood. In 2013 the car was treated to a new clutch, all new brake hydraulics, an engine flush and new core plugs. Rear wheel spats, air horns, copper brake pipes, two 12-volt batteries and negative earth electrics are the only notified deviations from factory specification.

Purchased by the current vendor at Bonhams' Goodwood Festival of Speed Sale in June 2014 (Lot 366), the car is offered with V5C registration document and a photographic record of the restoration.
£65,000 - 75,000
€90,000 - 100,000



056 N

The ex-works, Greger Pettersson, Bror Danielsson

1983 VOLVO 242 TURBO RALLY CAR

Chassis no. 242 083003



The car offered here is one of three built by Volvo's motor sports department for the 1983 European Touring Car Championship (ETC). It carries chassis number '83003' and body number '007'. This particular car competed in one ETC event in 1983: Donington, driven by Greger Pettersson. It also took part in some races and test sessions in Sweden in 1983.

In 1984 Volvo signed a contract with rally driver Bror Danielsson and converted '003' to Group A rally specification. Driven by Danielsson as an official factory entry (number '18') in that year's Swedish Rally, '003' set the 3rd fastest stage time behind the all-conquering Audi Quattros before being eliminated with a blown cylinder head gasket. The car was then driven by Danielsson in the Swedish Rally Championship and various hill climbs for the rest of 1984 before being bought by rally driver David Gillanders, owner of a Volvo dealership in Aberdeen, Scotland.

Gillanders enjoyed good connections with the factory and got Volvo Motorsport to convert '003' to right-hand drive, various mechanical updates being incorporated at the same time. '003' was then used by him in the Scottish Rally Championship, a series he would win outright in 1995, securing a class win. The car was maintained by Malcolm Wilson with assistance from Volvo Motorsport. For 1986 Gillanders secured a works Group B MG Metro 6R4 drive and the Volvo was sold, passing through the hands of four further owners before returning to Sweden in 1999. A copy of *Autosport* magazine on file shows the Volvo in 1985, and the car also comes with a selection of photographs from the period 1983/4/5 (some on USB stick, some original) and various papers relating to David Gillanders' ownership.

With in excess of 300bhp available from the 2,1-litre turbocharged engine, the rear axle's weakness was frequently exposed, and both the works and Gillanders experienced failures. As a result, Gillanders commissioned rally specialists Gartrac to make a modified rear axle incorporating a ZF limited-slip differential, fully floating drive-shafts and AP Racing disc brakes, two of which were made for him and one for Volvo Motorsport.

The Gartrac axle never broke but was not homologated for Group A in 1985. However, as Gillanders used the axle in period it is now deemed acceptable and has been homologated.

Retaining its original steel body, '003' has been painstakingly restored to its 1985 specifications and livery in accordance with FIA Appendix J, the work being completed in 2014 using many new parts (photographs available). The four-cylinder single-overhead-camshaft engine is a type B21ET, which is equipped with Bosch K-Jetronic fuel injection, Garrett T3/T4 turbocharger and aluminium inter-cooler (to Group A specification). Spent gasses are exhaled via a side-exit exhaust. Turbo boost is typically 1.2-1.45 bar and there is a dynamometer printout on file recording a maximum output of 309bhp at 5,561rpm. Power is transmitted via an AP Racing clutch to a Group A Getrag five-speed dogleg synchromesh gearbox.

Other noteworthy features include height-adjustable front suspension; Volvo R Sport gas dampers all round; four-wheel disc brakes gripped by AP closed-back callipers; 60-litre foam-filled fuel tank; Aeroquip fuel lines; and Compomotive 16" alloy wheels (8" diameter front, 9" rear) shod with Pirelli P7 tyres. The interior is equipped with Cobra Suzuka seats to FIA standard; six-point safety harnesses; an Ecolife fire extinguishing system and two hand-operated extinguishers.

The car is currently Swedish registered and has FIA papers and homologation documents permitting it to participate in a variety of historic events. It also comes with a 1984 Swedish Rally cap and a Corgi Toys model of a Volvo 740 in Gillanders' livery. We understand that a model in this car's current (1985) livery has been ordered.

'003' represents a wonderful opportunity for collectors to acquire a rare car from this period of the Swedish company's history, possessing the unique distinction of having competed in circuit racing and rallying at the highest level.

£55,000 - 70,000

€75,000 - 95,000



057 * N

1967 ASTON MARTIN DB6 SPORTS SALOON PROJECT

Registration no. PLE 551E (see text)

Chassis no. DB6/3098/R

Engine no. 400/3135



Considered by many to be the last 'real' Aston Martin, the DB6 was launched in 1965, updating the DB5. Though recognisably related to the Touring-styled DB4, the DB6 abandoned Touring's Superleggera body structure of small-diameter tubing in favour of a conventional steel fabrication, which was clad in aluminium panels as before. Confusingly, 'Superleggera' badges continued to be applied to the DB6 until the stock ran out! The wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm tail improved the aerodynamics.

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

The platform chassis was the work of Aston Martin's chief engineer Harold Beach while the new twin overhead camshaft engine had been conceived by his colleague, Tadek Marek, and race tested in the DBR2 before its production debut in the DB4.

With the arrival of the DB5 in 1963, engine capacity was upped from 3.7 to 4.0 litres by enlarging the bore from 92 to 96mm, and this power unit was carried over to the DB6 for 1966. Claimed power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner three-speed automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option. One of the most capable Grandes Routières of its day, the DB6 could accelerate from 0-60mph in 6.1 seconds, 0-100 in 15.0 and attain a top speed of 148mph.

Its accompanying copy order form records that chassis number '3098/R' was sold new in June 1967 via H R Owen to first owner J E Wilson, Esq of Panfield, Essex. Delivered finished in Mink with Dark Blue Connolly leather trim, the car was equipped with Borg Warner automatic transmission, chrome road wheels, heated rear screen, 3-spoke hubcaps and a power aerial. The Aston was registered as 'PLE 551E'. Nothing is known of its subsequent history. Its body showing evidence of extensive fire damage, the car is offered for restoration and sold strictly as viewed. An old-style V5C registration document is supplied (minus the 'Notification of permanent export' section).

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

£100,000 - 120,000

€140,000 - 160,000



058

1961 JAGUAR SERIES 1 'FLAT FLOOR' 3.8-LITRE ROADSTER

Registration no. 205 NKO

Chassis no. 850104

Engine no. R1648-9



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

The newcomer's design owed much to that of the racing D-Type; indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor. Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150.

With a claimed 265 horsepower on tap, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

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

This pristine example is the 104th right-hand drive roadster built and has the flat floor and various other features that characterise these early models. '850104' was delivered new to Plymouth and has remained in the West Country all its life. In 1994/1995 the Jaguar was fully restored with exceptional attention to detail, the work being carried out by marque expert Jim Rothwell of Rothwell Engineering in Looe, Cornwall. More than £80,000 was spent on this restoration, the meticulously recorded details of which may be found in the accompanying history file together with a photographic record of the process. The file also contains the car's original old-style buff logbook; a quantity of expired tax discs and MoT certificates recording the mileage covered; and a written report on the restoration work.

After the restoration's completion in 1995 the E-Type was sold as the owner had fallen into ill health. Run in correctly and carefully maintained, it has covered only 1,110 miles since 1991 and is described by the private vendor as in 'A1' condition, having been kept in a climatically monitored Carcoon and never driven in the wet. Currently taxed and MoT'd, this beautiful early 'flat floor' E-Type is offered with aforementioned history file and V5 registration document.

£130,000 - 160,000

€180,000 - 220,000





059 * N

Left-hand drive

1970 JAGUAR E-TYPE SERIES 2 ROADSTER

Chassis no. 1R11346



One of the 20th Century's all-time great motoring icons, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in 3.8-litre Coupé form, causing a sensation with its instantly classic lines and 150mph top speed. The first major upgrade arrived in 1965 in the shape of the 4.2-litre version, which boasted a more user-friendly gearbox with synchromesh on first gear alongside the bigger, torquier engine.

Proposed changes in United States automobile legislation would eventually result in the revised Series 2 announced in October 1968, though modifications began to be phased in during 1967.

Externally the Series 2 was readily identifiable by its larger sidelights, raised bumpers, deleted headlight covers, twin reversing lights and square rear number plate, while the interior was revised with rocker-type dashboard switches, new seats and collapsible steering column.

Beneath the skin, Ad-West power steering, Girling brake calipers and an up-rated radiator were among the many Series 2 mechanical improvements.

This Series 2 E-Type roadster was purchased by the current owner from a dealer in South Carolina, USA some ten years ago, and will require re-commissioning as it has been in store for around ten months. It currently carries a Dubai title and also comes with export documentation.

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

£30,000 - 40,000

€41,000 - 54,000



060

**Single family ownership for 50 years
1934 ALVIS 16.95HP SILVER EAGLE TOURER
COACHWORK BY CROSS & ELLIS**

Registration no. JR 1404

Chassis no. 11358

Engine no. 11808

Car no. 16100

Despite the somewhat conservative image Alvis has today, T G John Ltd produced some technically innovative cars in the inter-war period, pioneering front-wheel drive technology and championing small-capacity, high-performance engines. Engineer T G John had founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminium pistons – ‘Alvis’. The first Alvis car - the 10/30hp - appeared in 1920.

‘Well equipped, beautifully finished and of up-to-date design, the price of £595 is moderate considering the quality of the chassis and coachwork,’ was how *Motor* magazine summed up the new 16hp Alvis Silver Eagle saloon in April 1934. First introduced in 1929, the Silver Eagle was revamped for ‘34, gaining a stronger X-braced frame and a new all-synchromesh four-speed gearbox. The sturdy and reliable Alvis six-cylinder engine was available in either 2,148cc or 2,362cc capacities and produced 60-70bhp, which was good enough for a top speed of around 75mph and comfortable cruising at 60.



Equipped with 2,148cc engine, the Silver Eagle offered here features open two-seater coachwork by Alvis’ Coventry neighbours Cross & Ellis, which is unusual in so far as it has both a dickey seat and a boot. ‘JR 1404’ first came into the vendor’s family’s possession in 1964, and in the late 1990s was treated to a complete ‘body off’ restoration. Shopform Ltd of Darlington repaired the body’s ash frame, totally re-trimmed the interior and carried out a re-spray.

The engine was rebuilt by Maurice Jennings of Cleveland using parts supplied by marque specialists Red Triangle, and the latter then rewired the car, fitted a new exhaust system and completed the restoration. The rebuild process was fully recorded on video and in photographs. Bills for close to £30,000 pounds are available.

After completion the Silver Eagle was shown at the Northern Alvis Day at Harewood House in 1998 and since then has been well maintained but seldom used. Described as in generally very good condition and ready to enjoy, this delightful 1930s sporting thoroughbred is offered with sundry restoration invoices, old-style continuation logbook, current road fund licence and V5C document. The provision of a heater is the only notified deviation from factory specification.

£30,000 - 40,000

€41,000 - 54,000

061

1935 LANCIA AUGUSTA MARCH SPECIAL TOURER

Registration no. ADK 609

Chassis no. 34.1902

Engine no. to be advised



At the other end of the scale from Lancia's large Lambda, Dilambda, Astura and Ardena models was the Augusta, produced from 1933 to 1936. Like its larger siblings, the Augusta was powered by a V-configuration engine – a 1,196cc four – and featured Lancia's trademark sliding-pillar independent front suspension. Exquisitely engineered like all Lancias, the technologically advanced Augusta caught the attention of aristocratic motoring enthusiast Freddie Richmond, Earl of March, who inherited the Goodwood Estate in the same year that this car was completed: 1935.

A former Bentley Motors apprentice and successful racing driver, he was partner in a motor dealership with former Bentley sales manager Hugh Kevill-Davies, trading as Kevill-Davies & March Ltd. This company was responsible for a number of sporting 'March Specials' on Hillman, AC and Riley chassis, which were built by various independent coachbuilders.



The Augusta March Special featured cutaway doors, sweeping rear wings extending beyond the body, and a smoothly rounded tail with vertical fin. It is an early example of streamlining, boasting a flush-fitting tonneau covering the rear seats when unoccupied, giving the appearance of a two-seat roadster. When folded down the convertible hood was completely hidden from view, making it one of the first examples of the disappearing soft-top applied to a 'British' car. Like all the finest bespoke creations, the Lancia Augusta March Special was far from cheap, being priced at £450 when a Jaguar SS1 could be purchased for £395.

'ADK 609' was first registered in December 1935 but there is no record of its early history. The car comes with a copy of its Mayo Motor Library, Lancia Augusta March Special Register entry, which takes up the story in May 1952 when the car belonged to one D H O Smart of Kerridge, Macclesfield. Its next owner was Don Warren of Sussex, during whose ownership (circa 1957-59) the front axle was replaced by Lancia (England) Ltd following an accident.

In June 1966 the Augusta passed to R F Hartley Leppard of Hove, Sussex, who is the first owner listed in the accompanying old-style continuation logbook. He was followed by Peter Giddings of Brighton and then Douglas Burnell 'Bunny' Tubbs, well-known motoring writer and past editor of *The Motor*. During Bunny's ownership 'ADK 609' went on the Lancia Motor Club's Rally to Turin (1971) and International Rally (1973).

Its next three owners, in order, were Geoffrey Allen of Blackboys, East Sussex; Graeme Steinfort of Victoria, Australia; and motor dealer Dick Parrett of Shepreth, Cambridgeshire, who acquired the car in 2001.

The current vendor purchased the Augusta in June 2005 and since then the cylinder head has been rebuilt by Mass Racing Developments, who had previously overhauled the engine, as detailed in the bill on file dated February 2010. The gearbox was rebuilt in 2014 and the car is described as in generally excellent condition, with very good paintwork and interior. 'ADK 609' has also been equipped with a Centric supercharger, an in-period option that was fitted to the Augusta March Special tested by *The Autocar* in 1934. The esteemed motoring magazine found that the blown car had 'altogether exceptional capabilities on top gear for an engine of its capacity', continuing, 'this Lancia Augusta possesses a most attractive kind of performance, for it gets up to 55 or 60mph and will run there without the least fuss or bother...' In addition to the 'blower', the car has also been fitted with a brake servo, twin fuel pumps, seat belt anchorages, two driving lamps and a clock.

In recent years the Lancia has been used for historic road rallies including the Liège-Rome-Liège, finishing 12th overall and 1st in class in 2004. The car is offered with the aforementioned documentation and copy Autocar road test, FIVA Identity Card, FIA Historic Regularity Pass, expired MoT (2013), current road fund licence and V5C registration document.

£50,000 - 60,000

€68,000 - 81,000



062

3,550 miles from new; left-hand drive

1989 FERRARI 348TS TARGA COUPÉ

Registration no. to be advised

Chassis no. 0082453

Engine no. F119D040



First seen in prototype form in 1987, the Ferrari 348 entered production in 1989, replacing the immensely successful 328GTB/GTS. Mid-engined like its predecessor, the 348 differed by mounting its four-valves-per-cylinder, quad-cam V8 engine - now enlarged to 3.4 litres - longitudinally, enabling it to be positioned lower in the chassis.

Another new departure was the transversely mounted five-speed gearbox - a spin-off from Ferrari's contemporary Formula 1 technology - which enabled weight to be concentrated within the wheelbase, thereby further improving the already brilliant roadholding. Initially typed 'ts' and 'tb' - trasversale berlinetta and trasversale spyder - the 348 reverted to Ferrari's traditional GTB/GTS nomenclature part way through production. With its aerodynamic skirts, spoilers, minimal overhangs and distinctive gill slats feeding air to side-mounted radiators, the stocky 348 looked very much like a scaled-down Testarossa and, with around 300bhp on tap and a top speed of 170mph, gave little away in terms of outright performance to its larger, 12-cylinder sibling. Production ceased in 1994 after 8,745 348s of all types had been built.

The Ferrari 348ts we offer was manufactured in 1989 and is one of the first off the production line. First registered in the summer of 1990 in Florida, USA, it was purchased by the previous owner in 1990 directly from the supplying dealership and then imported into Germany. While there the Ferrari was driven on temporary plates and not registered until 2013. The previous owner was the proprietor of Kia/Mazda Autohaus dealerships where the Ferrari was serviced annually. Stored and used infrequently, the car has covered a mere 3,550 miles from new or approximately 150 miles per year.

Presented in factory original condition, this is a true 'time warp' example and even retains the original Bridgestone tyres fitted in 1989. The interior is like new, with the 'new car' smell still present, while all the nuts and bolts on the underside still have the gold-coloured plating on them. As one would expect, this car comes with its original tool kit, leather holder, all user manuals and service book.

MoT'd until January 2016, the 348 has just been serviced at the Ferrari main dealership in Colchester, Essex and will be returning there immediately prior to sale for a recommended cam belt change. The car has been thoroughly inspected by Ferrari Colchester's chief technician and the recorded mileage verified as genuine. He confirms this in an accompanying letter, which also states that this is the finest 348 he has ever worked on.

The car's early history is supported by the original US title, which shows that it was exported to Germany in the summer of 1990 while still brand new. The German TÜV and title are present also, recording the Ferrari's first registration on German plates in 2013. UK registration has been applied for and the process should have been completed by time of sale. Unique and factory fresh, this 'time warp' 348ts is truly one of a kind.

£50,000 - 60,000

€68,000 - 81,000





063

**One owner; Circa 49,000 miles from new
1988 JAGUAR XJR-S 5.3-LITRE COUPÉ**

Registration no. to be advised

Chassis no. SAJJSAEW3BA154271

Engine no. 85061960HA



Having done Jaguar's international sporting image no end of good by winning the 1984 European Touring Car Championship at the wheel of an XJ-S, Tom Walkinshaw was called upon to give the Coventry manufacturer's road cars a performance makeover. Walkinshaw's JaguarSport company was already producing body and suspension kits for the XJ-S and in 1988 the factory sanctioned an official model incorporating Walkinshaw's enhancements – the XJR-S. Priced at £38,500, the latter was launched in August 1988, capitalising on Jaguar's second consecutive World Sports Car Championship and victory at Le Mans that year. Walkinshaw's modifications to the running gear were relatively modest yet the transformation of the XJ-S's road manners was marked.

The following year the XJ-S's 5.3-litre V12 engine was stretched to a full 6.0 litres, gaining close to a hundred horsepower in the process, while reworked suspension incorporating stiffer springs/anti-roll bars and Bilstein gas-filled struts formed part of the package also. A colour-matched body kit, prominent boot spoiler, 16" Speedline alloy wheels and a full leather interior further differentiated the XJR-S from its humbler brethren. A top speed of more than 160mph was claimed for the XJR-S, which at £45,500 in 1989 was by a considerable margin the most expensive Jaguar on offer.

The XJR-S was always a limited production model, with only 837 being made between 1989 and 1993 compared to more than 115,000 XJ-S cars in total. First registered in September 1988, shortly after the model's introduction, this early example is number '39' of the initial batch of 100, of which it is estimated that fewer than 70 are still on the road. An automatic transmission model, the car has had only one owner from new but two registered keepers (the owner and his company) and comes with a substantial quantity of MoT certificates supporting the recorded mileage of 48,738.

Also on file are assorted invoices from marque specialists such as Surrey Jaguar Centre and others showing that the car has always been well maintained and regularly serviced. The car is finished in grey with doeskin hide interior, and is described by the private vendor as in generally very good condition. This collectible limited edition Jaguar is offered with the aforementioned service history, current MoT/tax and V5C registration document. It should be noted that the current registration '8977 CR' is being retained by the vendor.

£13,000 - 18,000
€18,000 - 24,000



064

1972 JAGUAR E-TYPE SERIES III V12 COUPÉ

Registration no. JYR 633K

Chassis no. 7S51000BW

Engine no. 7S4922SA

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version - the Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.



Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price. This Series III coupé has had only six registered owners (details available), the last of whom acquired the car in 2006, and has spent all its life in Yorkshire.

The accompanying history file is substantial, containing many expired MoT certificates, and we understand that there is no reason to doubt the veracity of the 63,000-or-so miles recorded on the odometer. 'JYR 633K' is finished in its original colour scheme of black with cinnamon leather interior, and is equipped with a Webasto sunroof (believed fitted from new), a period Moto-Lita wood-rim steering wheel, and a stainless steel exhaust system. Described as in generally good condition, this low-mileage Series III E-Type is offered with aforementioned history file, Jaguar Heritage Certificate, current road fund licence, MoT to September 2015 and V5C registration document. The car also comes with its original tool roll and instruction manuals.

£32,000 - 35,000

€43,000 - 47,000

065

Single family ownership from new
1959 JAGUAR XK150S 3.4-LITRE ROADSTER

Registration no. 7228 AH

Chassis no. T820030BW

Engine no. VS1873/9



What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.

Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S.

Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time. 'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money,' declared *The Autocar*.

A much sought after 'S' model, this XK150 roadster comes with Jaguar Heritage Certificate confirming that it left the factory in March 1959 equipped with the 3.4-litre engine and desirable manual/overdrive transmission. The car was delivered via Mann Egerton finished in Carmen Red with matching leather interior and black soft-top, its present colour scheme. Retaining matching chassis/engine numbers and its original Norfolk registration, '7228 AH' has been in single family ownership from new and comes with its original old-style buff logbook, the latter erroneously recording the engine capacity as 3,781cc.

We are advised the XK has been driven mostly in the dry, is not corroded in the usual places and is generally 'sound'; last taxed in 2004 and garage stored since then, it will have been re-commissioned prior to sale. The car is offered with the aforementioned logbook and Jaguar Heritage Certificate, sundry service invoices, V5 registration document and its original tool kit, PDI form, price list and owner's handbook. An electric windscreen washer and twin 12-volt batteries are the only notified deviations from factory specification.

£70,000 - 90,000

£95,000 - 120,000



066 N

**1936 ALVIS SPEED TWENTY-FIVE DROPHEAD COUPÉ
COACHWORK BY E BERTELLI LTD**

Chassis no. 13380

Engine no. 14063



1
'DKX 756' when new.
© Alvis Owner Club archive

2
'DKX 756' with the proud new owner.
© Alvis Owner Club archive



Engineer T G John founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminium pistons – 'Alvis'. Manufactured by T G John Ltd, the first Alvis car - the 10/30hp - appeared in 1920. Conventional yet well engineered, the four-cylinder sidevalve-engined 10/30 was unusual among contemporary light cars in having a four-speed gearbox. Beginning in 1922 and using the 10/30 as a starting point, newly appointed Chief Engineer Captain G T Smith-Clarke and Chief Designer W M Dunn created the car that effectively established Alvis's reputation - the immortal 12/50. The latter was powered by a new overhead-valve engine of 1,496cc, and on its competition debut at Brooklands in 1923 secured a legendary victory in the premier 200-Mile event crewed by Harvey/Tattershall. The production version went on sale later that same year priced at £550.

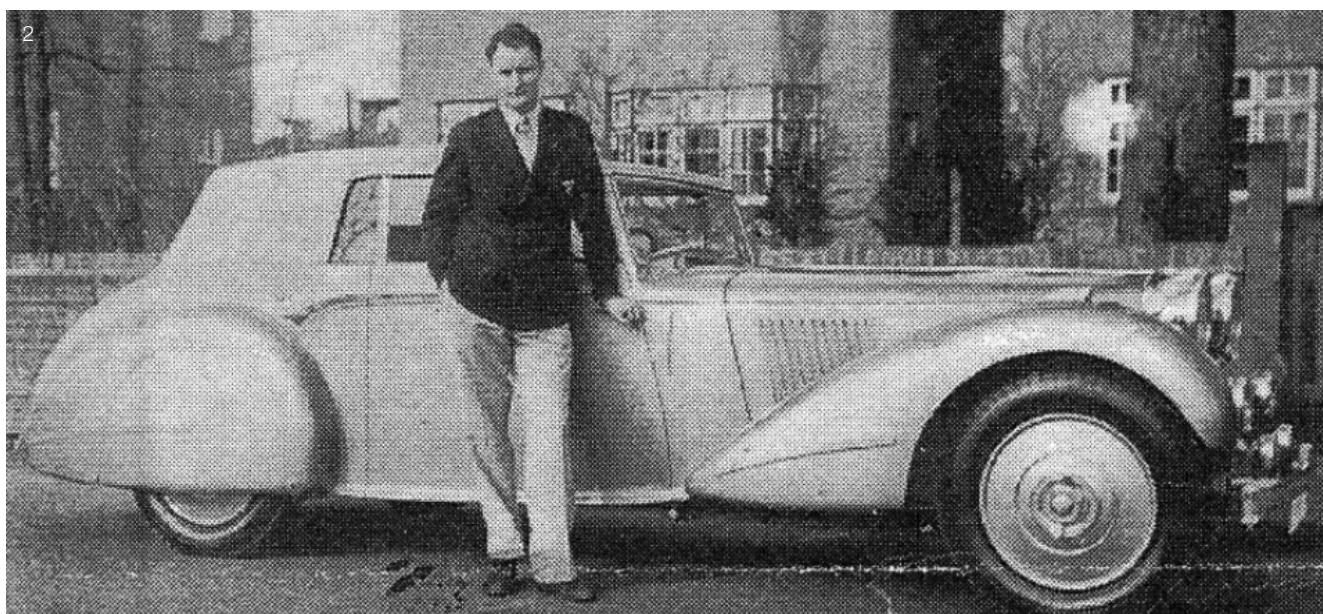
Pre-war development of the six-cylinder Alvis, the first of which had been introduced in 1927, culminated in the announcement of two new models for 1937: the 4.3-Litre and the 3.6-litre Speed Twenty-Five, both powered by new seven-bearing, overhead-valve engines. The cruciform-braced chassis were similar and embodied the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed, all-synchromesh gearbox - introduced on the preceding Speed Twenty - were retained, with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. On test with *Autocar*, the Speed Twenty-Five demonstrated remarkable top-gear flexibility combined with a maximum speed of 95mph, and was found to possess qualities of, 'quiet running and general refinement in a striking degree.'

Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the Speed Twenty-Five's initial chassis-only price of £775 meant that ownership was necessarily confined to wealthy connoisseurs.

This particular Speed Twenty-Five wears two-door drophead coupé coachwork by the Feltham-based company E Bertelli Ltd. The latter had been founded by Enrico 'Harry' Bertelli, brother of Aston Martin proprietor Augustus 'Gus' Bertelli, acting as the latter's in-house coachbuilder before branching out to body other makes. It is estimated that Bertelli bodied only a handful of Alvis cars; indeed, the 'parallel door' drophead coupé body on this example - car number '18427' - is recorded as unique in the Alvis Owner Club archive. A matching numbers example, this Speed Twenty-Five has been unknown to the Club since approximately the 1980s and was purchased by the current vendor from a collector friend of his in Europe.

The car is in running condition, the engine having recently been re-commissioned and showing good oil pressure. The body and paintwork require restoration, as does the original interior, which lacks carpets, and there is no convertible hood. All gears are free and there are no knocks from the rear axle, but the clutch is seized. The electrics are in generally good condition, all lights being present, and the car benefits from the installation of a Red Triangle up-rated starter motor. Offered without documents, this unique Alvis Speed Twenty-Five will surely be welcome at any prestigious concours d'élégance once its cosmetic restoration has been completed. A potentially most rewarding project.

£40,000 - 60,000
€54,000 - 82,000





067

C. 1964 FORD GALAXIE COMPETITION COUPÉ

Registration no. EYY 534B

Chassis no. to be advised

At the beginning of the 1960s Ford of America became heavily involved in NASCAR racing, concentrating their not inconsiderable resources on developing the Galaxie for the purpose. The Galaxie 500 two-door coupé was introduced in 1963 and was immediately successful in NASCAR racing. Two of these Holman & Moody developed Galaxies were sent over to England in May 1963 for the Willment Ford team, and Jack Sears went on to win the 1963 British Saloon Car Championship in one of them. To maintain their competitive lead Ford continued to develop the Galaxie, describing the lighter 1964 model, which represented the pinnacle of its evolution, as 'a car bred in open competition and built for total performance'. Today these formidable cars are among the most entertaining sights at historic events such as the Silverstone Festival and Goodwood Revival.

Boasting the most desirable NASCAR-style coupé body, this Galaxie is equipped with a correct-for-the-year V8 engine driving via a T10 four-speed manual gearbox with Hurst shifter and gear linkage.



Other noteworthy features include overhauled front brake callipers, correct rear drums, FIA-approved wheels, Shelby rev counter, catch tank, race battery, bespoke electrics (renewed, tested and reliable), rain light, original pedal box with correct size brake master cylinder, and a Hedman Headers side-exit exhaust system. The interior boasts a Robinson T45 roll cage (understood to be the lightest FIA-approved cage available), fully plumbed-in fire extinguisher, and Sparco solidly mounted race seat and belts. We are advised that the orange and black paintwork with the black offset stripes was done by Hollywood actor Tim Allen, one of this Galaxie's previous owners, to emulate his mother's car's colour scheme.

Restored in 2008 while owned by Allen, the Galaxie was entered in the Silverstone Classic Shelby Cup driven by reigning British Touring Car Champion Colin Turkington, who has said he would be willing to drive it again. The car is currently configured for road use but the vendor is prepared to assist the purchaser with returning it to track specification. A spares package is available for despatch after purchase. All import duties have been paid and the car is currently registered in the UK and taxed for the road.

£50,000 - 60,000

€68,000 - 82,000

TWELVE PAINTINGS BY JACK VETTRIANO

Tuesday 31 March 2015 at 6pm
Edinburgh

**JACK VETTRIANO OBE HON LLD
(BRITISH, BORN 1951)**

The Road to Nowhere
signed 'VETTRIANO' (lower right)
oil on canvas
81 x 71 cm. (31 7/8 x 27 15/16 in.)
£150,000 - 200,000

VIEWINGS

New York (Sale Highlights)
9 - 13 March, 9am to 4pm

New Bond Street, London
24 - 25 March, 9am to 4.30pm

Edinburgh

27 March, 10am to 4pm
29 March, 2pm to 4pm
30 - 31 March, 10am to 4pm

ENQUIRIES

+44 (0) 131 240 2292
areti.chavale@bonhams.com



Bonhams

The Mercedes-Benz Auction

Saturday 28 March 2015
Mercedes-Benz Museum
Stuttgart, Germany

Catalogue now online

Bonhams is delighted to announce the return of the Mercedes-Benz Auction in association with Mercedes-Benz Classic. Following last year's success the auction will be held within the stunning surroundings of the award-winning museum.

The sale will also be taking place during
RETRO CLASSICS 2015, Stuttgart.

1938 MERCEDES-BENZ 540K CABRIOLET A
€2,000,000 - 2,500,000

ENQUIRIES

Europe

+32 (0) 476 879 471
eurocars@bonhams.com

UK

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

USA

+1 415 391 4000
usacars@bonhams.com



Bonhams

THE ASTON MARTIN SALE

Saturday 9 May 2015
Aston Martin Works,
Newport Pagnell

Entries now invited

Bonhams is delighted to announce that The Marsh Plant Racing Team is to be sold at the 16th annual Sale at Aston Martin Works. The Marsh Plant Racing Team have been competing since 1976 and the remaining competition motor cars are now being dispersed. The Collection will include the mighty 560bhp V8 'EVO 4' illustrated here and the Aston Martin Works Service Racing 7 Development Project DB7 V12 'DP 002'.

The Bonhams Aston Martin Sale has become the perfect venue to both buy and sell and entries are now being accepted.

ENQUIRIES

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

The Marsh Plant/Anthony Reid

ASTON MARTIN V8R EVO 4

£50,000 - 80,000



Bonhams

bonhams.com/motorcars

GOODWOOD FESTIVAL OF SPEED SALE

**Important Collectors'
Motor Cars and Automobilia**
Friday 26 June 2015
Chichester, Sussex

Entries now invited

Bonhams is delighted to announce the 23rd annual auction at the world-renowned Goodwood Festival of Speed.

Some of the world's finest motor cars have been sold at the Bonhams Goodwood Festival of Speed Sale and entries for this year's auction are, as ever, strictly limited. An early consignment is recommended to secure your position in this most prestigious of Sales.

ENQUIRIES

UK

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

Europe

+32 (0) 476 879 471
eurocars@bonhams.com

USA

+1 212 461 6515, East Coast
+1 415 503 3285, West Coast
usacars@bonhams.com

*'RJH 400' - The ex-Haddon/Vivian,
Alpine Rally Class-winning*

1954 JAGUAR XK120 ROADSTER
£240,000 - 280,000



Bonhams

bonhams.com/motorcars

THE SPRING STAFFORD SALE

The International
Classic MotorCycle Show

Sunday 26 April 2015
Stafford

Entries now invited

*Believed to be the last Series-A twin
to leave the factory; single family
ownership since 1959; seven-year
restoration to concours standard*

1939 VINCENT-HRD 998CC

SERIES-A RAPIDE

£220,000-260,000

1930 BROUGH SUPERIOR

BLACK ALPINE 680

£70,000-100,000

To submit a complimentary
seller request, please visit
Bonhams.com/motorcycles

ENQUIRIES

London

+44 (0) 2089 632 817

motorcycles@bonhams.com

Memorabilia and Spares

Adrian Pipiros

+44 (0) 8700 273 621

automobilia@bonhams.com

CATALOGUE

+44 (0) 1666 502 200

subscriptions@bonhams.com



Bonhams

FINE WATCHES AND WRISTWATCHES

Wednesday 10 June 2015
New Bond Street, London

Entries now invited

PATEK PHILIPPE
A FINE AND RARE PLATINUM
AUTOMATIC PERPETUAL
CALENDAR WRISTWATCH

Ref: 3940P
Sold for £42,500

ENQUIRIES

+44 (0) 20 7393 3869
penelope.morris@bonhams.com

Closing date for entries
Friday 10 April 2015



Bonhams

LONDON

bonhams.com/watches

Prices shown include buyer's premium. Details can be found at bonhams.com



The Endurance Rally Association
Home of the Peking to Paris Rally



RALLY OF THE INCAS



Rally through South America 13th November to 9th December 2016

The Endurance Rally Association - the most experienced team in historic-rallying - are pleased to announce our next South American adventure. The Rally of the Incas starts in the vibrant Argentine capital, Buenos Aires, then travels south along the Atlantic coast to whale watch and visit Fangio's museum ahead of some unforgettable days in the land of the Incas. We visit the pacific coast, the ancient Inca capital of Cusco, the Nazca Lines and the stunning lost city of Machu Picchu. All set against the clock with timed sections along the way, finishing 27 days later in Lima, capital of Peru. The Rally is open to Vintageants (pre-1941) and Classic cars of a type in production before 1975.

Supported by:

Bonhams

T: 01235 831221 E: admin@endurorally.com

www.endurorally.com



The Endurance Rally Association
Home of the Peking to Paris Rally

Polygon

Polygon Transport was founded in 1984 and is one of the longest established Collectors' Motor Car and Motorcycle carriers in the UK



- > Polygon is the carrier of choice for The National Motor Museum, Beaulieu, The Louwman Museum in The Netherlands, Goodwood and Bonhams Auctioneers, where they are in attendance at each auction to provide assistance.

Polygon has a fleet of vehicles to handle a single motorcycle or car, to an entire collection, including spares and memorabilia. Polygon can also arrange national or international transport and shipping, including export paperwork and licences.

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Valued Polygon clients

Bonhams



Beaulieu



The private bank for historic motor racing

Proud sponsors of: Le Mans Classic; Classic Endurance Racing; Pau Historique; Spa Classic; Dix Mille Tours; Donington Historic Festival; RAC Woodcote Trophy; Salon Privé; The HERO Cup; Tour Britannia; Wilton Classic and Supercar Day; The Grand Tour; Kop Hill Climb; Shelsley Walsh Hill Climb; Warren Classic & Concours; London to Brighton Run; Gstaad Classic; DolderClassics.

www.efgmotorracing.com




 facebook.com/EFGInternational

Photo: John Retter

Practitioners of the craft of private banking



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NOTICE TO BIDDERS

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

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

1. OUR ROLE

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

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

2. LOTS

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

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

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Condition Reports

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

The Seller’s responsibility to you

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

Bonhams’ responsibility to you

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

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

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

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

Bidding in person

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

Bidding by telephone

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 Licensing
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 Kutichinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutichinsky

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 Kutichinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

24. WINE

Lots which are lying under Bond and those liable to VAT may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm
15 to 30 years old – top shoulder (ts) or up to 5cm
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled
DB – Domaine bottled
EstB – Estate bottled
BB – Bordeaux bottled
BE – Belgian bottled
FB – French bottled
GB – German bottled
OB – Oporto bottled
UK – United Kingdom bottled
owc – original wooden case
iwc – individual wooden case
oc – original carton

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
 - 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
 - 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
 - 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
 - 3.1.1 the *Purchase Price* for the *Lot*;
 - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and
 - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with *VAT* on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to *VAT* at the appropriate rate and *VAT* will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and *VAT* and any interest earned and/or incurred until payment to the *Seller*.

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

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

4 COLLECTION OF THE LOT

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

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

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

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

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

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

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

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

5 STORING THE LOT

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

6	RESPONSIBILITY FOR THE LOT		
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.		
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .		
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS		
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>):		
7.1.1	to terminate this agreement immediately for your breach of contract;		
7.1.2	to retain possession of the <i>Lot</i> ;		
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;		
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;		
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;		
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;		
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;		
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;		
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;		
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;		
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> .		
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.		
7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.		
7.4	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.		
8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT		
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:		
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		
8.1.2	deliver the <i>Lot</i> to a person other than you; and/or		
8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or		
8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.		
8.2	The discretion referred to in paragraph 8.1:		
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		
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.		
9	FORGERIES		
9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
9.2	Paragraph 9 applies only if:		
9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		
9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and		
9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .		
9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:		
9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or		
9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.		
9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .		
9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .		
9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.		
9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.		
9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .		
10	OUR LIABILITY		
10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .		
10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:		
10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"Additional Premium" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams' Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"Auctioneer" the representative of *Bonhams* conducting the *Sale*.

"Bidder" a person who has completed a *Bidding Form*.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"Book" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"Business" includes any trade, *Business* and profession.

"Buyer" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"Buyer's Agreement" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"Buyer's Premium" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"Catalogue" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our Website.

"Commission" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"Condition Report" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"Conditions of Sale" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"Consignment Fee" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"Consumer" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"Contract Form" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"Contract for Sale" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"Contractual Description" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Purchase Price" the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

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

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

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

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

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

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

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

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

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

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

"Trust Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

"VAT" value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnify" is construed accordingly.

"interpleader proceedings": proceedings in the Courts to determine ownership or rights over a *Lot*.

"knocked down": when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

"lien": a right for the person who has possession of the *Lot* to retain possession of it.

"risk": the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

"title": the legal and equitable right to the ownership of a *Lot*.

"tort": a legal wrong done to someone to whom the wrong doer has a duty of care.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

(1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.

(2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-

(a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and

(b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

(3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.

(4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.

(5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:

(a) the seller;

(b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;

(c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

(5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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Sale no. 22718	Sale venue: Chichester, Sussex
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.	
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MOTOR CAR INDEX

Lot No	Year	Model	Lot No	Year	Model
24	1965	Abarth Simca 1300 GT Corsa Coupé	55	1953	Jaguar XK120 Drophead Coupé
20	1969	Abarth 2000 SE-014 'Cuneo' Sports	48	1955	Jaguar XK140 SE Roadster 1955
22	1970	Abarth 1000 SE-018 'Cuneo Biposto Corsa' Sports	19	1958	Jaguar XK150SE 3.4-Litre Coupé
9	1970	Alfa Romeo GT 1300 Junior Z Coupé	65	1959	Jaguar XK150S 3.4-Litre Roadster
60	1934	Alvis 16.95hp Silver Eagle Tourer	25	1961	Jaguar Mark 2 3.8-Litre Saloon
66	1936	Alvis Speed Twenty-Five Drophead Coupé	58	1961	Jaguar Series 1 'Flat Floor' 3.8-Litre Roadster
11	1954	Aston Martin DB2/4 Sports Saloon Project	30	1968	Jaguar E-Type 4.2-Litre 2+2 Coupé
27	1962	Aston Martin DB4 Series IV Sports Saloon Project	6	1968	Jaguar E-Type 4.2-Litre Series 2 Roadster
34	1966	Aston Martin DB6 Sports Saloon	59	1970	Jaguar E-Type Series 2 Roadster
16	1966	Aston Martin DB6 Vantage Sports Saloon Project	64	1972	Jaguar E-Type Series III V12 Coupé
57	1967	Aston Martin DB6 Sports Saloon Project	10	1972	Jaguar E-Type Series III V12 Roadster
52	1982	Audi Quattro A1 Group B Rally Car	63	1988	Jaguar XJR-S 5.3-Litre Coupé
36	1985	Audi Quattro Sport SWB Coupé	12	1983	Lamborghini Jalpa P350 Targa Coupé
7	1961	Austin Mini Competition Saloon	61	1935	Lancia Augusta March Special Tourer
15	1961	Austin-Healey 3000 MkII BN7 Roadster	17	1967	Land Rover 'Series IIA' 4x4
14	1968	Bentley T-Series 'Coupé Speciale'	54	1949	Lea-Francis 14hp Sports Roadster
37	1972	BMW 3.0 CSI 'Wide Body' Coupé	41	1983	Lister Jaguar XJ-S 6.0-Litre 'System III' Coupé
43	1968	Chevrolet Camaro 'RS/SS' Convertible	51	1958	Lotus Eleven Series 2 Le Mans Sports-racer
40	1963	Daimler SP250 Roadster	33	1960-Type	Maserati Tipo 60/61 'Birdcage' Sports-Racing
28	1962	Ferrari 250 GTO Re-creation	18	1982	Maserati Merak SS Coupé
62	1989	Ferrari 348ts Targa Coupé	8	1956	MG Magnette ZA Competition Saloon
31	1989	Ferrari 412GT Coupé	1	1989	Mini Rose 'Leopard' Saloon
4	1970	FIAT 500 L Giannini TV	39	1965	Morgan 4/4 Series V Sports
21	1956	Fiat-Abarth 750GT 'Doppia Gobba'	38	1963	Porsche 356B Coupé
23	1961	Fiat Abarth 1000 Bialbero 'Record Monza'	2	1963	Porsche 356B Super 90 Coupé Project
67	1963	Ford Galaxy 500	45	1973	Porsche 911T Targa Coupé
29	1965	Ford Mustang Shelby GT350 Coupé	53	1983	Renault 5 Turbo Hatchback
47	1970	Ford Escort Twin Cam	49	1986	Tiga GC286 3.0-Litre Sports-racing Prototype
32	1975	Ford Escort RS1800 Rally Car	3	1972	Volkswagen 'Beetle' 1300 Saloon
35	1939	Frazer Nash-BMW 328 Sports	46	1968	Volvo P1800S Coupé
26	1959	Frazer Nash Le Mans Coupé	56	1983	Volvo 242 Turbo Rally Car
50	1947	HRG Le Mans Lightweight Sports	5	1944	Willys Jeep
42	1953	Jaguar C-Type Re-creation			





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