

Important Sports, Competition
and Collectors' Motor Cars
Sunday 20 March, 2016
Chichester, Sussex

GOODWOOD MEMBERS' MEETING SALE



Bonhams



MERCEDES BENZ



GOODWOOD MEMBERS' MEETING SALE

**Important Sports, Competition
and Collectors' Motor Cars**

Sunday 20 March 2016
Chichester, Sussex

VIEWING

Saturday 19 March 9.00 - 17.30
Sunday 20 March from 9.00

SALE TIMES

Saturday 20 March
Motor Cars 13.00

SALE NUMBER

23589

CATALOGUE

£30.00 + p&p

BIDS

+44 (0) 20 7447 7447
+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: Lots 010, 014, 015 & 016
Back cover: Lot 023

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 CEO,
Patrick Meade Group Vice Chairman,
Geoffrey Davies, James Knight,
Caroline Oliphant.

Bonhams UK Ltd Directors

Colin Sheaf Chairman,
Harvey Cammell Deputy Chairman,
Jonathan Badddeley, Antony Bennett, Matthew
Bradbury, Lucinda Bredin, Simon Cottle,
Andrew Currie, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Leslie,
Richard Harvey, Robin Hereford, Asaph Hyman,
David Johnson, Charles Lanning,

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, 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 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.

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;

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;

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.

Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:
† VAT at 20% on hammer price and buyer's premium
Ω VAT on imported items at 20% on hammer price and buyer's premium.

* VAT on imported items at 5% on hammer price and buyer's premium.

● Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

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

NOVA (Notification of Vehicle Arrivals)

Certain imported Motor Car and Motorcycle Lots marked "N" in the catalogue are subject to a NOVA Declaration prior to the purchaser making an application to register the vehicle in the UK with the DVLA.

EU Imports

● Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with a NOVA reference number.

Successful purchasers should contact the Motor Car (Mark Gold) / Motorcycle (Andrew Barrett) Administrator immediately post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

Non-EU Imports

● If the Lot is purchased by a private purchaser wishing to register in the UK, Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with both a NOVA reference number and stamped C88 form.
● If the Lot is purchased by a trade buyer / company, Bonhams will provide the purchaser with a stamped C88, though they will need to submit a NOVA Declaration themselves via: www.gov.uk/nova-log-in. N.B: Bonhams takes no responsibility for a purchaser's failure to submit a NOVA Declaration and any fines / charges levied against them as a result.

Vehicles imported under Temporary Admission (TA)

Please note vehicles under TA (marked with either an Ω or a *) may not be available for registration with DVLA for up to 15 working days after the sale. This time may be reduced to 48 hours for an additional charge of £75 per vehicle.

Vintage Sports-Car Club Eligibility Documents

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

The Veteran Car Club of Great Britain Dating Plates and Certificates

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

Guide for Buyers

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

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

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

Telephone bidding

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

Absentee/Commission bidding

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

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

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

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed and faxed/mailed to us no later than 48 hours before the sale.

How fast will the auctioneer go?

The auctioneer will aim to sell 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.

Keys and Documents

Vehicles are offered with and without keys and documents. It is the buyers responsibility to inspect the lot at the sale to satisfy oneself as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such said items.

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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.

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 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 or 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 or Mastercard (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 6 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 Mark Gold.

Worldwide Motoring contacts

UK Motor Cars

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Automobilia

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Buyers/Sellers Accounts US

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+1 (415) 861 8591 fax

Collections

Motor Cars

Vehicles must be collected from the sale venue by 12.00pm on Monday 21 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

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.

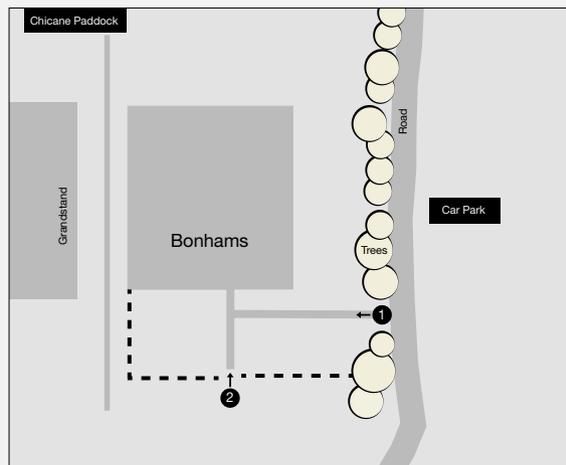
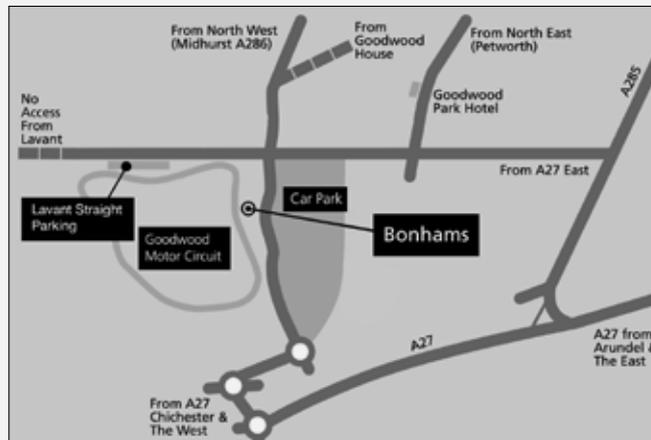
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

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



1
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

Catering arrangements by Rhubarb within the Bonhams Marquee

MOTOR CARS

Sunday 20 March 2016, 13:00

Images of each lot can be found at
www.bonhams.com/23589



001

VEHICLE REGISTRATION NUMBER 'S5'

- *Over 30 years in current ownership*
- *Fifth registration issued in Edinburgh*
- *Desirable single-letter, single-number combination*



One of a sequence issued by Edinburgh Borough Council, commencing in December 1903, 'S 5' is the fifth registration issued on the first day and therefore is of some significance in the history of motoring in Scotland. Believed to have been on a Rolls-Royce previously, 'S 5' has been in the vendor's possession for more than 30 years, appearing on a series of Porsche 911s (13 over a 25-year period) and latterly on Audi A6 Estates.

Held on DVLA V778 Retention Certificate

£150,000 - 180,000
€190,000 - 230,000

NOTICE

Before bidding on Lot 001, interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can be sent to the DVLA by the seller and changed to show the nominee details. When the change has been done and the form has been forwarded to the buyer it is most important that the nominee ensures that the registration number is assigned to an age appropriate vehicle before the expiry date on the certificate or 6 months after the date of the auction whichever date is earlier.

THE KINGSLEY CURTIS COLLECTION

Kingsley Curtis was born in Highbury, North London in 1937 and moved to Hartest, Suffolk in the mid-1940s. In 1945 his father, William Curtis, together with a business partner, founded HRP Ltd, a refrigeration parts distributor.

Kingsley went to school at Culford, near Bury St Edmunds and at 18 years of age commenced an apprenticeship at Hoffman's bearing factory in Chelmsford, which was followed by two years of National Service with the Army in Cyprus.

In 1959 Kingsley worked for HRP in their factory and then in the sales department for a further year before moving to the head office in Bury St Edmunds. He married his wife, Yvonne, in 1961 and the couple moved to Twickenham in Middlesex. When his father died in 1963, Kingsley then took over the running of the company and moved back to Suffolk with Yvonne in 1967.





Kingsley purchased his first classic car in 1963, following a chance sighting at the White Cross pub in Richmond. It was here that he saw a 1924 Bean 11.9hp parked outside, and so profound was his admiration for it, he purchased the car on the spot, instigating a lifelong passion for classic motor cars. Summing up his approach to collecting many years later, Kingsley said he 'had a collection of cars rather than (was) a collector of cars.'

The collection's eclectic nature showed his varied interests, and all the cars were bought to be used and not as investments. His personal favourite was the Bentley 3-Litre, which, together with the Rolls-Royce and Aston Martin, was used for friends' weddings, an activity he loved, while the Maserati was kept for special occasions such as a trip to Rome. The Aston Martin was the main touring car with the local '1066 Classic Car Club', and was used on their events throughout the UK and Europe.

Kingsley loved showing the collection's vehicles to his friends and other interested parties, and would sometimes take his daughters to school in the Mercedes-Benz 300 SL 'Gullwing'. He always enjoyed taking his cars to local fairs and country shows, and loved to talk to people about them, having many stories and a great deal of knowledge of all the vehicles he owned.

A member of most of the owners' clubs for the cars in his collection, Kingsley hosted numerous club meetings at his home. He was most involved with the '1066 Classic Car Club' and was its chairman for a number of years. He had a more recent interest in the steam world and owned a 1923 Aveling & Porter traction engine and a small ($\frac{1}{3}$ scale) Burrell engine. He would have been pleased to know that the cars are being sold to fellow enthusiasts who will hopefully get as much enjoyment from them as he did.



002

1959 AUSTIN-HEALEY SPRITE ROADSTER

Registration no. XLD 800

Chassis no. AN5 14896

Having forged strong links with BMC in the process of developing the successful Austin-Healey 100, Donald Healey turned his attention to designing a smaller version intended to make sports car motoring affordable to a wider sector of the market. Raiding the BMC parts bin for suitable components, Healey used Austin's 948cc A-Series engine; the A30/35's front suspension and rear axle; the Morris Minor's steering rack; and an MG twin master cylinder. Christened 'Sprite', the new sports car entered production in March 1958. Its unitary construction bodyshell featured a distinctive backward-hinging bonnet/wings topped by two fixed 'frog eye' headlamps, thus ensuring instant recognition and the now-familiar nickname. Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which was not that surprising as there was nothing competing with it on either price or performance. Kingsley Curtis' first new car was an Austin-Healey Sprite, so it was almost inevitable that in later life he would want to acquire one for the collection. 'XLD 800' was purchased circa 1980 and MoT'd up to 1991. It has been off the road in dry storage since the fan belt failed. Offered for restoration and sold strictly as viewed, the car comes with an old-style logbook and V5 registration document.

£2,500 - 3,500

€3,200 - 4,500

No Reserve



003

1988 JAGUAR XJ-S V12 CONVERTIBLE

Registration no. F400 ODX

Chassis no. SAJJNADW3DA150871

Engine no. 8S059071HB

The introduction of the six-cylinder XJ-S in 1983 coincided with that of the Targa-style cabriolet: the first open Jaguar since the E-Type's discontinuation. Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind so the Targa arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Essentially an exercise in niche marketing to test public reaction, the Cabriolet was judged to have been a success and was joined in 1988 by a full convertible. Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of XJ-S production in 1996. This automatic transmission XJ-S V12 Convertible was Kingsley's company car from new, and was used in that role until replaced in 1998. Kingsley then purchased the Jaguar and used it for a further year or so, since when it has been stored. Recently re-commissioned it is reported as running and driving well the only aspect of the car which does not seem to be working is the air conditioning. However having been in store for so long it is likely further re-commissioning will be required, the car comes with sundry bills and a V5 registration document. A total of circa 130,000 miles is currently displayed on the odometer.

£5,000 - 7,000

€6,400 - 9,000

No Reserve



004

**C.1880 HORSE DRAWN HEARSE
COACHWORK BY MARSTON, BIRMINGHAM, ENGLAND**

Horse drawn hearses reached their zenith in the early 20th Century, when they were often referred to as "The Black Brigade". After this they were superseded by motorised versions. Marston & Co were a company famous for their detailed coachbuilding, as is visible in this version(with its finials, pierced top rails, corner posts, attractive faux hammercloth with considerable carvings, glassed sides and rear panel.) They were in business in Bradford Street, Birmingham from 1847 until 1935 by which time they were producing motorized hearses. In 1985 horse drawn funerals were re-introduced and today there are a large number of funeral directors once again offering horse drawn funerals which have become ever more popular. The hearse is finished in black with some evidence of lining still visible. The wheels, on collinge axles, are English pattern, on iron tyres, and the body is suspended on elliptic springs. The exterior of the body is detailed: with a faux hammercloth mounted onto the Coachman's seat and a handbrake. The rear coffin area is carved and there is a central finial with a pierced surround to the roof with a roundel at each corner. The sides are mounted with glass panels and mouldings. There is a pair of lamps and brackets attached to the body. Internally the roof lining is missing but the side panels and front panel are painted with flower motifs. The silver side rails and stops are present. This vehicle was bought by Kingsley Curtis from an undertaker in Ireland in conjunction with two friends whilst on holiday in 1967 and was exported to the UK in the early 1970s. The vehicle has been kept in dry storage since then and has remained unused. It is described as in good clean order and makes an attractive piece either for a collector or for refurbishing for the trade. It is offered with a pole and a quantity of tack.

£2,000 - 4,000

€2,600 - 5,100

No Reserve



005

**C.1890 MAKER UNKNOWN HORSE DRAWN
INVALID CARRIAGE.**

These vehicles were used predominately by invalids or elderly people. They were mainly used in private grounds so that people could "take the Air". Usually pulled by a pony, and led by a servant, with another servant walking behind to help, if required. The rear handle was mainly for use in the coachhouse. They were nearly always hooded and some had a tiller steer so that a pony was not required. This example has English pattern wheels with rubber, on a steel axle. The body is suspended on "C" springs front and rear and the fifth wheel is steel. Externally it is fitted with a folding hood with hood jacks, which could be lowered in fine weather. There is a side door for easy access and the front closes over the legs of the incumbent and the folding window is attached onto the hood; the window is glass with mahogany framing and is hinged. This can be open or shut depending on the weather. The interior is upholstered with blue West of England Cloth, although the seat cushion appears to have no outer covering. This vehicle has been in dry storage for many years is described as in good original condition and would make an interesting addition for a collector.

£800 - 1,200

€1,000 - 1,500

No Reserve





006

1919 SINGER 10HP TOURER (SEE TEXT)

Registration no. LA 6688

Chassis no. C4413

Engine no. C4523

The Singer 10hp debuted at The Cycle & Motor Cycle Show in November 1912. Because it weighed less than 7cwt and was under 1,100cc in capacity (actually 1,096cc) the 10hp Singer was classed as a cyclecar, hence the choice of venue. But unlike the majority of contemporary cyclecars, which were flimsy affairs of limited practicality, the new baby Singer was a proper light car and thus a development of immense significance. Produced for more than a decade, the Ten was a huge commercial success for Singer and is regarded as a landmark model in the history of the British motor industry. This example comes with a letter from Rootes (Singer's owners) dated October 1968 and addressed to a previous owner, Mr E W Osgood of Oxhey, Hertfordshire. This letter reveals that 'C4413' is a 1919 model, though the registration dates from circa 1910/1911; registered on 1st January 1919, it would have been produced towards the end of 1918. At around this time (1968) Mr Osgood sold the car to a Mr C Walters, who kept it until 2000 when it passed to one Trevor Cornelius. Kingsley Curtis, its next owner, purchased the Singer at auction in April 2005. Used sparingly, the car was last MoT'd in 2006 and has been garage stored since then, though it has been run recently. Accompanying documentation consists of the aforementioned letter, a quantity of expired MoT certificates dating back to the 1970s, and a V5C document.

£9,000 - 12,000

€12,000 - 15,000

No Reserve



007

1920 BEAN 11.9HP TOURER

Registration no. not UK registered

Chassis no. to be advised

Engine no. 26611

Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company turned to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-speed gearbox and spiral bevel rear axle. At the end of 1920, the company was wound up, re-emerging some twelve months later in reconstituted form. The 'Twelve' was still the mainstay of production and would remain so until 1927. The last Bean passenger cars were made in 1929. One of approximately 10,000 Bean Twelves built between 1919 and 1927, this example was discovered in a field in New Zealand in 1967 by Kingsley's childhood friend Chris Pask. Restoration commenced in NZ in the early 1970s but was not completed. Kingsley Curtis acquired the Bean in 1990 and continued the rebuild, the bodywork being restored by David Friswell and the mechanicals by Peter Barber-Lomax. The restoration has been completed apart from the dicky seat and convertible hood. It should be noted that the cylinder block and radiator have been changed (originals with car) and the cylinder head has got a small crack in it which has recently been repaired. Offered with sundry bills and UK duties paid.

£9,000 - 12,000

€12,000 - 15,000

No Reserve



008

1928 AUSTIN SEVEN 'CHUMMY' TOURER

Registration no. VF 4455

Chassis no. 69290

Engine no. 69529

A huge success from the moment deliveries commenced in January 1923, the Austin Seven remained in production until 1939. Well built, economical and easily maintained by the home mechanic, the Seven brought motoring within the financial reach of the man in the street, who hitherto would probably have settled for a motorcycle combination. Its introduction helped save the ailing Austin concern and by the mid-1920s the Seven dominated the light car market in Britain. The sole version available when production commenced was the 'Chummy' tourer, which today remains for many enthusiasts the quintessential Seven and is highly sought after. This particular Chummy was acquired for the Curtis Collection in 1996, whereupon the engine and gearbox were rebuilt by Kirtling Garage. The car was originally sold to a schoolteacher by Austin agents, Burrells of Thetford, and registered 'VF 4455' (a Norfolk number). The original owner part-exchanged the Austin at a Newmarket garage in the 1950s, and it remained in their ownership until Kingsley purchased it for his wife, Yvonne, who christened it 'Verity'. Effectively a three-owners-from-new example, the Chummy had been restored in 1988; the works including a new hood, side screens and upholstery. Last MoT'd in 2013, the car is offered with sundry invoices and a V5 document.

£8,000 - 12,000

€10,000 - 15,000

No Reserve



009

1926 FORD MODEL T TUDOR SALOON

Registration no. AH 9526

Chassis no. 12990893

The Model T underwent a major revision for 1926, which was announced as the 'Improved Ford' in August 1925. In fact, it was yet another re-styling job and Ford went out of its way to reassure dealers and customers alike that mechanically the Model T remained unchanged. This Model T Tudor saloon is thought to be one of the examples produced by Ford in Germany for the European market, it was then exported to Denmark where it was sold new. The car remained in Denmark until 1964 when it was purchased by a friend of Kingsley Curtis, Martin Berry a self confessed Model T nut, who brought it back to the UK. Photographs on file, taken shortly before the car left Denmark and after it landed in this country, show that it was in good order at that time. On its arrival in the UK it was given the original Essex Model T registration number 'AH 9526' by the local authorities. Used on the road up to 1969, the Model T was then placed in dry storage, remaining there until it was purchased by Kingsley in November 2006. Kingsley kept the car in storage, intending to restore it, though it would appear that work never got under way. 'AH 9526' appears solid and very original, the interior included, and still presents well. Offered for restoration, the car comes with Danish registration papers, old-style logbook, V5 registration document, dating certificate and an invoice for an engine rebuild carried out in 1965 when it returned to the UK.

£7,000 - 9,000

€9,000 - 12,000

No Reserve



010

1981 ASTON MARTIN V8 VOLANTE

Registration no. YLV 581W
Chassis no. V8COR/15167
Engine no. V/540/5167/S

- One of 849 built
- Circa 25,700 miles from new
- One former keeper
- Present ownership since 1983
- Extensive service history



'It's not by any means the world's most expensive drophead in production (the Corniche costs an extra £23,000) nor is it quite the quickest, though a Porsche Cabrio would have to be very well driven to get away from it, but the Aston Martin Volante is perhaps the greatest. It is a true sports car which is also luxuriously comfortable.' - *Fast Lane*.

Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-litre six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. With an estimated 315bhp available from its 5,340cc four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.



The Aston Martin V8 survived the changes of ownership and financial upheavals of the 1970s, appearing in countless variants, one of the more exclusive being the Volante. Introduced in response to customers' demands for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version.

As *Fast Lane* observed: 'If the word "convertible" produces in your mind an image of fiddling with wafer thin hood irons and fighting against a shrunken hood with numerous attachment points, you are not thinking of the Volante.' Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

This fine, automatic transmission example was purchased by Kingsley Curtis in 1983, having had one former keeper, and was initially registered in his company's name. The Volante was Kingsley and his wife's favourite and most regularly used car among all those in the collection. Always serviced by the Stratton Motor Company, it comes with the service book stamped by them annually up to June 2012 (at 24,509 miles) plus numerous related invoices, while Kirtling Garage and Marshall's of Cambridge are among the other firms that have worked on the car. A leaking heater matrix is the only fault notified.

Finished in green metallic with cream leather upholstery, this well cared for Volante is offered with the aforementioned service history, MoT to June 2016, V5C registration document and a quantity of MoT certificates, dating back to 1985, supporting the recorded mileage.
£60,000 - 80,000
€77,000 - 100,000

011

1923 ROLLS-ROYCE 20HP TOURER COACHWORK BY WINDOVERS

Registration no. NN 4637

Chassis no. 57S9

Engine no. G232

- *Early example of the model*
- *Respected, high quality coachbuilder*
- *Matching chassis, engine, and registration numbers*
- *Eligible for VSCC events*



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

Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unit construction of engine and gearbox, the latter featuring the modern innovation of a central ball change, and 'Hotchkiss drive' rear axle. The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. When four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

The Twenty's introduction enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom; it proved eminently suited to town use yet could cope admirably with Continental touring when called upon. A total of 2,940 had been produced when the Twenty was superseded by the 20/25hp model in 1929.

This early 20hp chassis, estimated as the 179th produced, was ordered in January 1923 and sent to coachbuilder Windovers of Huntingdon for bodying as an open tourer with dicky seat. It was delivered by Windovers on 8th June 1923. The car's first owner was E J Noble Esq of Birch House, Worksop, Nottinghamshire, followed by E Robinson of Liss, Hampshire (1935) and Peter Cooper of Macclesfield (1962). Nothing else is known of its early history, though the grey metallic paint is believed to have been applied in the 1950s.

In 1964, the Rolls-Royce was purchased from Brunton (Engineers) of Leek, Staffordshire by Mr Tom Farr, who owned the Haverhill Rope, Twain & Sack Company in Haverhill, Suffolk. His friend Peter Norfolk, another Haverhill resident, maintained the car, and these two gentlemen regularly drove it on the annual Beamish Rally in County Durham during the period 1972 to 1987, as well as on many local runs.

In 1989 ownership passed to Peter Norfolk, from whom the Rolls-Royce was purchased by Kingsley Curtis and his friend, Martin Berry, in February 1999. Since then 'NN 4637' has been used for a few local rallies, seeing only occasional use, and has required little or no work during this period. Owned solely by Kingsley Curtis since 2006, the car comes with a good history file, copy build sheets and a V5 registration document.

£32,000 - 38,000
€41,000 - 49,000

012

1924 LA BUIRE TYPE 12A SALOON PROJECT COACHWORK BY HOLLINGDRAKE

Registration no. MB 4441

Chassis no. 1604

Engine no. 1404

- *Rare quality French make*
- *Eligible for VSCC events*
- *Present ownership for circa 14 years*
- *Sold as a nearly-completed project*



The La Buire motor car was built in Lyons by an established engineering company: Chantiers de la Buire. The latter's first venture into powered transport, in the late 1890s, was as a manufacturer of steam engines and vehicles, which were followed by an electric car in the early 1900s. The first La Buire powered by an internal combustion engine appeared in 1904, and the following year a new company - Société des Automobiles La Buire - was formed to manage the motor manufacturing side of the business. La Buire built a range of four-cylinder cars including a 13.6-litre Leviathan, one of which was driven in UK hill climbs by Joseph Higginson.

Bankrupt in 1909, the firm was taken over by Michel Berthier, its technical director, and for the next year its products were sold under the Berthier name. Fresh financial backing saw the firm reorganised in the autumn of 1910 as 'Société Nouvelle de la Buire Automobiles'; the original marque name was reinstated for 1911. The La Buire range continued to consist entirely of four-cylinder cars and production remained relatively modest, amounting to around 200 cars annually by 1914. A single 12/14hp model was offered immediately after WWI. Some smaller models were produced in the mid-1920s, but production dwindled thereafter and the factory closed in 1930.

La Buire's UK importer was Hollingdrake of Stockport, Cheshire. Hollingdrake made their own bodies up to circa 1924 before subcontracting the work to close neighbours, G W Smith, and this car carries Hollingdrake's plaque on the body. Peter Price sold the car to the previous owner, Bob Danaher, following whose death it was purchased as an un-restored project by Kingsley Curtis (photographs on file).

Restoration commenced around 2007, the bodywork renovation being undertaken by Nick Paravani with woodwork by David Friswell and mechanical refurbishment by Peter Barber-Lomax (invoices on file). The restoration has been undertaken to a point where a starter needs to be fitted; the interior re-trimmed; and various other detail works completed.

The interior was originally trimmed with a striking striped fabric, fragments of which survive, and the intention was to replicate this. Sold as a part-completed project, this rare Vintage-era French motor car is offered with a V5 registration document.

£19,000 - 22,000
€24,000 - 28,000

013
NO LOT

014

1960 MASERATI 3500 GT COUPÉ

Registration no. SRC 900

Chassis no. AM 101.740

Engine no. AM 101.740

- *Believed one of 12 right-hand drive models*
- *Delivered new to the UK*
- *Circa 44,000 miles from new*
- *Present ownership since 1965*
- *Recently re-commissioned*



Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sports Car Championship with the fabulous 450S - both in 1957, the marque's most successful season - Maserati was by that time facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing, and Maserati's survival strategy for the 1960s centred on establishing the company as a producer of road cars.

The Modena marque's new era began in 1957 with the launch of the 3500GT, its first road car built in significant numbers. A luxury 2+2 featuring beautiful Superleggera aluminium coachwork by Carrozzeria Touring, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement.

The 3500GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

A car possessing such impeccable antecedents not unnaturally attracted the attention of Italy's finest carrozzeria: Allemano, Bertone and Frua all created bodies for the 3500 GT chassis. Most coupés were the work of Touring, while all but one (a Frua-bodied example) of the much less common Spyder version were the work of Carrozzeria Vignale.



This car was completed on the 24 March 1960, chassis number '740' is thought to be one of only 12 3500 GT Coupés built in right-hand drive configuration; its original colour scheme was Grigio metallizzato (grey metallic) with Rosso (red) leather interior. The car was first supplied to Maserati's then concessionaire in the UK Colin Murray Ltd of Fleetwood Lancashire.

The Maserati was first registered on 20th April 1960 to motor trader David Buxton of London Road, Derby, and before the end of that month had passed to its first private owner: one D G Howitt of Nottingham. On 21st December 1960 the car was registered to J Howitt Ltd of Basford, Nottinghamshire, while a change of colour to blue was recorded by the licensing authorities on 9th August 1961. (It was repainted in its original grey livery by Minden Motors of Bury St Edmunds in 1979). There were then two further owners before the car was acquired by the Curtis family firm in May 1965.

Registered to Kingsley Curtis in August 1993, the Maserati was used for special occasions and continental touring until 2003, since when it has been garage stored. A total of circa 44,000 miles is currently displayed on the odometer, while accompanying MoT certificates show that only some 2,500 miles have been covered since 1972.

The car has recently been re-commissioned, including replacement of the brake pipes, and is in running and driving order. However, as it has not seen any serious use for some years, some further re-commissioning may be required. Offered with an old-style logbook, V5 document, instruction manual, parts book and brochure, this rare right-hand drive 3500 GT represents an exciting opportunity to acquire one of these most sought after of classic Maseratis.

£180,000 - 220,000

€230,000 - 280,000

015

1923 BENTLEY 3-LITRE TOURIST TROPHY REPLICA TOURER COACHWORK BY PARK WARD

Registration no. PV 9472

Chassis no. 160

Engine no. DE1206

With characteristic humility 'W O' was constantly amazed by the enthusiasm of later generations for the products of Bentley Motors Limited, and it is testimony to the soundness of his engineering design skills that so many of his products have survived. From the humblest of beginnings in a mews garage off Baker Street, London in 1919 the Bentley rapidly achieved fame as an exciting fast touring car, well able to compete with the best of European and American sports cars in the tough world of motor sport in the 1920s. Bentley's domination at Le Mans in 1924, 1927, 1928, 1929 and 1930 is legendary, and one can only admire the Herculean efforts of such giants as Woolf Barnato, Jack Dunfee, Tim Birkin and Sammy Davis, consistently wrestling the British Racing Green sports cars to victory.

W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change.

- *Early Tourist Trophy model*
- *Original coachwork*
- *Well documented history*
- *Present ownership since 1967*
- *Engine fully rebuilt in 2012*

The pressed-steel chassis started off with a wheelbase of 9' 9½", then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the Tourist Trophy Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, has become the archetypal Vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished 2nd, 4th and 5th to take the Team Prize, led to the introduction of the Tourist Trophy Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, Short Standard chassis.

Bentley made approximately 1,600 3-Litre models, the majority of which was bodied by Vanden Plas with either open tourer or saloon coachwork. Surviving production records for early chassis are incomplete, but it is recorded that '160' left the factory fitted with engine number '157' and was built to Tourist Trophy specification and not to the typical Short Standard specification. The wheelbase of 9' 9½" is the same, but the Tourist Trophy model was fitted with a tuned engine with higher compression pistons and, possibly, special carburettors, although the records are unclear on this.





Bentley made a number of changes to the engine specification at around this time, noted in the spare parts list as commencing at chassis '161'. One of the major changes made was to the dynamo drive. According to the typically thorough report prepared by renowned marque specialist, Clare Hay: 'Earlier chassis, nominally including 160, have a geared-up dynamo drive from the back of the camshaft, with the bulkhead casting to suit the higher dynamo position.

This was changed around 160 to a direct drive from the back of the camshaft via two Hardy discs, with the bulkhead casting redesigned. Given the paucity of the records, it isn't possible to tell now exactly which parts chassis 160 was fitted with when it was built by Bentleys. There is no mention in the Service Record of a change to the later dynamo and bulkhead arrangement, and given the remark "1923 model" to the top of the Service Record, it is possible that 160 was fitted from new with the later pattern direct drive dynamo and bulkhead. As now, 160 is fitted with a direct-drive dynamo and bulkhead, the former the late pattern typically fitted to 4½-Litre chassis.'

No coachbuilder is listed in the Service Record, which notes only 'High sided 4-seater'. Fortunately, Park Ward's surviving ledger shows that chassis '160' was fitted with body number '2020', described as 4-seater open touring built for Car Mart Ltd. The completed car was delivered around 21st January 1923, while the first owner is listed as C Shankland at addresses in London and Weybridge, with the London number 'XM 6222' allocated. During Mr Shankland's ownership some minor work was carried out.

The second owner is listed as Ashley Havinden of London NW6, from October 1926. The Service Record notes a test for transfer of guarantee; the new owner could have the balance of the guarantee transferred subject to paying for any work deemed necessary by Bentley and paying a £5 transfer fee. In this case quite a lot of work was carried out: the engine being rebuilt and re-bored; slack in the prop-shaft taken up; the clutch overhauled; the front axle and steering overhauled; and other minor works.

The next owner is listed as G H Saxon Mills, again in London, some time between March and June 1928 to judge from the entries in the Service Record. However, Mr Mills advertised chassis '160' in *The Autocar* of 20th January 1928, with the subsequent owner listed in the Service Record as Mr Havinden c/o Ashley Havinden. This is a curiosity with no obvious explanation, though perhaps Mr Havinden liked his Bentley so much that he bought it back.

'160' was rebuilt again by Bentley Motors in January 1930, this time with high-compression pistons and a compression plate; otherwise along similar lines to the 1926 overhaul. Mr Havinden is again noted as the owner in 1933, with some minor accident repair work carried out in July of that year. The penultimate entry in the Service Record is dated 17th March 1938 for work carried out by Barkers Garage, Eltham.



Bentley Motors supplied a second-hand compensator assembly and a pair of front brake reversing brackets and levers, so Barkers were clearly fitting front-wheel brakes to '160'. The axle, as now, is numbered '434', which would have come from a 3-Litre chassis around '750', probably from a car being broken up. (Bentley started numbering front axles from '1' again when the front-wheel braked axle was introduced). That the conversion was not carried out by Bentley is shown by the awkward master brake rod angle, as a later-pattern brake pedal was not fitted during the work.

The last entry in the Service Record is dated 30th May 1938 for some valves and guides sent to Barkers Garage. The Service Records all end in 1940 in any case, when Rolls-Royce closed the old Bentley Service Department. Post-war owners are listed as Arthur Williams in 1946; M H Taylor, also in 1946; Mr Jordan Jnr (date not known); then Arthur Scott-Williams in 1949. Mr Scott-Williams rebuilt '160' or at least re-registered it, with the register in the Suffolk County archives at Ipswich noting that registration mark 'PV 9472' was allocated to Arthur Williams of 531 Wherstead Rd, Ipswich on 13th June 1949 for a tourer, colour black. This was probably a tax fiddle, as the tax on existing cars was £1 5s 0d per RAC horsepower (£20 for a 16hp Bentley 3-Litre) whereas new cars paid a flat-rate £10 tax.

Several Bentleys were re-registered around this time for this reason, usually with a fictitious chassis number invented by the owner! The chassis number is recorded on the 1957 logbook as '16' with a third number obliterated, also as '156 S' and as '160/5'. Later V5 documents give the chassis number as '16-41JH'. The rules for re-registering as a new car involved some degree of rebuilding, hence the note 'Rebuilt' or 'Rebuilt assembled from parts' on two of the V5 forms. This is a typical tax fiddle and makes no difference to the car itself. Otherwise, '160' appears to have remained substantially unchanged. Over the years a number of components have been substituted, but the continuous history has been maintained throughout.

Later owners are listed in BDC records and a 1957 continuation logbook as A C Beasley in 1951; Frank Webb in 1955; Anthony Roy Mitchell in 1958; Paul Bevis in 1959; B Hessey in 1960; and Anthony Roy Mitchell (again) in 1965. Between 1965 and 1967, '160' was extensively rebuilt mechanically and bodily, with the original engine '157' removed and a later engine installed (number 'DE1206', given as 'DE1207' in the report: a typo), which had been fitted to chassis 'AP303' and originally to chassis 'DE1207'. This unit was originally a Standard engine rebuilt to Speed Model specification. The crankcase is marked 'G.B. 1944', showing that the engine was rebuilt by George Brown, a Birmingham motor engineer, in 1944.



Tony Mitchell behind the wheel of 'PV 9472'
BDC Silverstone, 1966 © Red Daniells



Fitting a later, big-ump engine would have been regarded as a desirable upgrade in the 1960s, as it is stronger than the original, with the improved, later-pattern crankcase as well as the one-piece sump. At the time of writing, the location of the original engine, number '157', is not known.

Tony Mitchell drove '160' in rebuilt form in the 1966 BDC Silverstone meeting. The following year (in October), the Bentley was auctioned, selling to M H Berry and Kingsley Curtis. Kingsley's favourite car, the Bentley remains in the same form as it was following the 1967 rebuild. It has been used regularly and well maintained, benefiting from a repaint and a new hood and tonneau cover in 1992, these works being carried out by Kirtling Garage and P&M Taylor, while more recently the engine was fully rebuilt. The engine rebuild was undertaken by Peter Barber-Lomax in 2012, with additional works by R C Moss and I S Polson at a cost of circa £20,000 (invoices on file). Used sparingly since then, this delightful early Tourist Trophy model is offered with an old-style logbook, a quantity of expired MoT certificates, V5 registration document and a copy of the aforementioned Hay Report (perusal recommended).

£240,000 - 280,000

€310,000 - 360,000

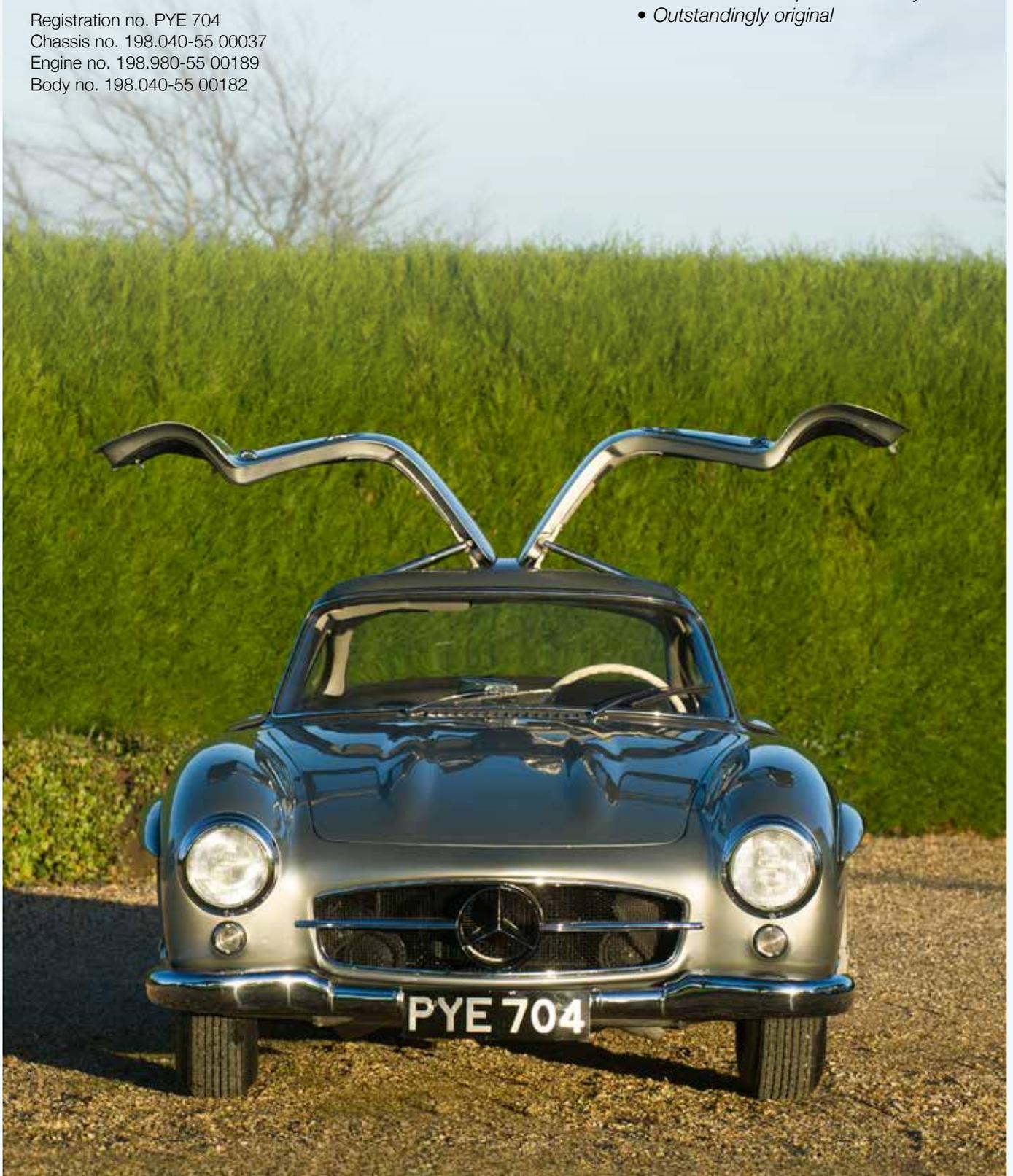


016

**1955 MERCEDES-BENZ 300 SL
'GULLWING' COUPÉ**

Registration no. PYE 704
Chassis no. 198.040-55 00037
Engine no. 198.980-55 00189
Body no. 198.040-55 00182

- *Iconic model*
- *Delivered new to the UK*
- *Current ownership for circa 48 years*
- *Outstandingly original*





'When it was first announced by Mercedes-Benz, the production 300 SL Coupé was a startling car built to the German concern's customarily startling standards, but above all what left the general public most open-mouthed about the new car was its upward-opening Gullwing doors...!' - *Motors*, 1963.

Mercedes-Benz returned to post-war competition in 1952, fielding two of its new 300 SL (W194) sports cars in the Mille Miglia. The pair finishing a creditable 2nd and 4th overall in this most difficult of events and this promising start was followed up by a win in the challenging Carrera Panamericana. The works first raced the 300 SL (Sport Leicht) in open form, but for the Le Mans 24-Hour Race in June a trio of 'Gullwing'-doored coupés was entered. High sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the coupé bodywork required innovative thinking - hence the Gullwing doors. Karl Kling and Hans Klenk duly brought their 'Silver Arrow' home in first place and the 300 SL was on its way to becoming part of motor sporting legend.

Launched in 1954, the production 300 SL retained the spaceframe chassis and lightweight aluminium-alloy bodywork of the W194 racer while its mechanical underpinnings, like the latter's, owed much to the contemporary Mercedes-Benz 300 luxury saloon. A 2,996cc overhead-camshaft inline six, the 300 SL's engine was canted at 45 degrees to achieve a low bonnet line and produced 215bhp (DIN) at 5,800rpm using Bosch mechanical fuel injection. A four-speed, all-synchromesh manual gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round: by wishbones and coil springs at the front, with swing axles and coil springs at the rear.

A production 300 SL (W198) was tested by *Road & Track* magazine in 1955, accelerating from 0-60mph in 7.4 seconds on its way to a top speed of 140mph. Half expecting the long-awaited 300 SL to provide an anti-climax, *R&T* were delighted to find the new car, 'far beyond our wildest expectations. In fact, we can state unequivocally that in our opinion the 300SL coupé is the ultimate in an all-round sports car. It combines more desirable features in one streamlined package than we ever imagined or hoped would be possible.



Performance? It accelerates from a dead start to 100mph in just over 17 seconds. Dual purpose? A production model 300 SL can make a very acceptable showing in any type of sportscar competition. Yet the car is extremely tractable and easy to drive in traffic. Comfort? The fully enclosed 300 SL is the most comfortable (and safe) high-speed 'cross-country' car built today.'

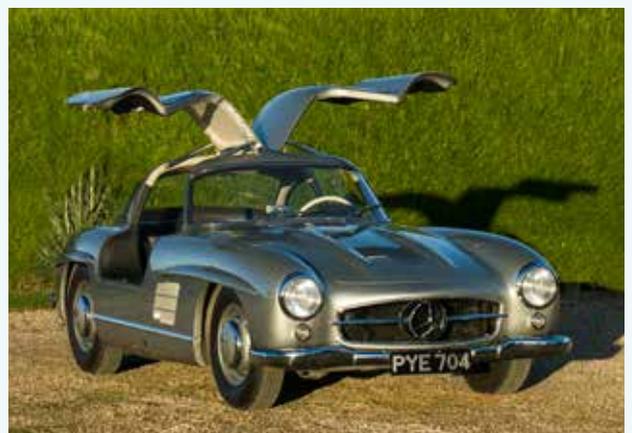
A 300 SL roadster featuring conventional doors was first exhibited at the Geneva Salon in May 1957 and, although built in greater numbers, has never matched the immortal Gullwing for desirability. Its racing parentage notwithstanding, the 300 SL remains a thoroughly practical car, as civilised in city traffic as it is exhilarating on the autostrada. By the time 300 SL Coupé production ceased in 1957, some 1,400 examples had found customers. Today the model is both rare and most sought after by connoisseurs of fine automobiles.

The bulk of 300 SL production was delivered new to the USA, and European or UK specification cars, such as that offered here, are relatively rare. Only the third example delivered to the UK, this magnificent Mercedes-Benz 300 SL Gullwing was retailed via Brooklands of Bond Street and first owned by Sir Jeremy Boles (then just 23 years old).



Registered 'PYE 704', the car was delivered finished in silver grey metallic and trimmed with a combination of blue-checked gabardine and blue Tex-leather. Boles was partially disabled, and the Mercedes was fitted with a hand-operated clutch while in his ownership. '037' is listed in Anthony Pritchard's definitive book on the marque: *'Gullwing - the Mercedes-Benz 300 SL Coupé'* (Palawan Press).

A motor racing enthusiast, Boles raced an Aston Martin DB3 ('DB3/8') and owned a Formula 2 Connaught, both of which were driven by Don Beauman during 1954/1955. Boles had ordered the Gullwing at the 1954 Earls Court Motor Show, despite a passionate intervention in the proceedings by Mike Hawthorn. In Chris Nixon's autobiography of Hawthorn and his closest friend Peter Collins, *'Mon Ami Mate'*, Hawthorn's former girlfriend Moi Kenward recalled that they were upstairs at the Earls Court Motor Show when someone told Mike that Sir Jeremy Boles, another close friend of his, was buying a Gullwing Mercedes. Hawthorn was outraged that Boles should be so unpatriotic as to buy a German car, but despite ranting at the hapless Mercedes staff and Sir Jeremy, was unable to stop him handing over the cheque.





According to notes on file from when Kingsley spoke to Boles in 1999, the cars rear axle broke on Salisbury Plain when the car was about three months old, this was changed free of charge by Mercedes for the higher ratio version, fitted with which Sir Jeremy achieved a speed of 158mph in the car, Boles thought he had sold the car in late 1956 or early 1957.

The next known owner was in 1959 when the car passed via Welwyn Motors in Suffolk to sculptor Geoffrey Clarke, RA, its second owner. Clarke was a friend of Kingsley Curtis, who had known the Gullwing since 1959 and always said he would buy it should Clarke decide to sell. In 1967 he got his chance, paying £2,000 for the Mercedes, which was used as everyday transport for the next few years. It was sometimes used to take his daughters to school. The car was painted grey at this time and registered in the name of Kingsley's company.

In the 1970s the Gullwing was put into store and not used until it was disinterred in 1997 for full restoration, which was carried out by Vardy/Robinson Mercedes-Benz of Cambridge. Restoration of the body and paint (to original colour) was entrusted to respected local specialists Kirtling Garage, while the interior was re-trimmed by P & M Taylor, with parts supplied by O'Keefe and others. The restoration was completed in 2000 at a cost of circa £50,000, there are associated invoices and a photographic record on file. Since then the Gullwing has been used sparingly, and currently displays a total of circa 60,000 miles on the odometer, which is almost certainly genuine. There is a good history file with the car, which appears to have all its original parts books, tools, manuals, the cars individual numbered copy of *Gullwing* by Pritchard the standard reference work on the model etc.

Offered with an old-style logbook, copy build sheet and a V5C registration document, this outstandingly original example of, arguably, the most charismatic of all post-war sports cars is presented in quite delightful condition and is worthy of the closest inspection.

£800,000 - 1,000,000
€1,000,000 - 1,300,000



017

1992 FORD ESCORT RS COSWORTH HATCHBACK

Registration no. 23 CWC

Chassis no. WFOBXXGKABNL95122

Engine no. NL95122

- *One owner from new*
- *Circa 2,494 miles recorded*
- *Full service history*
- *Recently re-commissioned*



Intended to spearhead Ford's international rallying campaign, the Escort RS Cosworth made its winning debut in Spain's Talavera Rally in 1990. Production commenced in February 1992 and the car entered World Rally Championship competition the following year, enjoying outstanding success in the hands of works drivers François Delecour and Miki Biasion. Although the RS Cosworth strongly resembled the Escort road car, it was in fact based on a shortened Sierra 4x4 floor pan and used the latter's running gear. This meant that, unlike the mainstream Mk V Escort, the RS Cosworth mounted its engine fore-and-aft rather than transversely; it also used the Sierra 4x4's five-speed manual transmission, which featured permanent four-wheel drive and a 34/66% front/rear power split.

A front air dam, flared wheelarches and an outrageous 'whale tail' rear spoiler - all necessary for effective competition - gave the Escort RS Cosworth a road presence that few cars could match, while electric windows, central locking, tinted glass and a sunroof were all standard features.

The power unit was Cosworth's familiar 2.0-litre, 16-valve, four-cylinder YBT equipped with a Garrett turbocharger, in road trim producing 227bhp. All that horsepower in a nimble, compact car made for stupendous performance: 0-60mph in 6.2 seconds, 138mph top speed; the end of production in January 1996 was a sad day for many. Only 7,145 cars were produced over a four-year period, and today this 'cult classic' is one of the most sought after of modern high-performance Fords.

This ultra low-mileage, one-owner example was purchased new from John Grose Ford of Ipswich by Kingsley Curtis, since when it has been garage stored and used sparingly. Serviced annually by John Grose up to 1998 (at 2,449 miles), it was MoT'd annually thereafter and re-commissioned by them in September 2015, including a full service and replacement of the cam belt and pulleys (invoice on file). The current odometer reading is only 2,494 miles. Presented in excellent condition, this quite exceptional Escort RS Cosworth is offered with MoT to June 2016 and a V5C registration document.

£28,000 - 35,000
€36,000 - 45,000

018

1964 FORD ANGLIA SALOON

Registration no. ALD 23B
Chassis no. H21D080298A
Engine no. 105E788232

- *Trend-setting design*
- *Recently re-commissioned*
- *Sparingly used example*



Ford belatedly switched to an overhead-valve engine for its smallest family saloon with the introduction of the Anglia 105E in September 1959. An ultra short-stroke design, the 997cc four proved to have a real appetite for revs and bags of tuning potential, as demonstrated by its success in Formula Junior and Formula 3.

The newcomer's McPherson strut/live axle running gear was sourced from the superseded Anglia/Prefect 100E, but the new four-speed gearbox represented a welcome advance on its predecessor's three-speeder. The styling too was novel, with 'grinning' radiator grille and reverse-slope rear window, the latter affording greater rear headroom as well as keeping clean in bad weather.

Differences between the standard and De Luxe versions were mainly cosmetic, while subsequent developments included the Anglia 1200 and an estate car. The 105E Anglia in its various guises was an outstanding sales success for Ford, selling more than a million before production ceased in 1967.

This 105E Anglia was purchased in 1980 as Kingsley Curtis' daughter's first car, having had one previous (lady) owner. The car was used sparingly until 1989 when its owner moved to Paris, and has been garage stored since then. It was re-commissioned and fitted with a reconditioned radiator in 2014. Accompanying documentation consists of sundry bills, a quantity of expired MoTs, a V5 registration document and the 1980 purchase receipt.

£3,000 - 5,000

€3,900 - 6,400

No Reserve

END OF COLLECTION



019

1993 ROVER MINI SPRITE SALOON

Registration no. L520 EHO
 Chassis no. SAXXNYADBBDO77494
 Engine no. 12A2BG03279146

By the end of 1980, the original 850cc Mini had gone, leaving the Mini 1000 - available in City and HLE variants - as the sole model available. Introduced at the same time, a heavily revised 'A-plus' version of the venerable A-Series engine, together with an improved gearbox (both from the Metro), made the Mini both quieter and more refined than ever before. In 1982 the luxury 1000 HLE version became the 'Mayfair', featuring tinted glass, cut-pile carpeting, head restraints, passenger door mirror, locking fuel filler, Raschelle velour upholstery (as seen in the Metro Vanden Plas) and radio as standard. In 1992 the City base model was renamed 'Sprite' (a name also used for a limited edition Mini in 1983) and together with the Mayfair gained the Metro's 1,275cc engine. The following year both models' interiors were revamped with bigger, Metro-type front seats and, in the Mayfair's case, a burr walnut dashboard boasting a radio/cassette player and more comprehensive instrumentation including a rev counter. An alarm/immobiliser was standard on the Mayfair. This manual transmission Mini Sprite has had only one private owner and has covered a mere 11,556 miles from new. Finished in red with multi-coloured cloth upholstery, 'L520 EHO' retains its original paintwork and 'smells like new' interior, and comes with all handbooks, service records, invoices and tax discs. The car is offered with a V5C registration document and recently expired MoT certificate (September 2015).

£7,500 - 9,500
€9,600 - 12,000
No Reserve



020

1965 AUTOBIANCHI BIANCHINA (QUATTRO POSTI) BERLINA

Registration no. JGU 390C
 Chassis no. 110F3082800
 Engine no. 323180

This wonderful little 'time warp' Autobianchi Bianchina was exhibited in the FIAT 500 Museum in Garlenda on the Italian Riviera before arriving in the UK a few years ago to form part of a private collection. Since then it has covered very few miles and in dry summer months only. Covering on average fewer than 1,000 miles annually, the car remains wonderfully original, and apart from an engine rebuild (see below) has only required routine maintenance over the course of a sheltered life. It has to be one of the cleanest un-restored examples left. The Autobianchi is fitted with its original 499cc engine, which the vendor was told has been rebuilt due to the gaskets becoming brittle. At the same time it was bored out from 67.4mm to 70mm to give it a little extra power. The bodywork, bumpers and all internal and external features are believed totally original and period correct. Even the windscreen stickers and supplying dealer bumper sticker (Commissionaria Autobianchi, Gino Nanni, Pistoia, Italia) are still in place. Currently MoT'd, the car comes with its owner's manual, Italian service book and registration documents, spare key, copy correspondence, UK V5C registration document, and a photographic record of its time in the museum.

£6,000 - 9,000
€7,700 - 12,000
No Reserve



021

1978 BENTLEY T2 SALOON

Registration no. 7400 MU

Chassis no. SBH 35120

Engine no. 35120

Outwardly distinguishable from the Silver Shadow only by virtue of its different radiator and winged 'B' mascot, the T-Series Bentley was introduced alongside its Rolls-Royce sibling in 1965. Mechanically identical, the duo represented a complete break with tradition, being the first of the Crewe factory's models to employ unitary construction. Originally of 6,230cc, the pushrod V8 engine grew to 6,750cc in 1970 and provided identical power in either application. Nevertheless, *Autocar's* T2 proved fastest of the Shadow family that the magazine had tested, accelerating to 60mph in under 10 seconds and achieving a maximum speed of 119mph. Introduced in 1977 alongside the Shadow II, the T2 gained split-level air-conditioning, rack and pinion steering, revised dashboard and a chin spoiler. Bentley was seen as very much the 'junior' marque at this time and sold in correspondingly limited numbers. By the time production ceased in 1980, only 568 Bentley T2s had found customers compared with over 10,500 Rolls-Royce Shadow IIs, and today this arguably more handsome car is increasingly sought after. The vendor advises us that this particular T2 was ordered for the son of Jack Barclay, founder of the eponymous London-based Rolls-Royce and Bentley dealership. It was subsequently owned by broadcaster Chris Evans, and is mentioned affectionately in his autobiography *'It's Not What You Think'* (pages 259/260): 'It didn't hurt that I was also now travelling to and from London in a sparkling black Bentley complete with tinted windows and a dark green leather interior - the next little beauty in my life-line of automobiles.' Freshly MoT'd prior to sale, the car comes with a V5C registration document and sundry invoices issued by Rolls-Royce and Mercedes-Benz specialist M B Jarvie of Glasgow, which relate to general servicing and other works for the period 2009 to 2015 and total over £6,000.

£15,000 - 18,000

€19,000 - 23,000

No Reserve



022

2000 ROVER MINI COOPER SPORT SALOON

Registration no. X78 TBW

Chassis no. SAXXNPAZEYD186516

Engine no. 12A2LK7000000

Rover's acquisition of the rights to the Mini name made it possible to officially re-launch the model in September 1990. Six years later what would turn out to be the final Mini version arrived: the extensively revised Mark 7. Changes included twin-point fuel injection, higher final drive gearing, driver's airbag, side impact beams, additional sound insulation, improved front seats, front-mounted radiator and a 'Sports Pack' option. By this time the Rover Group had been owned by BMW for a couple of years, and with an entirely new Mini waiting in the wings the decision was taken to end production of the original in 2000. The final line up consisted of three special 'run-out' models: the Classic Se7en, Classic Cooper, and top-of-the-range Classic Cooper Sport. In addition to the usual Cooper enhancements, the Classic Cooper Sport featured a unique interior boasting black/nickel leather seats, alloy dashboard and door fittings, leather dash top, and a polished alloy gear lever knob. Dating from the final year of the Mini's production in its original form, this Classic Cooper Sport is one of 2,091 right-hand drive models and the 2,161st from last Mini built. It has the optional Webasto full-length electric sunroof and 'Sports Pack' Minilite-style 13" alloy wheels, and is finished in Platinum Silver over black metallic. This car has had three owners from new and comes with full service history, its most recent service being carried out in February 2016. Combining the classic shape and unique character of the traditional Mini with the conveniences of modern technology, this last-of-the-line Classic Cooper Sport comes with the aforementioned service history, V5C registration document and MoT to February 2017. Presented in generally excellent condition, it represents the best possible way to enjoy motoring this spring.

£6,000 - 9,000

€7,700 - 12,000

No Reserve



023

The ex-Dealer Team Vauxhall,
Peter Brock/Gerry Marshall, Spa 24 Hours

1977 VAUXHALL FIRENZA MAGNUM 2300 COUPÉ

Registration no. LFL 486L
Chassis no. 9E37PCX10377

'This Magnum is one of the most famous competition cars in the history of the Vauxhall marque.' - *Motorsport News*, January 2008.

Entered by Dealer Team Vauxhall (DTV), the Firenza Magnum offered here became part of motor sporting legend in 1977 when it finished 2nd overall and 1st in class at the Spa 24 Hours race to secure one of the marque's most significant results of the modern era. Driven by saloon-car racing legends Peter Brock and Gerry Marshall, the Magnum also won the prestigious 'Coupe du Roi' team prize and the 'Index of Performance' against more powerful 3-litre opposition.

The Firenza Magnum had been specially built by Bill Blydenstein's team at DTV for the 1977 Spa race. A Dutch-born aeronautical engineer, Blydenstein had begun his racing career back in 1958 driving a Borgward Isabella, his good results in this somewhat unlikely choice of vehicle leading to a works Mini drive in 1962. What would turn out to be a lengthy association with Vauxhall commenced in 1963 when Bill prepared Lawrence Tune-entered VX4/90s for himself and proprietor Chris Lawrence of Morgan fame. He also prepared Minis for racing while developing a Vauxhall HA Viva for himself. When the new HB Viva was announced, Bill contacted Vauxhall and suggested that with a little clandestine help from the factory some worthwhile results could be achieved. He met with a favourable response and the project was given the green light for 1967. At this time, General Motors was still adhering to its traditional ban on any form of official participation in motor sport, so the Blydenstein Viva was entered by the well-known Vauxhall dealership, Shaw & Kilburn. Driven by Bill, the S&K Viva scored a sensational class win on its debut; nevertheless, it was recognised that a better driver was required, and so it was that Gerry Marshall commenced his long and fruitful association with Vauxhall.

- Unique, historic Vauxhall competition car
- Significant in-period race history
- Restored to original specification in 2005
- Extensively documented





Brock/Marshall on route to 2nd overall in the 1977 Spa 24-hour race



For 1971, Bill's racing programme was re-constituted under the banner of 'Dealer Team Vauxhall', which had been formed by a consortium of Vauxhall dealers to forestall any opposition from either Vauxhall or GM. By this time the team was running the Viva GT, which was powered by Vauxhall's new overhead-camshaft engine, and had recruited race engineer Gerry Johnstone. With the Viva now replaced, the focus of the DTV effort switched to the Firenza. Although not designed with competition in mind, the Firenza's 'slant four' engine would be transformed by Blydenstein, who managed to coax around 265bhp out of the final 2.6-litre long-stroke derivative. Affectionately known as 'Old Nail', Gerry Marshall's first and most successful DTV Firenza, sold by Bonhams at Goodwood in July in 2011, is one of the most successful racing saloons of its era.

For 1970, the FIA introduced a revised definition of 'Group 2' touring cars, which excluded models such as the Porsche 911. Gerry Marshall began competing under these new regulations using his Firenza 'company car', before switching to purpose-built DTV-entered competition versions. Alongside its production-based racing saloons, DTV also developed two iconic V8-engined 'big bangers', the Ventora-based 'Big Bertha' and Firenza-based 'Baby Bertha'. Driving 'Baby Bertha' in typically spectacular style, Gerry Marshall won the 1975 and 1976 'Super Saloon' championships, in the course of which he was only beaten once.

The 'Spa Magnum' was prepared by team manager Gerry Johnstone and the crew at DTV to Group 1 specifications, which limited the permitted modifications. Despite being built using standard body panels, the car was below the permitted weight limit, necessitating the addition of some lead. During the race it rained, a not uncommon occurrence at the Ardennes track, and the Firenza's Dunlop tyres, although brilliant in the dry, began to lose the team lots of time. A set of wet-weather Michelins was procured, and as Gerry Marshall later recalled: 'At one point, as the track was drying, we had Dunlop slicks on the front and Michelins on the back. Dunlop, to whom we were contracted, weren't very happy but the switch did the trick and it was Dunlop's logo on the side of the car!'

Messrs Brock and Marshall eventually finished 2nd overall, beaten only by the BMW 530i driven by endurance racing specialists Jean-Claude Andruet and Eddy Joosen. In the 24 hours, the 'Spa Magnum' had covered 2,414 miles, averaging over 100mph. With production of the Firenza and Magnum ranges coming to an end, and Vauxhall's competitions programme switching to rallying with the Chevette in 1978, the car had bowed out in the best way possible.

Although sold by DTV to Alan Foster's London Sportscar Company/Chequered Flag at the end of 1977, the Vauxhall continued its racing career. In 1978 it was raced by Foster and Win Percy in the Tourist Trophy at Silverstone, by Jock Robertson at Spa, and also by Barrie Williams and Tony Lanfranchi, who managed to roll it at Silverstone's Abbey Curve.



Many years later, in 2005, the 'Spa Magnum' resurfaced at the auction held at Autosport International, where it was purchased by VSCC competitor Adrian Goding. Apparently, it had spent the preceding 15 years in a barn. Bugatti specialist Ivan Dutton, who had worked for Alan Foster during the 1970s, was able to confirm the car's identity when told that the rear corner of the roof was full of filler: a legacy of the Lanfranchi crash. Never road registered in period, and thus spared the ravages of UK winters, the Firenza was in surprisingly good condition, only requiring some fresh steel in the roof and repairs to the rear end, which had been damaged in another racing 'incident'. Even so, restoring the bodyshell consumed some 363 man-hours during what would turn out to be a 55-week rebuild.

The project was entrusted to SRG Motorsport, where the body was taken back to bare metal. Removal of the roundel and original stickers revealed the original DTV livery beneath. Gerry Marshall was consulted and confirmed that this was indeed the production car prepared to Group 1 specification and driven by him and Peter Brock at Spa. Martin Thomas, SRG Motorsport's boss, sought original builder Gerry Johnstone's advice with regard to authenticity. Johnstone identified key features such as the holes for roundel lights in the doors, only fitted for endurance racing, and surmised that the car had subsequently been used for rallying. He also identified the various damaged areas, as did Gerry Marshall.

Gerry Johnstone duly completed the car in every detail he could remember, including rebuilding the engine, rewiring the electrics and plumbing in the exhaust system. On twin Weber DCOE 48 carburettors and a relatively mild camshaft, the latter fitted for endurance racing, the 2.3-litre engine produces 172bhp at the rear wheels (204bhp at the flywheel). The gearbox is a five-speed Getrag. The interior boasts Sparco front seats, while the original instruments are supplemented by a Stack array. The fuel cell was renewed in August 2014 and is certificated until August 2019.

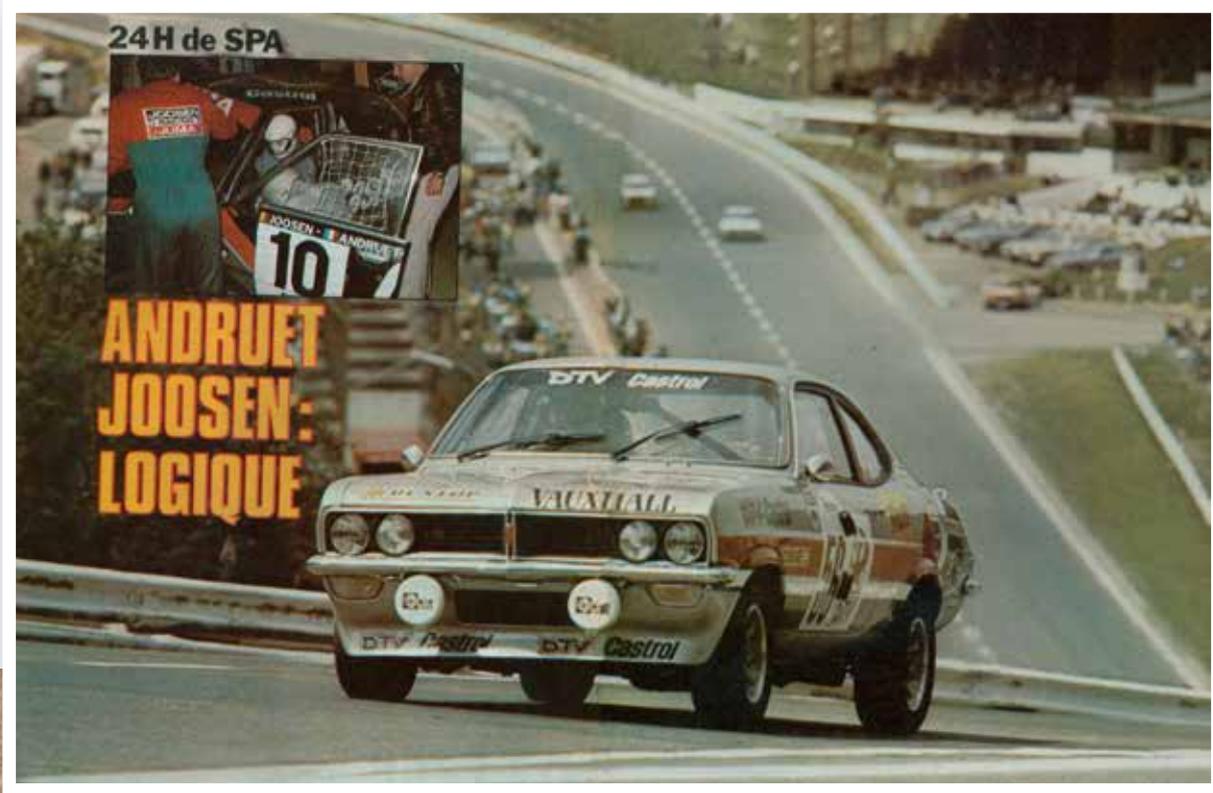
Amazingly, when the car returned to the racetrack in February 2006, for the VSCC's Pomeroy Trophy at Silverstone, it was issued with the same competitor number - '56' - that it had carried at Spa back in 1977! Driven by Adrian Goding, the Firenza picked up a highly creditable 2nd in class award. Sadly, Gerry Marshall had passed away the previous year and was not there to witness his old car's return, though he had helped with its restoration, supplying period photographs of the DTV livery. The restored Firenza was track tested by both *Classic Cars* and *Octane* magazines, the latter's Tony Dron commenting: 'This is a great old car with impeccable pedigree.'

Returning to the Pomeroy Trophy in 2007, Adrian bagged another 2nd in class award, which was topped by a well deserved 1st in class in 2008. Driven by the current vendor at the Goodwood Festival of Speed in July 2012, the 'Spa Magnum' proved quicker up the hill than 'Old Nail'. The car was used to advertise the 72nd Members' Meeting at Goodwood in 2014, when the Gerry Marshall Trophy was instigated, and is eligible for racing at the Members Meeting. Results sheets for all the aforementioned events are on file, and the car also comes with a selection of period race programmes, a framed 'WE WON THE CUP' poster, the DTV race suit cloth badge worn at Spa by Gerry Marshall, along with his Spa drivers paddock pass, together with the menu from the prize giving dinner in Brussels and a display board commemorating Gerry Marshall's illustrious racing career.

Offered with FIA papers, current MoT certificate, V5C registration document and a most impressive collection of related press cuttings and magazine articles, the 'Spa Magnum' represents a wonderful opportunity to acquire a unique piece of Vauxhall's motor sporting heritage.

£80,000 - 120,000
€100,000 - 150,000





024

Sold in aid of charity

1988 VESPA 125 SPORT

Registration no. E613 GAB

Frame no. VNX5T000000030712

Engine no. VNX5M34512

- Sold in aid of Jacob Breckon
- Signed by Paul Weller
- Christened 'The Old School'
- Design classic



Although best remembered these days as a 1960s style icon favoured by the fashion conscious 'Mods', the Vespa motor scooter - together with the rival Lambretta - had been intended as basic transport for the non-enthusiast masses. Manufactured by the Italian industrial giant Piaggio, the Vespa gained instant acceptance in the immediate post-war years, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. Countless different versions have come and gone since, yet the Vespa of today remains recognisably related to the first one made 70 years ago. Classic? Most definitely.

Dating from 1988, this example was customised around 2002 and christened 'The Old School' by its builder. The machine is equipped with chromed luggage racks, additional lighting, aerial (with national pennants), Union Jack covers to the seat and spare wheel, Scottish saltire cover to the back rest, and Jaguar mascots to the headlight and front mudguard. It also boasts printed stills from the boxing movie 'Crossing the Line' featuring the character Danny Scoular, played by Irish actor Liam Neeson. The Vespa has also been signed by 'The Modfather', rock star Paul Weller ('Happy Motoring! Paul Weller').

This Vespa scooter is sold to raise money for Jacob Breckon, an 11-year old boy requiring urgent medical treatment available only in the USA. In October 2015 Jacob Breckon was taken seriously ill while playing football for his local team. Subsequent investigations revealed that he had suffered a brain haemorrhage caused by an AVM (arteriovenous malformation), a hitherto undetected condition that he had been born with. There is no known cure and the AVM's location within Jacob's brain makes an operation too dangerous to risk. However, his family has been informed by Jacob's consultant that there is a physician in the USA who specialises in the condition and may be able to help him.

Facing a very uncertain future, Jacob requires treatment urgently to prevent further bleeding from the AVM. Funds raised from the sale of this scooter will help meet the cost of taking Jacob to the USA and his subsequent treatment. Paul Weller has agreed to match the sale proceeds up to £5,000; Virgin Atlantic has offered to fly the family to the USA at a discounted fare; and Bonhams is waiving its usual fees and will donate the buyer's premium. Accompanying documentation consists of a V5C document and MoT certificate valid until 30th March 2016.

£1,500 - 3,000
€1,900 - 3,900
No Reserve

025

1971 RANGE ROVER 4X4 ESTATE

Registration no. XDE 972J

Chassis no. 355-01657A

Engine no. 10A38534

- *Early 'Suffix A' model*
- *30 years in long-term ownership*
- *Restored circa 20 years ago*
- *Circa 86,000 miles recorded*



An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version.

An excellent example retaining many original features, this early Range Rover (the rare and much desired 'Suffix A' model) was supplied new via Cartlett Motors Limited of Haverfordwest in Pembrokeshire and was originally finished in Lincoln Green, as it is today. The BMIHT certificate states that the registration mark 'XDE 972J' was first issued in Pembrokeshire, so it is likely to be that assigned to the vehicle when new. The first owner is not known. From the mid 1970s to the mid 2000s the car had only one owner, and there are numerous bills/receipts on file dating back to the late 1980s relating to parts purchased and maintenance undertaken. There is also a photographic record detailing a full restoration carried out circa the mid 1990s.

While in the current ownership the Range Rover has benefited from new carpets throughout, re-trimmed headlining and restored/repainted wheel rims, bumpers, grilles, vents, etc front and rear, while the paintwork has been fully reconditioned. The rear corners are covered in vinyl; however, this could easily be removed and the corners returned to original. A Waxoyl certificate was issued for treatment carried out in August 2012 and the car also benefits from a full service. A total of 86,000 miles is currently displayed on the odometer and the 'Rangie' is said to be a pleasure to drive, starting easily and running very well.

Accompanying documentation consists of the aforementioned BMIHT certificate, original factory build card; service booklet (unused); a quantity of expired tax discs and MoT certificates dating to the early 1990s; V5 registration document; and MoT to November 2016. The car also comes with two sets of keys and an original Range Rover parts catalogue, possibly supplied with it when new.

£25,000 - 30,000
€32,000 - 39,000

026

2005 FORD GT COUPÉ

Registration no. EU55 ZJE
Chassis no. 1FAFP90S66Y400334
Engine no. FGT23A6D69906

- *Delivered in the USA*
- *Two owners from new*
- *Service history*
- *Circa 5,061 miles from new*



The GT40 concept casts a familiar, sleek silhouette of its predecessor, ~~but~~ ~~every~~ ~~dimension~~, every curve and line on the car is a unique reinterpretation of the original. The GT40 features a long front overhang reminiscent of 1960s-era race-cars. But its sweeping cowl, subtle accent lines and fibre-optic headlamps strike a distinctly contemporary pose. Its new lines draw upon and refine the best features of GT40 history and express the car's original identity.' – Ford Motor Company.

Based on Eric Broadley's Lola GT, the original Ford GT40 was spawned by the Dearborn giant's ambition to beat Ferrari at Le Mans, a feat it duly achieved for the first time in 1966. The GT40 project had commenced three years previously, following Ford's failed attempt to buy into Ferrari, and was based at the Ford Advanced Vehicles plant at Slough, England. The GT40 first ran competitively in 1964 but failed at Le Mans that year and again in 1965. That first sweet Le Mans victory would fall to the 7-litre MkII, with victory the following year going to a US-built MkIV 'J' car. (The GT40 MkIII was the British-built road-going version).

A decade later and the GT40's status as an all-time great classic sports car had been firmly established, leading to an increased demand for unmolested originals and the start of a replica-building industry. Perhaps the only surprise concerning the emergence of a reconstituted 'official' version is that it took Ford the best part of 40 years to get around to it.

The 'new generation' GT was developed by Ford's Special Vehicle Team Engineering department under the direction of John Coletti and Fred Goodnow. The composite body panels are unstressed, as on the original, but instead of the monocoque chassis construction used in the 1960s, SVT Engineering developed an all-new aluminium spaceframe combining extruded sections and panels. Doubling as fuel reservoirs, a pair of massive sills contributed much to the original's chassis stiffness, whereas the new GT40 relies on a centre-tunnel 'backbone' that greatly improves ease of entry and exit. The suspension design is an advance on the original's, consisting of unequal-length control arms and a pushrod/bell-crank system acting on horizontally mounted coil spring/damper units. Braking is handled by six-piston, Alcon callipers with cross-drilled and ventilated discs all round.



In defeating Ferrari's more highly stressed V12s, Ford proved that the traditional American V8 possessed all that was necessary to compete at the cutting edge of international endurance racing. A far cry from the simple pushrod units of the 1960s, today's supercharged MOD 5.4-litre V8 produces 550bhp at 5,250rpm and 500lb/ft of torque at 3,250 revs; figures on a par with those of the 7-litre engine that won at Le Mans in 1966 and 1967. The all-synchromesh six-speed transaxle uses ZF internals and was sourced from RBT Transmissions, who's founder Roy Butfoy had been a member of Ford's racing team at Le Mans.

The interior features leather-upholstered, Recaro bucket seats with aluminium ventilation grommets embedded into the panels. The instrument layout follows the original's, comprising analogue gauges and a large tachometer complemented by modern versions of the traditional toggle switches.

Back in 1966, the Ford GT40 endurance racer became the first car to exceed 200mph along the Mulsanne straight at Le Mans. Matching that would be some achievement for the production road car, even allowing for nearly 40 years of technological progress. Tested for Motor Trend magazine by Indycar racing legend Bryan Herta, the new Ford GT duly topped 200mph at Ford's Kingman test facility in Arizona, emphatically demonstrating that it was indeed worthy of that famous name.

This immaculate example was purchased from the first owner in 2008 and kept by an Englishman at his house in California until he exported the car to his UK home in 2012, at that time the recorded mileage total was 1,913. Converted to UK specification headlamps and registered here, the GT has been kept garaged as part of a private collection of sports and classic cars, covering only a further 3,000-or-so miles. Having received a full service by a GT specialist in July 2015, it is presented in generally excellent condition and has been fitted with a Hennessy sports exhaust. The car is supplied with service history, owner's handbook, previous expired MoTs confirming the mileage, current MoT (valid until May 2016) and a V5C registration document showing it as a one-owner vehicle in the UK.

£200,000 - 250,000
€260,000 - 320,000

027

1939/46 HRG 1100 SPORTS

Registration no. 384 UXO

Chassis no. S59

Engine no. 2137H

- One of 49 produced
- Eligible for 'pre-war' VSCC events
- Restored in the early 2000s
- 14,500 miles since restoration



In 1935, ten 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 adopting the name 'HRG' for their new firm. 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. With its sturdy yet flexible ladder-type frame, tubular front axle, ash-framed alloy coachwork and 1½-litre Meadows engine, the little HRG proved an instant success in competitions.

The Meadows 4ED's 58bhp combined with an overall weight of less than 1,600lbs (approximately 727kgs) meant that 50mph came up in under 10 seconds with 90mph achievable under favourable conditions, an excellent performance for a 1½-litre car of the period. Known to owners and enthusiasts as 'Hurgs', HRGs embodied the principal virtues of the ideal sports car, being amenable to daily use yet capable of showing a decent turn of speed in weekend competitions: the 'Holy Grail' of the gentleman driver.

With the Meadows at the end of its development, an alternative was needed and the firm turned to Singer, adopting tuned versions of the overhead-camshaft Singer engine for the 1½-Litre and a new model: the 1100.

Constructed along lines almost identical to those of its larger sibling, the 1100 debuted in 1938 and is considered the most tuneable and nimble of all Hurgs. Just eight had been constructed by the end of 1939 and a further 41 were made in the post-war period up to 1950, making the HRG 1100 one of the most exclusive of all English sporting thoroughbreds.

This rare example of the 1100 in standard form was built at HRG's Tolworth factory and first registered in 1946, though using pre-war components as verified in 2004 by renowned HRG expert, Ian Dussek. Immediately after registration the car was exported as part of a trade mission headed by Lord Selsdon (of Lagonda fame) to Uruguay where it was raced and rallied until the mid 1980s. It found its way back to Europe in the late 1980s and reached the UK by the mid 1990s in a poor state and without its chassis plate.

By the early 2000s the HRG was undergoing a total restoration, largely by marque specialists, as evidenced by the related bills and invoices on file. By 2004 the car had been issued with a new, age-related registration and V5C document by the DVLA. Mr Dussek supplied build sheet serial numbers for the original major components.



The original frost-damaged Singer engine block (number '7680H') has been replaced but comes with the car, while the ENV rear axle ('HRG39') is original and in good condition. The HRG Club's own Provenance Committee inspected the car in January 2015 and subsequently reissued the original chassis plate ('S59'). It was acknowledged during inspection that the gearbox was of the post-war six-stud type. As the original gearbox ('A4084H') was not available, though its location is known, the vendor has installed a freshly rebuilt pre-war (1938) four-stud 'box, identical to the original (photographs on file). This gearbox complies with VSCC requirements recently received, should a new owner wish to obtain a Buff Form in order to compete in pre-war events. The VSCC has been notified of the change.

'S59' was accepted by the VSCC as a pre-war car in 2010 when the then owner was issued with a Buff Form, and a further Buff Form was granted to the current owner in January 2015. Interestingly, 'S57', which was the last 1100 completed before hostilities began in 1939, is virtually identical in every respect apart from its blue colour scheme. A useable and nimble car that has covered relatively few miles since restoration by marque specialists, 'S59' is freshly MoT'd and comes with six files of history, the original manual fan, and full weather equipment including side-screens.

£58,000 - 66,000
€75,000 - 85,000



028

1967 VOLKSWAGEN TYPE 2 CANTERBURY PITT 'MOTO-CARAVAN'

Registration no. XNO 46F

Chassis no. 084818

Engine no. 0760279

- *Classic 1960s motor caravan*
- *Restored in the 2000s*
- *Concours award winner*
- *Perfect for Goodwood and other historic motor sports venues*



As readily recognisable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities. The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed.

By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide. The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined. The most obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'. Power units grew in size from 1,600cc to 2.0 litres before production ceased in 1978 with the introduction of the third generation.

This highly desirable 'T1' (split screen) is an original conversion by Canterbury Industrial Products Ltd of South Ockendon, Essex. Best known as one of Britain's foremost manufacturers of motorcycle sidecars, Canterbury diversified into motor caravan manufacture in 1961 by acquiring the business of Peter Pitt, an Austrian refugee who had started such conversions of the Type 2 back in 1956. Indeed, it was Pitt who was largely responsible for getting converted vans reclassified as private cars (they had been considered commercial vehicles), thus removing the 30mph top speed restriction.

'XNO 46F' was purchased by the immediately preceding owner in the late 1980s and fully restored to an exceptionally high standard in the 2000s, though much of it remains original. The work was carried out by the owner and his local garage, Crathie Motors in Glasgow. The van had seen very little use since completion and was described as in excellent order when it was sold as part of the deceased owner's estate at Bonhams' Oxford sale in March 2014 (Lot 252). Winner of many concours awards at VW events, it was its late owner's pride and joy.

Since its acquisition by the current vendor the Type 2 has been fitted with a replica Canterbury Pitt table and cushion set (the original cushions are included in the sale). The related bill for £1,153.90 is on file and the vehicle also comes with sundry restoration invoices, various concours-award rosettes, a VW instruction book, fresh MoT and a V5C registration document. There can be no better way in which to enjoy the Goodwood Members' Meeting and other historic motor sports events.

£25,000 - 30,000

€32,000 - 39,000

029

1951 LAND ROVER 80" SERIES I 4X4

Registration no. 207 UYE

Chassis no. 16101548

- *Desirable early 'lights through grille' model*
- *First registered in the Isle of Man*
- *Extensively refurbished*
- *Dunlop Trakgrip tyres*



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 Series I Land Rover was available in no fewer than five different wheelbase lengths ranging from 80" to 109". The original 1.6-litre petrol engine was soon superseded by a 2.0-litre unit (in 1952) and the company set about developing its own diesel, which was first offered in 1956. In the course of more than 60 years in production the supremely versatile Land Rover would prove itself adaptable to innumerable civilian and military roles. Its replacement is keenly anticipated.

This Series I Land Rover on the 80" wheelbase was first registered on 22nd January 1951 in the Isle of Man (as 'MMN 964') where it remained until brought to the UK mainland in March 2012 and reregistered as '207 UYE'. The vehicle is described as 'maintained rather than restored', although extensive works were carried out on the Isle of Man in 2004.

Further refurbishment was undertaken in 2015, including a complete rewire using an Autosparks fabric-insulated loom; new carburettor; reconditioned steering wheel; new correct battery cables; new horn button; new air filter pre-filter; new SU fuel pump; new original-pattern exhaust; and other minor works. Other noteworthy features include very rare original-type Dunlop Trakgrip T28 tyres (6.00x15); factory-type rear bench seats; battery cut-off switch; and flashing indicators, the latter fitted in the interests of safety. Said to run and drive exceptionally well, this desirable 'lights through grille' model is offered with a V5C registration document.

£20,000 - 25,000

€26,000 - 32,000

No Reserve

030

1913 DFP 10/12HP SPECIAL SPORTS COACHWORK BY R HARRISON & SON

Registration no. LT 6625

Chassis no. M2217

Engine no. 299

- *Oldest car in the world carrying a 'Bentley' nameplate*
- *Only 'Brass Age' car with a Bentley plate*
- *Bentley Motors' runabout in the 1920s*
- *Attended Bentley Motors' first entry at Le Mans in 1923*
- *Purchased and restored by the Montagu Motor Museum in the 1950s*



WO Bentley behind the wheel of the car during his 80th birthday celebration, 1968

Walter Owen (WO) Bentley began his automotive career in 1912 when he and his brother Horace (HM) bought the concession to finish and sell DFP cars. As WO says in his autobiography, he was sure they could do a better job of selling DFPs than the existing concessionaires: 'I was completely confident that this sporty little well made French car could be sold in good numbers if it was only given a chance. The DFPs were excellent, reliable vehicles possessing that indefinable quality that makes certain cars a pleasure to drive and always feel just right. The steering and road holding were first class and they were ruggedly built to stand up to the harsh treatment Frenchmen give their cars.'

The DFP chassis, complete with engines, were imported from Doriot, Flandrin et Parant of Courbevoie, Paris; bodies were then fitted by Harrison's of London and the cars trimmed by JH Easter and Co. WO and HM named their company 'Bentley and Bentley', and while Horace ran the sales side of the business, WO quickly set about modifying and tuning the cars with a view to entering competitive events as the best way of generating publicity. Wherever WO competed with the DFP, he was remarkably successful: in hill climbs, setting speed records, (89.97mph in February 1914 at Brooklands) or racing, achieving 6th place in the 1914 Isle of Man TT out of 23 starters, all the rest of which had engines of over 3 litres. One of WO's key modifications to gain more power was the innovative use of aluminium alloy pistons (88% aluminium and 12% copper). WO got the inspiration from a decorative aluminium paperweight piston he saw on Monsieur Doriot's desk, which Doriot said would never work in an engine.



Nevertheless, Bentley and Bentley 'became the first firm to use successfully aluminium pistons as standard equipment, the performance from which puzzled many of our competitors and gave us a tremendous advantage. I never understood why our secret never leaked out.'

By the summer of 1914, Bentley and Bentley were reaping the rewards of their hard work and competition success. Demand for the DFPs was soaring, but it all became meaningless with the outbreak of war in August, as WO now immersed himself in war work on aero engines, with aluminium pistons of course. The success of Bentley and Bentley in modifying and selling DFPs had been sadly interrupted, but the three years experience was an important introduction to the motor industry for WO. After the war, DFPs were sold again by Bentley and Bentley, but this time as an important source of revenue for launching WO's own-design Bentley 3-Litre.

The 10/12hp Special two-seater was the smaller of the cars that Bentley and Bentley sold. The example offered here - 'LT 6625' - was never used competitively as far as is known but has its own remarkable history. From an interview with Joby Bowles, a mechanic at Bentley Motors in the 1920s, conducted in 1985 by David Burgess-Wise, we know that this car was owned and used by Bentley Motors as a runabout. Joby commented that apart from having a note of the DFP's registration in his notebook, 'the car is easy to recognise as the badge on the radiator is chipped where it was driven into a vice on a workbench at Bentley Motors.' He goes on to tell the story of how he and a mechanic friend used the car to attend the first Le Mans event for Bentley in 1923 when John Duff, a former DFP owner, finished in 4th place. He went on to win the following year.

'LT 6625' next surfaces in the early 1950s when it was purchased by the Montagu Motor Museum and restored by them in a contemporary '50s colour of peppermint green. Not surprisingly, it featured in many books on Veteran and Vintage cars photographed at Beaulieu at the time. In 1968, Lord Montagu held a party for WO on his 80th birthday and photographed him at the wheel of 'LT 6625'. This would seem to support the conclusion that no other DFPs were available. As AFC Hillstead, Bentley and Bentley's sales manager, said in an article in *'Veteran and Vintage'*: 'Where have all the DFPs gone?'

Sensibly and sympathetically maintained, this DFP was used throughout the intervening years while in the ownership of Alys and Jack Woolley (President of the VCC), during which it was campaigned on lengthy tours through France each summer. In more recent times the engine was rebuilt by the well respected South Cerney Engineering, while the provision of a Dynostart ensures first-time starting at the touch of a button. Reflecting W O's original comments on DFPs, the car is said to be a delight to drive, with an easy three-speed gearbox, precise light steering, effective brakes and an excellent turn of speed. A very pretty 'Brass Age' car in lovely original condition, 'LT 6625' was displayed at the BDC Concours in 2014 to celebrate its 100th birthday and WO Bentley's achievements of 1914.

Used recently for VCC events, this unique DFP would make a wonderful addition to any collection of Bentleys, being the only known surviving 'Brass Age' ancestor of this famous marque.

£45,000 - 65,000
£58,000 - 84,000

031

**1967 AUSTIN-HEALEY 3000 MARK III
PHASE II CONVERTIBLE**

Registration no. VBY 36E
Chassis no. H-BJ8/41372
Engine no. 29K-RU-H/15888

- *One owner from new*
- *Matching numbers,
original right-hand drive*
- *Circa 31,000 miles from new*
- *Outstandingly original*
- *Never before offered for sale*



Launched at the New York Motor Show in March 1959, the Austin-Healey 3000 retained the muscular good looks of its 100/6 predecessor while providing a useful increase in performance thanks to a larger-capacity version of the long-established C-Series engine. Over-bored to 2,912cc, the latter produced 124bhp at a leisurely 4,600rpm, which was good enough for a top speed of 114mph with the optional hardtop in place. Otherwise, the car was much as the 100/6, though Girling front disc brakes were a welcome improvement.

Introduced in 1961, the Mark II in Convertible form brought with it improved practicality courtesy of a fixed foldaway top and winding windows, while engine improvements in the form of triple SU carburettors and a revised camshaft liberated an extra 8bhp. From now until the end of production, the only model available would be the 2+2, the less popular two-seat version having been dropped. From November '61 the 3000 was equipped with a new gearbox, a development which at last moved the gear lever to the centre of the transmission tunnel.



The 3000 Mark III with 148bhp engine appeared early in 1964, to be followed later in the year by the Phase II version with increased ground clearance – addressing a long-term criticism – and revised rear suspension incorporating twin radius arms instead of a Panhard rod. Top speed was now 121mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design the 'Big Healey' remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered. By the time production ended in December 1967, over 16,000 Phase IIs - by far the most popular variant - had been built.

The Big Healey in its various forms also enjoyed an illustrious competitive career, and even as early as 1963 *Autocar* felt able to declare it 'a classic competition car among the all-time greats in motoring history'. Yet at the time of its arrival in 1959, few would have guessed that the low-slung Austin-Healey would triumph over its apparent shortcomings so effectively that it now rates as one of the most successful rally cars of the 1960s. Robust and tuneable, the Big Healey was immensely popular with privateers in its time, and today, almost 50 years after the end of production, continues to be extensively campaigned in historic motor sport, both in tarmac events and on the rough stuff.

Replicas of the works rally cars are among the most sought-after variants, and an extensive cottage industry of recognised specialists exists to cater for the demand for Big Healey parts, servicing and competition preparation.

This exceptional Austin-Healey 3000 Mark III was built in April 1967 as a right-hand drive export model for 'Personal Export Delivery' and has had only one private owner from new. The accompanying BMIHT certificate records the original colour scheme as Colorado Red with grey hide trim and matching convertible hood; wire wheels, heater, adjustable steering column, grey tonneau cover and a cigar lighter are listed as factory fitted equipment.

Driven only by the original owner - even his wife was not permitted to get behind the wheel - the Healey has covered a warranted 31,000-or-so miles from new and has never been offered for sale since it was delivered in 1967. Never requiring restoration, it remains in outstandingly original condition - the cylinder head has never been removed - and comes with a history file, current MoT, V5 registration document and a full complement of weather equipment. A wonderful opportunity for the discerning Austin-Healey collector to acquire an original and unmolested example possessing impeccable provenance. There cannot be many left like this one.

£60,000 - 80,000
€77,000 - 100,000

032

1937 LAGONDA LG45 SALOON DE VILLE COACHWORK BY LAGONDA

Registration no. DT 9290

Chassis no. 12257/G/10

Engine no. 12257

- *Classic post-Vintage thoroughbred*
- *One of 278 made in 1936/1937*
- *An older restoration*
- *Beautiful condition*



Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60.

This four-cylinder, 2-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions.

Shortly after the M45's introduction, *The Autocar* got its hands on one. 'A short run on one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits.'



A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholls performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Under W O Bentley's technical direction the big Lagonda became more refined: the M45's successor - the LG45 - gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements. Endowed with such an impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

In its road test published on 10th April 1936, *The Autocar* declared: 'The 4½-Litre has always given a fine performance; in its latest form it provides all the performance that anyone can reasonably require, and at the same time has been silenced, smoothed out and made a much more comfortable car, so that in comparison with the earlier versions it is hardly recognisable on first driving it. It can only be said that the appeal of the car has been considerably widened, for the people who today set great store by noise and a harsh suspension are greatly outnumbered by those to whom refinement in a fast car is far more desirable.'

One of only 278 LG45s produced during 1936/1937, this example was delivered in October '37 fitted with a Lagonda body and Ace wheel discs. Owned by one T Shawcroft of Cheshire circa 1954, the car is believed to have been owned by the Ashton family of Wellington Somerset from 1954 to 1976. Next owner Roger Mills kept 'DT 9290' from 1976 to 1996, during which period it was stored for him by a Mr Tucker. Lagonda Club records show 'DT 9290' as with Julian Messant of LMB Cars circa 1997, while from 2002 to 2005 the owner is listed as George Proud.

This LG45 is believed to have covered relatively few miles in the course of the last 70-plus years, and when a Lagonda Club member saw it in 1996 they described it as appearing 'completely original'. It was restored some time ago by Royles of Darlington at a cost of around £110,000 and is presented in beautiful condition today.

£85,000 - 115,000
€110,000 - 150,000

033

'DG 95' - The ex-Don Grimshaw, 1962 and 1965 Monte Carlo, 1965 East African Safari, and 1965 Spa-Sofia-Liège Rallies

1958 AUSTIN-HEALEY 100/6 RALLY CAR

Registration no. DG 95

Chassis no. BN6/974

Engine no. XSP/2188-1

- In period international competition history
- Fitted with an ex-works engine
- Ex-Arthur Carter Collection
- Extensively restored

BMC's development of the Big Healey for rallying started in 1957 with the 2.6-litre 100/6 model which debuted in that year's Sestriere Rally co-driven by Tommy Wisdom and his daughter, Ann. Wisdom, partnered by Cecil Winby, then drove the same car, 'UOC 741', in that year's Mille Miglia, finishing 9th in class and 1st in price category.

By the time the new 2.9-litre 3000 model took over mid-way through 1959, the 100/6 had demonstrated considerable promise as a rally car, achieving a number of leader-board finishes including a 1st in Class and the Coupe des Dames for Pat Moss and Ann Wisdom in the 1958 Alpine Rally, and a GT Category win for Jack Sears in the '59 Tulip Rally. It is worth noting that on the race circuit section at Zandvoort, Sears set a time that bettered the Aston Martin, Ferrari and Mercedes-Benz entries.

Although the Big Healey retained a separate chassis and body in traditional sports car fashion, for rallying these two components were welded together to form a structure of greatly increased strength and rigidity.

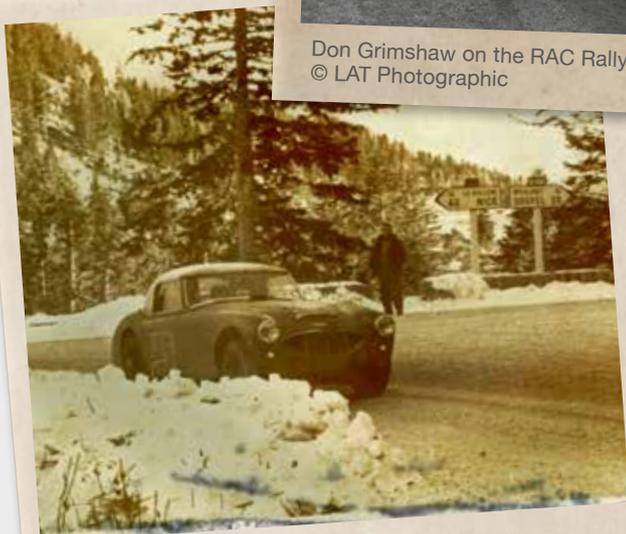
Wherever possible, body panels - wings, doors and bonnet included - were fabricated in aluminium rather than steel to save weight, while from 1960 the boot lid was moulded in glassfibre, gaining a distinctive upward extension to accommodate twin spare wheels.

To protect the low-slung under-body, 'bash' plates were invariably employed. This lack of ground clearance was the car's greatest weakness, explaining the works' policy of running them 'nose up' to avoid grounding the sump. Lack of rear suspension travel was another disadvantage, not addressed until the introduction of dipped chassis side members from late 1963, a modification that later found its way onto the 3000 MkIII Phase II production model. Other essential competition modifications included four-wheel disc brakes, close-ratio gears and a limited-slip differential.





Don Grimshaw on the RAC Rally, 1962
© LAT Photographic



Don Grimshaw on the Monte Carlo Rally, 1962



A battle scarred 'DG 95'

The Big Healey's first major success was gained in 1960 when Pat Moss, partnered by co-driver Ann Wisdom, having finished second in the Alpine, then made history by winning the gruelling Liège-Rome-Liège (Marathon de la Route) event outright. It was the first occasion that a woman had won a major international rally. The following year the Morley twins - Don and Erle - won the Austrian Alpine Rally outright, a feat they repeated in 1962. Big Healeys were regular class winners and frequently took the team award, though in the face of increasing competition, not least from the Mini Cooper, outright wins were comparatively few. The car's final outright victories came in 1964 when Paddy Hopkirk won the Austrian Alpine Rally and Rauno Aaltonen the last Marathon de la Route held on public roads, which on this occasion followed a Spa-Sofia-Liège route.

The car offered here, 'DG 95', was owned and rallied in period by Don Grimshaw, who at one time also owned the ex-works Austin-Healeys 'UOC 741' and 'SMO 745'. It incorporates many 'works only' modifications, indicating at the very least that it was worked on by BMC's Competitions Department at various times. In 1962, Don Grimshaw drove 'DG 95' in the Monte Carlo Rally, finishing 31st, and the following year entered the car in various national events in the UK, including the Yorkshire Rally. In 1965 he competed in four international rallies with 'DG 95': Monte Carlo, Geneva, East African Safari and Spa-Sofia-Liège.

In his book, *'Big Healeys in Competition'*, John Baggott states that 'DG 95' was sold by Grimshaw and after intervening owners ended up in the possession of Peter Cresdee in 1970. Peter used the Healey for club rallies and sprints, and on one occasion loaned it to the great Timo Mäkinen for a brief 'test drive'. In 1977, no longer having space to store the Healey, he sold it to Arthur Carter, in whose celebrated collection it would remain for the next 30-or-so years.

During Arthur Carter's ownership (in 2002), 'DG 95' was inspected by Paul Woolmer of marque specialists Woolmer Classic Engineering. In January 2016, Mr Woolmer inspected the car again, and his detailed and illustrated report is on file (perusal highly recommended). This report states that 'DG 95' is fitted with many BMC Abingdon Competitions Department modifications that were not available to the general public; continuing: 'It is extremely unlikely that all of these parts could have been assembled without the car being prepared by the Competitions Dept.'

These modifications were introduced at different dates, indicating that this car was returned to the Competitions Department on several occasions between 1958 and 1961. It is not known whether or not this car was ever entered by the works. Although the Competitions Department's primary function was to prepare the works-entered cars, it also worked on cars belonging to selected customers, such as Don Grimshaw, to help fund its activities. Any successes achieved by these favoured customers would, of course, only serve to generate additional valuable publicity for the BMC brand.





Modifications in the style of those made by the Competitions Department include strengthened front wishbone mountings and rear radius arms (unlike the later production version) with mounts that could only have been made at the Abingdon factory. Paul Woolmer states that 'DG 95' is the only non-works Healey 3000 rally car he has seen with the latter modification. 'DG 95' is also fitted with a Competitions Department full disc brake set up. It has standard 3000 Mark I front disc brakes and the special Girling rear disc brakes only seen on works cars, while the works-specification twin brake servos are mounted on works-style brackets.

'DG 95' is fitted with one of the Austin-Healey 3000 'XSP' 2.9-litre engines. 'XSP' engines were specially modified units built to a detailed Competitions Department specification by the Experimental Department at Morris Engines in Cowley; in this case specification number '2188'. The '1' suffix shows that it was the first engine finished to this specification. The triple 2" SU carburettor induction on handmade inlet manifolds is another early Competitions Department design and very rare.

Turning to the body and fittings: the aluminium boot lid is an original Competitions Department, as is the bonnet; the latter is to the later 3000 style, albeit with vents at the rear in an earlier style. The bonnet opening pull lever is as per the early works cars, while the front grille surround is from a much later car and not correct for this model. A passenger compartment fresh air vent is fitted to the front shroud ahead of the windscreen.

These vents were used on Competitions Department-prepared works rally cars when regulations allowed. The fuel tank is an original Competitions Department large-capacity item shaped to accommodate two spare wheels. This car also has an original factory-produced hardtop of the type available as an optional extra for standard production cars. The numerous original rally scrutineering stickers in the rear window confirm that it is at least the car's original rear window and most likely the original hardtop too.

The interior has several original Competitions Department features. Most obvious are the matching rally seats, which were specially made by the Abingdon trim shop to a Competitions Department design. The dashboard is a production item with a Competitions Department-style switch panel added in the centre and a trip meter on the extreme left, all as seen on the early works cars. The steering wheel and gear knob are later modifications.

Finished in the BMC works team's distinctive red/white livery, 'DG 95' was treated to a bodywork and mechanical overhaul in 2005/2006, the engine and gearbox being rebuilt by Mass Racing. Described as 'competition ready', the car comes with a history file containing an old-style continuation logbook (1970s); sundry invoices; a V5C registration document; assorted period photographs and press cuttings; and the aforementioned report by Paul Woolmer.

£150,000 - 200,000
€190,000 - 260,000

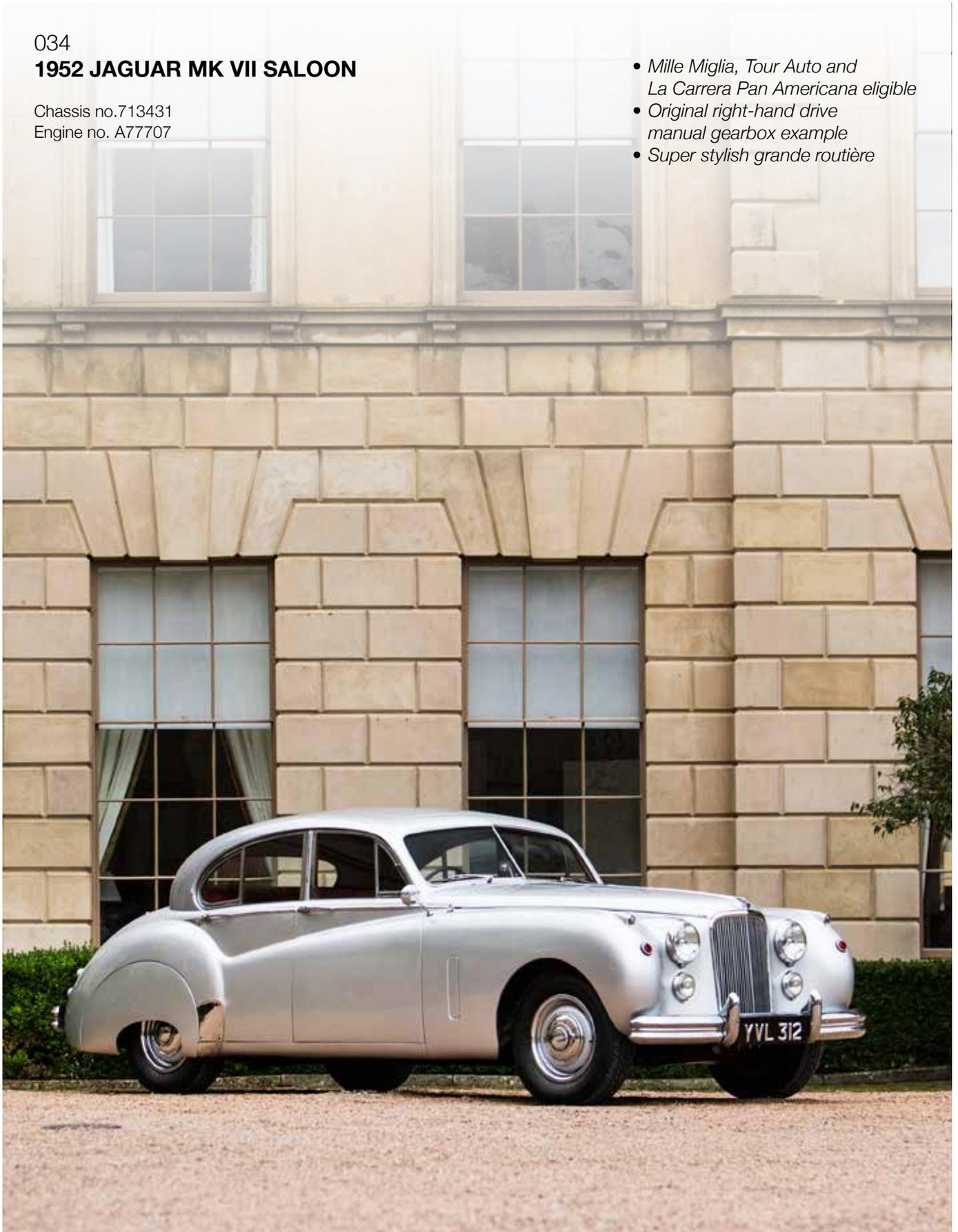
034

1952 JAGUAR MK VII SALOON

Chassis no.713431

Engine no. A77707

- *Mille Miglia, Tour Auto and La Carrera Pan Americana eligible*
- *Original right-hand drive manual gearbox example*
- *Super stylish grande routière*





Inspired by the performance of a Jaguar Mark VII in the Mille Miglia of 1953, when one finished 2nd in class, the vendor, a member of the Jaguar Drivers' Club and Jaguar Enthusiasts' Club, acquired this example in New Zealand following a 12-month global search. This particular car was distinguished by its sound chassis and the fact that it had not suffered from the usual ravages of rust and poor maintenance. As well as the gruelling Mille Miglia, the Mark VII acquitted itself admirably in a variety of other significant motor sports events including the Monte Carlo Rally (won outright in 1956 by Ronnie Adams) and the annual production car race at Silverstone, an event won by the Mark VII consecutively from 1952 to 1956. There were also notable entries in the Tour de France Automobile race and Le Carrera Pan Americana, making the early Mark VII eligible for some of the most prestigious of present-day historic 're-runs'.

Road tests of the day were unanimous in their praise of the Mark VII's class leading road-holding and handling rivalling a period Bentley Continental, and for its ability to combine Grace, Space and Pace. A standard Mark VII fitted with a C-type spec head even managed to do a record 121.13 m.p.h. over a flying mile in 1953 at Jabbeke in the hands of Jaguar test driver Norman Dewis. Chassis number '713431' has had only four owners from new, passing to its second owner in July 1967 and the third in March 1997, both in Christchurch. The car was restored in New Zealand during the period 1997 to 2004. On its arrival in the UK circa 2014, this Mark VII was checked over by a noted early Jaguar specialist firm with over £5,000 spent on returning the brakes, suspension and steering to top condition to ensure the car drove as its maker intended.

The Jaguar had been purchased with the intention of competing in the Mille Miglia as it is a fast, comfortable car with excellent ride and handling. It was felt that, because the Mark VII in right-hand drive, manual transmission form is hard to find in good condition (XK120s and XK140s are far more numerous), the likelihood of an entry would be enhanced. It had been intended that the Mark VII would be crewed by the vendor and his 14-year old son, but unfortunately the Mille Miglia regulations require that co-drivers hold a driving licence, so other rally events with a different car are now being planned hence the Mark VII being offered for sale.

Described by the vendor as in generally excellent condition, running well, the car is equipped with a modern five-speed manual gearbox (also offered with original Moss unit); modern stereo system; windscreen washers; period-style flashing indicators front and rear; and period-type cutaway rear spats. The original red leather interior is said to have a mellowed patina, with no cracks to the upholstery and very good woodwork. Most original tools come with the car stored in the original door locker and boot.

Accompanying documentation consists of a full history of the car's New Zealand ownership, including the old NZ logbook; a UK V5C registration document; the MoT certificate from importation in 2014; and recent bills. Also included in the sale is a selection of period advertising and road tests; an owner's manual and workshop manual; a period parts catalogue and various reference books.

£55,000 - 75,000
£71,000 - 96,000

035

1928 RILEY 9HP 'MARK I' DROPHEAD COUPÉ COACHWORK BY RILEY

Registration no. EF 3766

Chassis no. 60-950

Engine no. 4782

- *The oldest surviving two-seater Nine*
- *One of only six Mark I Nines in the Riley Register*
- *Known history from new*
- *Six owners from new*
- *Restored in 1986*



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

Carrying its original and unique drophead coupé body, the car offered here is the oldest surviving two-seater Nine. 'EF 3776' was first registered to Mr EFG Ball of Hooten, Cheshire on 31st March 1928 and has had six owners in total. Mr Ball kept the car for 39 years until his death in the mid 1960s, when it passed to Thomas Collins of Wigan, Lancashire. Next owners Jim and Barbara Ward of Ormskirk, Lancashire acquired the Riley in 1970 and would keep it for 26 years. Restored by Jim in 1986 (bills on file), the Nine won the Vintage Class at the Coventry Concours in the summer of 1987. In September 1996, 'EF 3776' passed to Glyn and Cynthia Griffiths of Yark Hill, Hereford, who were followed by William Day of Pulborough, Sussex (2005) and then the current vendors, in October 2009.

The 950th of 1,000 'Mark I' Nines produced, this car retains matching chassis and engine numbers, and still has its original mid-brown leather interior trim and seats; its original leather-covered dickey seat; and its original hood. All the characteristic 'Mark I' features are in good order including the right-hand gear change; round-top rocker covers; cone clutch with open clutch pit; and all nickel plated fittings. Conversion to coil ignition (from magneto) is the only notified deviation from factory specification.

Many accessories were fitted when new (full list available), including the very useful Leveroll adjustable bench seat, which can be seen in the accompanying photograph taken in the early 1930s. It can be seen that there has been no change in specification in almost 90 years. In short: this is an original car in generally excellent order, boasting Riley's typically high quality finish throughout and a practical all-weather body style. Offered with an old-style logbook and V5C document, it is an ideal acquisition for 2016, which marks the 90th anniversary of The Wonder Car's introduction.

£22,000 - 28,000

€28,000 - 36,000

036

1972 LAND ROVER SERIES III 109" SAFARI 4X4

Registration no. NSO 395K

Chassis no. 94600247A

- *Iconic 'Series' model*
- *29,000 miles from new*
- *Exceptionally original and well preserved*
- *Known ownership history*



The Land Rover developed progressively through the Series II and IIA models, and by the time the Series III version was announced in September 1971 this iconic off-road utility vehicle had sold more than 750,000 units worldwide. The Range Rover had been introduced during the preceding year, single-handedly creating the market for luxury off-roaders, and some of its refinement inevitably rubbed off on the Land Rover, which would grow increasingly less 'basic' as the years progressed. Indeed, the changes made were so extensive that a new model designation was considered appropriate, hence 'Series III'.

Characteristic Series III features included headlamps in the wings (first seen on the IIA), an all-synchromesh gearbox, and a revised dashboard with instruments grouped in front of the driver. The Series III would turn out to be one of the longest lived Land Rover models, lasting until the Defender's introduction in 1990. With production of the traditional Land Rover now ended, and its replacement not yet announced, there can be no better time to acquire one of the iconic early 'Series' variants before prices take off.

This Series III 12-seater Safari station wagon on the six-cylinder, 109" wheelbase chassis was first owned Gordon & McPhail (whiskey merchants) of Elgin in the County of Moray, and was used only occasionally during their 20 years of ownership, being kept garaged throughout this time.

In 1992 it was sold to the second owners, J V Robinson of Beldorney Castle, and continued to be used sparingly for shoots in and around the grounds, keeping the mileage to a minimum. In 1999 the third owners, Mackie Garage, purchased the Land Rover and placed it in storage alongside their many other classic cars. In 2012 the owner of Moray Motor Museum stumbled upon the 'Landie' and purchased it, impressed by its well preserved original condition and exceptionally low mileage (see letter on file).

Un-restored Land Rovers from this period are a rare find, and even more so in long-wheelbase Safari form. Beautifully preserved, this true 'time warp' example belies its age and attracts plenty of admiring glances when out on the road. Indeed, it could easily pass for a three-year-old Land Rover of similar mileage (29,000) rather than one 43 years of age; but then few of its fellows will have enjoyed a life spent largely indoors in the dry. The current vendor acquired 'NSO 395K' in June 2015 and since then has had the vehicle detailed. Oozing period style and perfect for transporting one's guests around the estate, this exceptional Series III Land Rover is offered with sundry invoices, current MoT certificate and a V5C registration document.

£18,000 - 22,000
€23,000 - 28,000

037

1965 JAGUAR E-TYPE 'SERIES 1' 4.2-LITRE COUPÉ

Registration no. ECO 626C

Chassis no. 1E31772

Engine no. 7A30166-8

- *Original UK delivered, right-hand drive model*
- *Current ownership since January 2010*
- *Only 66,779 miles from new*
- *Extensively restored and improved*
- *Aluminium bodywork*



This E-Type coupé was sold new in the UK via Henlys Ltd, its first owner being one H Gogard of South Harrow, Middlesex; the original registration was 'DYW 885C'. We are advised by the vendor that the car has had three previous owners, and that the recorded mileage of 66,779 is genuine. Of particular note is this car's 'semi-lightweight' specification, the complete bonnet and lower panel, front wings, side doors and under-bonnet panels being made of aluminium.

In storage for ten years prior to 2008, the E-Type was acquired by the current vendor in January 2010, since when it has benefited from extensive restoration and improvement, with most of the work being carried out over the last three years. Foremost among these works is the fitting of a complete new engine and complete new clutch in 2015 by Jim Stokes Workshops at a cost of over £11,000 (invoice in folder). Yet to be run in (it has only 400 miles on its bores), the engine boasts reconditioned carburettors and a new water pump, and has been upgraded with a 123 GB 6-R-V electronic ignition distributor, 123 ignition coil and silicone plug leads.



The radiator and coolant hoses are new, while cooling has been further improved by the installation of an electric fan complete with bespoke fan cowling. A new fuel tank, high pressure fuel pump, and a complete stainless steel exhaust system were fitted in 2014. An alternator and a new battery were fitted in 2015.

Turning to the transmission and running gear: the limited slip differential and drive shafts were completely overhauled, and new rubber mountings fitted in 2014/2015, while in the last three years all wheel bearings, track rod ends, suspension joints and bushes have been replaced as have all four shock absorbers (bills in folder). The braking system has been upgraded with new Cooper Craft aluminium 4-pot callipers and an improved handbrake linkage, while all four brake discs, the brake pipes, master cylinder and servo have been renewed in the last three years. Fewer than 400 miles have been covered since the brakes were overhauled. All five wire wheels, locking spinners and tyres are new, and likewise have not covered more than 400 miles.

Cosmetic improvements include re-chroming the bumpers and all other brightwork; renewing both headlights and their glass covers (in 2014); and fitting new number plate lights, reversing light and chrome surround. A complete new rubber seal kit has been fitted to the entire body, and new windscreen and rear tailgate glass installed. Re-trimmed in leather by Rawles Motor Sport, the interior is completely new, including the dashboard panel and carpet set (see invoice for over £6,000 in folder). Other noteworthy features include a Toad (CAT 1) alarm system/immobiliser and two remote-control key fobs. A new and unused low-level trolley jack is included in the sale.

All bills relating to the E-Type's restoration are included in the accompanying folder together with a photographic record of the work, a quantity of expired MoT certificates dating back to 1994, and a Jaguar Heritage Certificate. The car also comes with a V5C registration document and MoT to 2017. The only fault notified is a slight whine from the gearbox.

£60,000 - 80,000
€77,000 - 100,000

038

1991 FORD SIERRA SAPPHIRE RS COSWORTH 4X4 SPORTS SALOON

Registration no. to be advised

Chassis no. WFOFXGGBFMU60072

Engine no. MU60072

- *Iconic Cosworth-engined sports saloon*
- *Delivered new to Spain*
- *Matching chassis and engine numbers*
- *Outstandingly original and unmolested*
- *Recently serviced by marque specialist Graham Goode*



Based on the three-door Sierra bodyshell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a forged steel crankshaft and connecting rods, the first time the latter combination had been seen in a production Ford engine. Topping it off was a Cosworth-developed, twin-camshaft, 16-valve cylinder head fed by a Garrett AiResearch turbocharger, the latter being deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp! Even in standard road trim the Sierra RS Cosworth produced a staggering 204bhp. Needless to say, the standard Sierra underpinnings were comprehensively up-rated to cope.

The hatchback version ceased production in 1986 and was replaced in 1988 by the more refined Sapphire RS Cosworth four-door saloon. Ford's next step was to equip the Sapphire Cosworth with the latest development of the Sierra XR 4x4's four-wheel drive transmission, a move that coincided with an increase in maximum power to 220bhp. A 1992 model, this Sierra Sapphire Cosworth 4x4 was built in October 1991 and delivered to Ford in Teruel, Spain on 16th December of that year. It was registered on 23rd December '91 and first owned by Mr Emilio Lancha Marti. The car was ordered in Metallic Ebony Black with optional 'Raven' fabric Recaro seats.

Generously equipped and almost certainly unique in its combination of desirable factory options, it also features air conditioning, heated windscreen, electric sunroof, central locking, electric windows, alarm, headlight washers, radio cassette, ABS, 3:62:1 ratio differential, and rear seat belts.

Dating from the final (model) year, it has the late 'curved' dashboard, which is in original condition with no additional gauges or later stereo units, etc.

A matching numbers (chassis and engine) example, the car has covered only 44,230 kilometres (approximately 27,500 miles) from new and comes with ITV (Spanish 'MoT') documents. The car is sold having been completely checked and serviced by renowned Cosworth specialists Graham Goode Motors, who have been involved with racing, and Cosworth engines, since the mid-1970s. A condition report prepared by Graham Goode Motors comes with the car, which we are advised is in beautiful condition showing no signs of ever having had any structural or paint repairs; indeed, the body and paintwork are in generally excellent condition. Likewise the interior, which shows no sign of wear to the seats - it even smells new!

The history file contains the following: the original build sheet, order form and receipt; various registration documents; radio instruction booklet; four recent ITVs; the aforementioned Graham Goode condition report and receipt; and a fresh MoT certificate. The car will have been registered and issued with a UK V5C registration document by time of sale. Totally standard and as it left the factory, the Sierra is said to run and drive well having just had its thorough service and MoT, etc at Graham Goode Motors. In short: there can be very few - if any - original Sapphire Cosworths in better condition.

£15,000 - 20,000

€19,000 - 26,000

039

1999 LOTUS ELISE S1 COUPÉ

Registration no. W136 UAF

Chassis no. SCCGA1110YHD31524

Engine no. 18K4FM16 363126

- *Iconic modern Lotus*
- *Left-hand drive*
- *C. 85 kilometres recorded*



'The Elise marks a return to basic Lotus philosophies: it is innovative and light, it has a very stiff chassis to combine with the suspension to give optimum handling and ride, it echoes racing practices in some respects and it is straightforward in production terms.' – David Hodges, *'Lotus – The Legend'*.

Spiritual heir to the Lotus Seven, the Elise Series 1 was a car that company founder Colin Chapman would have been proud of; indeed, at the time of its launch in 1995, Lotus Cars MD, Rod Mansfield declared, 'this car typifies what Lotus has done best for almost 40 years.' The Elise's subsequent success - it is still in production today - has proved ample justification for the British firm's decision to return to its roots. At the heart of the Elise is a chassis comprised of epoxy-bonded aluminium extrusions – a first for a road car – weighing only 65kg (143lb). The result was a kerb weight (at time of launch) of 720kg (1,584lb), which endowed the Elise with a formidable power-to-weight ratio despite a relatively modest maximum output of only 125bhp from its Rover K-Series 16-valve engine.

Although well over a decade old, the Elise has evolved to keep abreast of the opposition, demonstrating the soundness of the original concept. The Lotus Elise is still one of the best driver's cars on sale at any price and continues to represent an affordable purchase for sports car enthusiasts on a budget who value both performance and looks.

Offered with 'delivery mileage' only recorded, this left-hand drive Lotus Elise Series 1 was purchased by the current vendor from an official Lotus dealer in Germany, who had bought it from another Lotus dealer in Portugal. Retained by the latter for his private collection, the car is effectively 'new old stock', and when fully serviced by Lotus Motorsport, Norwich in October 2015, had a mere 75 kilometres (approximately 47 miles) recorded on the odometer. Lotus Motorsport's bill for £2,060 is on file. The car is offered with a V5C document. Currently MoT'd and presented in outstanding condition, this must be the lowest 'mileage' Lotus Elise Series 1 in existence.

£20,000 - 30,000
€26,000 - 39,000

040

1971 DATSUN 240Z COUPÉ

Registration no. EKH 629J

Chassis no. HLS30 42664

Engine no. L24 054828

- *Iconic Japanese classic*
- *Matching chassis and engine numbers*
- *Imported from the USA*
- *Restored by a marque specialist*
- *Left-hand drive*



'In the sixties no-one who knew anything about cars would have predicted that the Japanese would ever build a classic or thoroughbred. By the early seventies, however, they had to change their minds - the Z-Car had arrived.' - Graham Robson.

Formed in 1933, the Nissan Motor Company marketed most of its exported products as Datsuns until the latter name was dropped in 1983. There had been Datsun sports cars before the 240Z, most notably the Fairlady series of the 1960s, but with the Big Z's arrival in 1969 the Japanese firm established itself as a major force to be reckoned with in the sports/GT market. Indeed, the Datsun 240Z was the first Japanese-made sports car to achieve worldwide recognition. Although designed at Nissan by a team headed by Yoshiko Matsuo, with input from consultant Count Albrecht Goertz, stylist of the BMW 503 and 507, the 240Z looked every inch a European product.

Boasting a 2.4-litre overhead-camshaft six-cylinder engine, five-speed manual (or three-speed automatic) transmission, independent suspension all round and a generous equipment level as standard, the keenly priced 240Z proved an outstanding success in the all-important North American market, taking sales from MG, Triumph and Jaguar. Writing in his book 'A-Z of Sports Cars', Mike Lawrence observed: 'With a top speed of 125mph (0-60mph in eight seconds), a high level of trim as standard (options included air conditioning), a low price and new standards of reliability, the 240Z not only replaced the Austin-Healey 3000 but took sales from both the MGB and Jaguar E-Type.'

In addition to its commercial success, the 240Z was immediately successful in motor sport, particularly in club racing in the USA and on the world rally stage. Factory prepared and run rally cars quickly gained a reputation for durability on long distance events, especially the Safari Rally where the 240Z won outright in 1971, '72 and '73. Leading drivers included Edgar Hermann, Rauno Aaltonen, Harry Kallstrom, Shekhar Mehta and Tony Fall.



This matching numbers Datsun 240Z was imported from California in February 2014 and then subjected to a thorough restoration by a 240Z expert, with meticulous attention to detail. The body was stripped down and found to be generally solid and in good rust-free condition; any repairs were made by means of metal fabrication, and the car was given a complete re-spray including the underside. The engine, suspension and running gear were all rebuilt and reassembled. Care was taken to preserve as many of the original parts as possible. In total, some 3,000 hours were spent restoring this car to the show condition it enjoys now. As such, it could well be the finest example currently available.

The car has covered only a relative handful of shakedown test miles since the work was completed in 2013, and currently displays a total of 4,931 miles on the odometer. It remains in fabulous condition and is supplied with a photographic record of restoration, the original owner's handbook, UK V5C registration document, and MoT valid until June 2016.

£30,000 - 40,000
€39,000 - 51,000



041

Property of a deceased's estate

1973 JAGUAR E-TYPE SERIES 3 V12 ROADSTER

Registration no. PER 1A

Chassis no. 1S1500

Engine no. 7S8126SB

- *Last-of-the-line V12 model*
- *Present ownership for 18 years*
- *Well maintained*
- *Cherished registration included*





'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 3'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 3 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 2 '2+2', the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This E-Type Series 3 roadster was purchased by the deceased owner in August 1997 having had four previous keepers. The car has been very well maintained over the course of the last 18 years, and in 2008 benefited from extensive refurbishment carried out by the respected marque specialist, Guy Broad, whose email confirming the cost of parts and labour (approximately £25,000) is on file together with a photographic record of the work. Prior to that date (in 2006), the rear axle had been rebuilt, while a new mohair hood and tonneau cover were installed in 2003. Other noteworthy features include a Clifford immobiliser, whitewall tyres, battery isolator switch, safety belts and Xenon headlight bulbs. Finished in red with black leather interior, this obviously well cared-for V12 E-Type is offered with purchase receipt (1984), V5 registration document, and a large history file of invoices. Its late owner's cherished registration, 'PER 1A', is included in the sale.

£60,000 - 90,000
€77,000 - 120,000

042

**1962 BENTLEY S2 CONTINENTAL
FLYING SPUR SALOON
COACHWORK BY H J MULLINER**

Registration no. 658 KGE
Chassis no. BC73CZ

- One of 71 right-hand drive cars
- Delivered new in the UK
- Recently re-sprayed and re-trimmed
- Extensive history



This Bentley S2 Continental features the elegant, H J Mulliner-designed, 'Flying Spur' four-door coachwork, and is one of 71 with right-hand drive out of a total of 125 completed in this style on the S2 chassis.

Eulogising about Bentley's new 'S'-series cars, introduced in April 1955, *The Autocar* wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' Later, in October that same year, the Bentley Continental became available on the 'S' chassis, the model having been synonymous with effortless high speed cruising in the grand manner since its introduction in R-Type form in 1952.

Having relied exclusively on six-cylinder engines since civilian production resumed at the war's end, Rolls-Royce secured its long-term future by turning to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine.



Power-assisted steering was now standard and there was no longer the option of a manual gearbox, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The S2 Continental chassis differed by virtue of its shorter radiator, four-leading-shoe front drum brakes and - up to chassis number 'BC99BY' - higher gearing. Independent coachbuilders continued to offer alternatives to the factory's 'standard steel' bodywork, perhaps the most stylish being those produced to cloth the Bentley Continental which was, of course, only ever available with bespoke coachwork.

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car, but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis.

To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot. The Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962.

One of the last of its type built by H J Mulliner, this Bentley S2 Continental Flying Spur was delivered new in the UK to one S Docherty and first registered '178 CYT'. The current vendor purchased the car in April 2010, since when it has benefited from a high quality re-spray and high quality interior re-trim, carried out circa 2011/2012. Finished in Regal Red with beige leather interior, 'BC73CZ' comes with a V5C registration document and extensive history dating back to the late 1960s, including a substantial quantity of expired MoTs.

£100,000 - 130,000
€130,000 - 170,000

043

1966 FORD MUSTANG SHELBY GT 350 COUPÉ

Chassis no. SFM6S1509

Engine no. 821509

- *Iconic American 'muscle car'*
- *Previously part of the Wheatcroft Collection*
- *Race-prepared to FIA specification*
- *With spare Paxton supercharged engine*





In action at the Kyalami Circuit, Cape Town, South Africa

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.

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.

Recorded in the Shelby Register, this GT350 previously formed part of the world famous Wheatcroft Collection in the UK. Its first owner in the UK was Kevin Wheatcroft, and the car comes with a list of its previous owners in the USA. It features a Roxwell Racing 4,727cc engine, race-prepared to FIA specification by Steve Warrior, which produces a maximum of 423bhp and 362ft/lbs torque (see dynamometer sheet on file). A very rare Paxton supercharged engine is included in the sale.

Described by the vendor as in generally good condition, this highly desirable Shelby Mustang GT350 is offered with a history file, FIA papers and a UK V5 registration document.

£100,000 - 130,000
£130,000 - 170,000

044

C.1956 PORSCHE 356A SPEEDSTER.

Registration no. TBA

Chassis no. 82642

Engine no. 85234

- *Iconic early Porsche model*
- *Delivered new to San Francisco, California, USA*
- *Five owners from new (see text)*
- *'Super 90' engine*





Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356.

Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupe at its old base in Stuttgart. The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father. Like the immortal 'Beetle', the 356 employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension. 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 La Sarthe.

Constant development saw the 356's engine enlarged first to 1.3 and then to 1.5 litres; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. A cabriolet followed hot on the heels of the original 356 coupé and then in 1952 a trial batch of 15 roadsters was constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a 'cut-price' entry-level model.

The roadsters' successful reception in the USA led to the introduction of the Speedster model in 1954. The Speedster's inspiration is also credited to John Von Neumann, Porsche's West Coast distributor, who had chopped down a Gmünd-built coupé in the late 1940s to create a lightweight competition car. Explaining such a car's appeal Neumann once said: 'Guys want to go, on a Saturday night in June, down Sunset Boulevard with their elbow over the door and the girls can see them in the car.' Plus ça change ...

Instantly recognisable by virtue of its low, wraparound - as opposed to V-shaped - windscreen, smaller and entirely retractable hood, lower door waistline, horizontal trim strip at the level of the door handles, and twin bucket seats - all of which served to emphasise its sporting image - the Speedster was, in effect, an 'economy' model intended to compete with the cheaper British sports cars. The Speedster was powered initially by the 1.5-litre version of Porsche's horizontally opposed four, gaining the new 1.6-litre, 60bhp engine with the introduction of the improved 356A for 1955. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant over 100mph was possible. Allied to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene.





Testing the Speedster alongside its Coupé sibling in 1956, *Road & Track* magazine declared, 'A more comfortable sports car for long, high-speed journeys would be very hard to find and certainly no other car achieves the combination of comfort, performance and fuel economy of the Porsche Continental Speedster or Coupé.' Its combination of style, performance and value for money made the Speedster deservedly popular - 4,822 examples being constructed between 1954 and '58 - and today this most handsome of the 356 variants enjoys iconic status.

This very well presented example was delivered new to San Francisco and has had only five owners from new, the second of whom bought back the car from the third owner to become its fourth owner. The third owner was in the movie business and often leased out the Speedster for use in films. At some time between 1967 and 1985 a later and more powerful 'Super 90' engine was installed by the third owner. Since 1985, when the second owner bought back the car, it has only covered some 3,000-or-so miles and has been maintained by renowned Californian Porsche expert, Sam Sipkins. Finished in black with Cherry Red leather interior, this beautifully preserved and well maintained Speedster is offered with a UK V5C registration document.

£240,000 - 280,000

€310,000 - 360,000



045

**1963 JAGUAR E-TYPE SERIES 1
3.8-LITRE ROADSTER**

Registration no. CBU 343B

Chassis no. 879574

Engine no. RA2357-9

- *Delivered new to the USA*
- *Left-hand drive*
- *Restored in the 1990s*
- *Extensively re-commissioned in 2012*





Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Its design owed much to that of the racing D-Type: a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) 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.

This matching-numbers 'Series 1' E-Type roadster was delivered new to the USA in June 1963 and sold via Jaguar Cars, New York to its first owner, one E C Reicholderfer. The accompanying Jaguar Heritage Trust certificate records the original exterior finish as Opalescent Golden Sand - a rare colour - with Tan interior and Sand hood. Between 1990 and 2012 the car had the same owner in the USA; the intervening owners, if any, are not known.

While in the USA the E-Type benefited from extensive refurbishment, being treated to a bodywork restoration at MAACO (1990-94); new leather, carpets and Hardura trim from G W Bartlett (1990); new windscreen (1991); new body and trim seals from XKs Unlimited (1991); and re-plated brightwork by Classic Chrome (1992). More recently, in June 2012, the car had the exhaust replaced in the USA and underwent full re-commissioning, the engine, drive train, paint, trim, electrics, suspension and steering all receiving attention.

There is a detailed 8-page printout of a \$20,000 bill in the extensive file of US history, and the car also comes with handbooks, a UK V5C registration document and an MoT certificate valid until February 2017. Running well, it represents a wonderful opportunity to acquire one of these iconic British sports cars finished in a particularly rare colour scheme.

£80,000 - 120,000
€100,000 - 150,000

046

1933 TALBOT AV105 ALPINE SPEED MODEL COACHWORK BY VANDEN PLAS

Registration no. APF 431

Chassis no. 31654

Engine no. AV115

- Rare manual gearbox 105
- Matching chassis and engine numbers
- Fully restored
- Little used since the rebuilds completion



'The international reputation achieved by Talbot products has gained an added lustre through racing successes, but is fundamentally based upon the good repute which these cars enjoy amongst Talbot owners in all countries. The make is definitely numbered in that select group of cars of distinction which endear themselves to the heart of the true enthusiast.'
The Motor, May 1935.

The most successful division of the Anglo-French Sunbeam-Talbot-Darracq (STD) combine, Talbot, might well have escaped takeover by Rootes in 1935 had it not been shackled to its weaker partners. The company's healthy position had been achieved by a succession of well-engineered products penned by its designer, Swiss-born Georges Roesch, whose obsession with the pursuit of high performance through increased engine revolutions led to some of the most memorable cars of the 1930s. Talbot's Chief Engineer from 1916, Roesch rescued the company from the brink of failure with the launch of the 14/45. Introduced in 1926 as the basis of a one-model policy, the 14/45, like all Roesch's Talbot creations, was powered by a smooth and flexible six-cylinder overhead-valve engine endowed with a remarkably high output for its size.

Abandoning the one-model programme, Roesch developed the 14/45 to produce in 1929 the 2.3 litre 75 and, in 1930, its sporting derivative the 90, the latter setting Talbot on the path towards renewed sporting success.



Talbot's reputation for producing highly effective competition cars owed a lot to the efforts of the Tolworth based motor dealership and racing preparation specialist, Fox & Nicholl, which looked after the works team from the beginning of 1930, to the end of 1932. The Fox & Nicholl Talbot 90s had dominated the 3-Litre class in prestigious international events such as the Le Mans 24-Hour race, despite displacing only 2.3-litres. For 1931 Roesch produced a new car with a full 3-litre engine which was lighter than its 2.3-litre predecessor and featured much larger valves in a staggered layout, giving improved breathing. This engine was fitted to a lighter and lower chassis, the new model being the AV105.

Famously registered 'GO 51' to 'GO 54' consecutively, the four Fox & Nicholl Talbot 105s enjoyed an outstanding run of successes during the 1931 and 1932 seasons, highlights of which included 1st, 2nd and 3rd in class at the Brooklands 'Double Twelve' in 1931, 3rd overall at Le Mans and 1st un-supercharged car in 1931 and 1932, 1st, 2nd and 3rd in class in the Brooklands 500 in 1931 and 1st and 2nd in 1932, 1st and 2nd in class in the TT in 1931 and 1932, and a glorious failure in the Mille Miglia in 1932 when a lone entry crashed when in 4th place after 900 miles.

In addition to its racing successes the AV105 proved to be a formidable rally car. Roesch had always tested his cars in the Alps so it was no surprise when *The Motor* journalist Humfrey Symons borrowed an example to compete in the 1931 Coupe des Alpes (Alpine Rally).

He lost no marks and won a Coupe des Glaciers, the highest possible award for a single entry. The following year a more serious bid was mounted. At the 1931 Motor Show an attractive new four seater sports tourer by Vanden Plas was shown on the AV105 chassis and a team of three of these cars was prepared for the 1932 event by Fox and Nicholl and funded by Warwick Wright, the main distributors. These cars, PJ7361, PJ7362 and PJ7363, were extremely successful, finishing without any penalties, and winning the Coupe des Alpes outright. Another AV105 team, the famous BGH cars, repeated the feat in 1934.

For the 1933 model year the Vanden Plas body of the successful 1932 Alpine trial entries underwent minor styling changes and was marketed by Talbot as the "Alpine Speed Model". The car offered here today is one of these. There was more technical innovation for 1933 in the form of Luvax adjustable dampers and the Roesch-designed, Wilson patented, pre-selector gearbox. The adjustable dampers are featured on this car but not the preselector gearbox. Clement Talbot Sales Ledgers show that this matching-numbers Talbot AV105 Alpine Speed Model is the fourth from last manual gearbox car out of fewer than 60 Talbot AV105s made with that form of transmission, the majority having the pre-selector type. The ledger also shows that Warwick Wright took delivery of the chassis on 16th March 1933. Vanden Plas records show the completion of the fitment of its body, number 1967, in April 1933.



The "Alpine" Speed Model specially designed by Vanden Plas for exceptionally fast, safe and comfortable touring. The equipment throughout is of the finest, and the all-weather fittings so constructed as to be thoroughly efficient in bad weather yet easily and neatly stowed. One of the most outstanding cars of the year.

£595

Specification includes—Centre folding arm-rest to rear seat. Provision for Aero Screens. "Floston-Air" cushions. Special concealed luggage grid integral with rear boot. Tonneau cover and all-weather equipment in Black Mohair. Upholstery and colour to choice.

The model offered here as advertised by Clement Talbot



Previous owners of this car include Major J F Lindner of Warwick (1946-1949), A C Lindley of Hemel Hempstead (1949-1965) and Talbot collector David Molyneaux of Essex (1965-1978).

The current owner purchased the car in 1978 from Molyneaux as a dismantled but complete restoration project. Some work was done by Vincent Rawlings following acquisition, but the majority of the restoration was carried out by various specialists between 2000 and 2004. There are photographs on file of the restoration together with invoices from Keith Roach (body and wings, £8,000); Bill Barrott (gearbox rebuild, £1,300); D S Automobile Upholstery (upholstery and weather equipment); I S Polson (full engine rebuild, full re-paint and work to chassis, steering, wiring and springs, circa £40,000); and Michael Pierce (general assembly and restoration work, circa £15,000). The file also contains an old-style logbook and V5 registration document.

Since the restoration's completion circa 2004 the car has been kept in dry storage, covering relatively few miles. It remains in lovely order but has not been used for the last 3-4 years so almost certainly will require some light re-commissioning prior to use. After which, as in period it will be an ideal entry for long distance rallies such as the Flying Scotsman, Alpine Tour and 1000 Mile Trial or more gentle touring events.

£90,000 - 120,000
€120,000 - 150,000



047

1967 JAGUAR E-TYPE SERIES 1 4.2-LITRE ROADSTER

Registration no. AUM 160E

Chassis no. 1E 15563

Engine no. 7E 13369-9

- *Arguably the most desirable E-Type variant*
- *Delivered new to the USA*
- *Left-hand drive*
- *Extensive recent refurbishment*



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

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

The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

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



Manufactured in 1967, this left-hand drive 'Series 1' roadster was built for export to the USA and was despatched to Jaguar Cars, New York on 13th June 1967. Originally finished in Pale Primrose Yellow with black interior, it was first owned by one Harvey L Cohen.

The car was restored in the early 1990s and comes with documentation from its previous owner in the United States, recording details of his period of ownership (1988 to 2015). Since its arrival in the UK the E-Type has benefited from the following works: steering rack overhauled; new full exhaust system fitted; front and rear suspension overhauled; fuel tank flushed and treated; suspension trailing arms replaced; and the rear axle and casing overhauled. Finished in its original colour scheme of Primrose Yellow with black leather interior, this beautiful E-Type roadster affords the prospect of pleasurable driving as well as being a potential long-term investment. Accompanying documentation consists of a Jaguar Heritage Trust certificate, which confirms the car as still being fitted with its original engine, V5C registration document and current MoT.

£80,000 - 100,000
€100,000 - 130,000



048

1965 PORSCHE 912 COUPÉ COACHWORK BY KARMANN

Registration no. GFX 638D

Chassis no. 452853

Engine no. 742513

- *Delivered new to the USA*
- *Matching numbers*
- *Single family ownership for 23 years*
- *Recently restored*



Completed in November 1965, this Porsche 912 was delivered new via Pacifica Cars Northeast in Bedford, USA and first registered in Washington State in 1966. In 1969 the car was registered in Oregon by a local garage and sold to the second owner that same year. Subsequent owners between 1969 and 1991 were all based in Oregon. Its owner from 1991, Barry Carter of Oregon, gave the car as a gift in 1999 to his daughter, Brenda Lee Smith of Idaho, who kept it until 2014.

The vendor discovered this Porsche 912 at a garage while on holiday in California; it had seen had seen little use for a few years and needed some restoration. After having the car inspected and confirming that its numbers matched, the vendor purchased it and imported it into the UK in October 2014. Over the last 12-14 months the Porsche has been undergoing a comprehensive restoration and is now in generally excellent condition.

In total, over £10,000 has been spent on re-commissioning the car and restoring the interior, as evidenced by numerous bills on file from the well respected marque specialist Porsche Strasse. Other works include an engine overhaul and detailing, new HT leads, new clutch, carburetors rebuilt, European-specification lighting, some re-chroming, overhaul of the braking system, suspension parts replaced, all old and perished rubbers replaced, period steering wheel, new exhaust pipe, and new windscreen washer parts including new nozzles (all bills available). The car retains its original black leatherette interior, wing mirror and antenna, and has been fitted with a period-effect radio with option for an iPod link.

Currently displaying a total of 114,285 miles on the odometer, this extensively restored Porsche 912 is offered with aforementioned bills, Porsche Certificate of Authenticity, old US title certificates from 1969 onwards, V5C document, MoT to October 2016 and an original sales brochure.

£28,000 - 35,000

£36,000 - 45,000

049

1958 AUSTIN-HEALEY 100/6 BN6 ROADSTER

Registration no. not UK registered

Chassis no. BN6L/3718

Engine no. 26D-RU-H/3718

- First of the six-cylinder 'Big Healeys'
- Cosmetically restored



'After a really gruelling road test, I can say that this new sports model is ideal for Continental touring. It also stood up to lap after lap of the Nürburgring at racing speeds, without complaint, and that must be equivalent to a vast mileage under more humane conditions. Finally, it has the kind of appearance that will make many prospective purchasers reach for their cheque books.' – John Bolster on the Austin-Healey 100/6, *Autosport*, 12th October 1956.

Introduced for 1956, the 100/6 represented the most radical step forward in the Big Healey's development. Despite its initial success, sales of the original Austin-Healey 100 had begun to decline by the mid-1950s and so the model was revamped as the '100/6', BMC's 2.6-litre C-series six replacing the original four-cylinder Austin Atlantic engine. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional seats in the rear of the BN4 variant.

In 100-6 tune the pushrod six produced 102bhp - 12bhp more than its predecessor - though the inevitable weight gain meant that there was little if any improvement in performance, the car's top speed remaining at 103mph or thereabouts. Although stylistically very similar to the preceding 100, the 100/6 was nevertheless easily distinguishable by its 'crinkle' radiator grille and bonnet-top air intake. In 1957 an improved six-port engine became available, and this 117bhp unit was fitted to all the newly introduced BN6 two-seater roadsters. Top speed improved to 111mph and 1.7 seconds was cut from the 0-60mph time.

Originally a left-hand drive model, this BN6 roadster underwent a cosmetic restoration between 2006 and 2009, and was converted to right-hand drive in the process. Purchased from Brooklands Garage in Australia in 2015, it still presents like a recent restoration should and runs and drives well, though the crankshaft has some 'end float' that requires attention. Sold strictly as viewed, the car is offered with records of its restoration, including all receipts.

£35,000 - 40,000

€45,000 - 51,000

050 N

1991 PORSCHE 911 TURBO COUPÉ

Registration no. J42472 (Jersey)

Chassis no. WPOZZP6ZM5470801

Engine no. 61M01439

- Jersey resident from new
- Two previous owners
- Circa 87,000 miles recorded
- Full service history



The new engine turned out to have enormous marketing power. It became a real status symbol to have that little word 'turbo' on your rear deck, and this fashion spread right across the motor industry.' - Peter Morgan, 'Original Porsche 911'.

Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph in 14 seconds. The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows.



The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. More refined than hitherto yet retaining its high performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age. When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, dealer stocks of the existing Turbo model sold out overnight.

Representing a major step forward for the 911, the new Carrera 4 and Carrera 2 - coded named '964' - were launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964's chassis and suspension. Face-lifted but retaining that familiar shape, the Carreras had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new.

Although the normally aspirated duo shared the same 3.6-litre, 247bhp, flat-six engine, the Turbo kept its existing 3.3-litre unit, which now developed 320bhp. Power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard, with the Tiptronic auto 'box a Carrera 2-only option.

This right-hand drive Porsche 911 Turbo was sold new in Jersey, Channel Islands and has had only two previous owners. The car comes with full Porsche main dealer (most recently this year) and independent specialist service history (the service booklet has been stamped 14 times by the two companies involved) and has all its original books and documents. Never accident damaged, it has covered circa 87,000 miles from new and is said to drive superbly, just as one would expect of such a well cared-for example. Finished in white with black leather interior, this is a stunning example of the ultimate 911 Turbo presented in generally excellent condition. VAT and all UK duties have been paid, and the car comes with a Jersey registration document.

£80,000 - 100,000
€100,000 - 130,000

051

1974 ALPINE A110 COUPÉ

Registration no. MBW 760N

Chassis no. BA-0664

Engine no. K-06538

One of the great names in post-war French motor sport, Alpine was the brainchild of Dieppe garagiste's son, Jean Redele, who began in the early 1950s by developing a competition version of the popular little Renault 4CV, which won its class in the Mille Miglia three years running.

From this he developed the first Alpine - the A106 with Renault 4CV running gear and streamlined glassfibre coupé bodywork - which was presented to Régie Renault in July 1955. This 747cc Renault 4CV-based machine set the trend for a range of sports cars culminating in the A610 of the mid-1990s.

- *Iconic French sports car*
- *Built and delivered new in Spain*
- *Long-term Spanish ownership*
- *Prepared for regularity rallies*

Glassfibre bodies and rear-mounted production engines remained a common theme for 40 years. Up-rated in 1956 with the new Dauphine engine, the A106 also established the company's competition heritage with a class-winning performance in the 1956 Mille Miglia.

By 1958 Redele was using a sophisticated tubular steel chassis, and in 1961 he introduced the A108 Berlinette Tour de France which featured a tubular backbone frame, double wishbone front suspension and a Renault Dauphine swing-axle set-up at the rear. It was developed into a potent - and often unbeatable - rally car, using a variety of Renault power units.





For 1963 Alpine launched the A110 Berlinette, which became the mainspring of production. Produced from 1962 through to 1977, this charismatic sports two-seater rivalled the Porsche 911 for performance while being even more exclusive: the hand-built Alpines left the factory at the rate of only 10 per week in the late 1960s/early 1970s. Alpines were also assembled by Renault's subsidiaries in Brazil, Bulgaria, Mexico and Spain.

Its rearward weight bias gave the A110 outstanding cornering characteristics for rallying. In 1969 A110s finished 1st, 2nd, 3rd in the Coupe des Alpes and came 3rd in the Monte Carlo Rally. The following year, Alpines again came 3rd in the Monte and won the Acropolis and Tour de Corse rallies. Alpine driver Jean-Claude Andruet became European Rally Champion. By 1971 the marque's competition record had endeared Alpine to Renault to such an extent that they were appointed as its official competition wing. More successes followed in 1971, '72 and '73, including two Monte Carlo Rally victories and the first World Rally Championship for Makes.

This Spanish-built 1.3-litre A110 was first registered in August 1974 in Madrid to one Manuel Fernandez, who appears to have still owned it in 2005 (see document on file). According to factory records, the car was originally finished in green. It is believed to have been sold in 2006 and converted into a 'regularity rally' car by Iresa, a company well known in Spain for the preparation and sale of historic cars. In 2007 the Alpine appeared on a Spanish regularity rally resplendent in the works 'Tour de Corse' livery it wears today.

In December 2009 the car was imported into the UK (odometer reading 96,880 kilometres) and in February 2013 (at 97,055 kilometres) was purchased by the current vendor. There are bills on file for works carried out since importation totalling £4,300, and the car also comes with a V5C document and MoT to April 2016. Noteworthy upgrades include a brake servo, xenon headlights, additional spotlights (x4), rally seats, full harnesses, wider (rally) wheels and tyres, hydraulic handbrake, fire extinguisher, map lights, wood-rim steering wheel, and electronic ignition. The engine and gearbox are to standard specification, while the original seats, steering wheel, road wheels/tyres, and some items of external trim are included in the sale.

£38,000 - 45,000
€49,000 - 58,000

052

1994 FERRARI 512 TR COUPÉ COACHWORK BY PININFARINA

Registration no. L682 MEP
Chassis no. ZFFLA40S000097656

- Delivered new to Switzerland
- 18,966 kilometres recorded
- Recently serviced (February 2016)
- Registered in the UK



Introduced in 1992, the 512 TR was one of the final developments of Ferrari's sensational Testarossa supercar. Ferrari's flagship model, the Testarossa revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine; the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 290km/h.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied – styling devices. A larger car than the 512BB – the increase in width being necessary to accommodate wider tyres – the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices.

Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body – its steel doors and roof excepted – being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. In 1992 the original Testarossa was succeeded by the updated 512 TR version, which came with 428bhp on tap and could easily exceed 300km/h. Pininfarina gave the TR a front-end makeover and the newcomer also gained improved under-body aerodynamics and 18" diameter wheels. A total of 2,280 512 TRs had been made when production ceased in 1994.



This beautiful Ferrari 512 TR was sold new by Ferrari dealer Sportage Graber in Switzerland to Mr Kuhn Werner and has had only three private owners from new. Serviced up to 2005 by a Ferrari main dealer and subsequently by the same Ferrari specialist, it comes with a most substantial file of service history including 24 service pages and receipts. The last cam belt service was undertaken in 2014 at 18,521 kilometres by a Ferrari specialist (see receipt for the equivalent of £8,000) while the latest service and health check was carried out a mere 500 kilometres later at Stratstone Ferrari in February 2016.

The previous owner's service receipts totalling over £30,000 are with the history file and testify to his conscientious approach to maintenance. Imported by the vendor in 2016, the car also comes with its leather wallet, service books, tool kit, Ferrari EU Certificate of Conformity, and MoT to November 2016. A NOVA certificate has been issued and the Ferrari is UK-registered. Finished in the classic colour combination of Rosso Corsa with beige leather interior, this un-restored and immaculate 512 TR is a most attractive proposal for the Ferrari aficionado.

£110,000 - 140,000
€140,000 - 180,000



53

The ex-The Rt Hon Lord Louis Mountbatten

**1924 ROLLS-ROYCE 40/50HP
SILVER GHOST CABRIOLET
COACHWORK BY BARKER & CO**

Registration no. XT 2522

Chassis no. 135EM

Engine no. S98

- *Unique specification*
- *Restored by the National Motor Museum*
- *Displayed at HM The Queen's Sandringham residence*





This Rolls-Royce Silver Ghost, chassis number '135EM', was ordered new by The Rt Hon Lord Louis Mountbatten (as he then was): uncle of Prince Phillip, Duke of Edinburgh and second cousin once removed to HM The Queen, better known by his later title: Lord Mountbatten of Burma. Lord Mountbatten had been introduced to Rolls-Royce ownership in 1922 when he was given the Barker-bodied Silver Ghost Cabriolet belonging to the then Prince of Wales (later Edward VIII).

Before long Lord Montbatten decided that he could improve upon the design, and commissioned from Rolls-Royce a replacement that would incorporate his own ideas. These included a raised, streamlined bonnet that flowed in an unbroken line into the scuttle, and a novel mechanical headlight dipping mechanism of his own design. Much to Rolls-Royce's chagrin, he also instructed that their trademark 'Spirit of Ecstasy' radiator mascot be replaced with the figure of a naval signaller, semaphoring the letter 'M'. The company declined to issue a guarantee.

Copy chassis cards on file show that Lord Mountbatten did not keep the car for very long; one Hugh Tevis of Baker Street, London W1 is recorded as owner from 17th November 1926 and there are two further owners listed: Mrs F M Horwich of Knightsbridge, London SW1 (1928) and a Major Crossman of the Ministry of Food. The latter change is undated but must post-date the Ministry's inception in 1939.

'135EM' then disappears from the public record, reappearing in 1966 when it was rediscovered and purchased in the South of France by an Oxford dental surgeon, Captain Ralph Symmons, who was also Chairman of his local branch of the Rolls-Royce Enthusiasts' Club. Interviewed by the Oxford Journal for an article published in November 1978, he recalled: 'When I got it home I took off the French number plates and found a London registration on the back. I sent five shillings to the GLC to get a new logbook and found the car once belonged to Lord Louis Mountbatten.'



Lord Mountbatten (driving) with Capt. Ralph Symmons on Pall Mall outside the RAC Clubhouse

Captain Symmons restored the Rolls-Royce, which had survived in remarkably original condition, and after its completion drove 'XT 2522' to Lord Mountbatten's home at Broadlands, near Romsey in Hampshire, where its first owner was reintroduced to his old car. The reunion was filmed by Rediffusion Television for its series *'The Life and Times of Lord Mountbatten: The March to Victory'*.

A few years later Captain Symmons decided to sell the Silver Ghost and offered Lord Mountbatten first refusal, which he accepted. As documented by correspondence on file, Lord Mountbatten arranged for the car to be purchased by a friend (the current vendor). Dated 9th November 1978, one of his letters states: 'Although he will be the legal owner of the car, it will, in fact, be on permanent loan to me until such time as my family and I are in a position to repurchase it from him at the price he is paying for the car.'

Sadly, Lord Mountbatten got few opportunities to enjoy his old Silver Ghost; on 27th August 1979 at Mullaghmore, County Sligo he was assassinated by the Provisional IRA, which had placed a bomb aboard his boat, the Shadow V. The explosion also killed his grandson, Nicholas, and two others.

Following its purchase by the vendor, '135EM' was restored in the workshops of the National Motor Museum, Beaulieu under the supervision of Russell Bampton. The car had been repainted countless times (50lb of paint was removed from the body during restoration!) but eventually a sample of the original pale blue-grey was isolated and sent away for analysis and precise matching.

Since the restoration's completion in the early 1980s the car has been on display both at Broadlands and the National Motor Museum, Beaulieu, and more recently at HM The Queen's Sandringham residence in Norfolk at HRH Prince Charles' request. It has been maintained on an irregular basis by the NMM's staff and benefits from recent re-commissioning by Ian Stanfield. We are advised that the car was found to be in good condition and ran well; nevertheless, it would be prudent to check for the presence of dirt in the fuel system before any long journeys are undertaken. If the car is not to be used, it would be wise to drain the fuel system in its entirety. A new battery has been fitted and a fresh MoT certificate obtained.

£170,000 - 230,000
€220,000 - 300,000



054

1934 ASTON MARTIN 12/50HP '2ND SERIES' STANDARD TOURER

Registration no. UG 8090

Chassis no. G3/297/L

Engine no. A3/226

- *Rare long-wheelbase Standard model*
- *Re-bodied from saloon to tourer*
- *An older restoration*
- *Used extensively during long-term ownership*



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

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

The early 1930s was a period of economic recession, and with sales of expensive quality cars falling off, some serious rethinking had to be done at Feltham. The prudent decision was taken to redesign the chassis using proprietary components to reduce cost. A Laycock gearbox was adopted, mounted in unit with the engine, and the worm drive rear axle, which had never been completely satisfactory, was replaced by an ENV spiral bevel. There was a redesigned chassis frame and many other modifications, including a counter-balanced crankshaft, resulting in what was virtually a new car, although it carried the same coachwork. The original line-up of what would become known as the '2nd Series' did not last long, disappearing from the range in 1934, by which time the chassis numbers were being suffixed 'S' or 'L' depending on wheelbase length (8' 7" and 10' respectively).

The car offered here is one of the relatively small number built on the long-wheelbase Standard chassis, the bulk of Aston Martin production at the time being of the short-chassis New International and Le Mans models. 'G3/297/L' was originally bodied as a saloon and was finished in black over maroon with black leather upholstery. The accompanying chassis card, dated 1st February 1934, records the first owner as one E C Peacock Esq of Castleford.



Two further owners are listed, the most recent being W G Paddon (1946), while the AMOC Register records the car as participating in the 1938 International Scottish Rally driven by its then owner, Christopher Angell. Angell modified the car with AM 'helmet' front wings and twin outside exhaust pipes, and also had it repainted white.

An old-style continuation logbook on file lists one Roy French as owner in 1968, followed by Richard Loveys, from 1971. By this time the Aston had been re-bodied as a tourer, as evidenced by reference to a 1967 advertisement in accompanying correspondence. Some restoration work had been done by Roy French, including new green trim and carpets; nevertheless, it was decided to strip the car down to the chassis and start the rebuild from there. It was discovered later that the engine required major work, there was no wiring at all, and that the body needed extensive repairs. Various specialists, principally Morntane Engineering, carried out the works, which were completed in August 1979. The Aston was now painted white with green interior, the latter being re-trimmed later in tan leather.

Richard and Sandra Loveys used the car extensively over the next 35 years, as evidenced by its lengthy entry in the AMOC Register. As well as AMOC events, the Aston took part in the two-day Norwich Union Classic Run on numerous occasions, and in 2005 formed part of the St George's Day parade at Windsor in front of HM The Queen. The Loveys' last entry is for the year 2013 when the car attended no fewer than seven events. The current owner has used 'UG 8090' on three occasions, on all of which it performed exceptionally well.

This Aston Martin tourer is a full four-seater with roomy accommodation, particularly in the rear. With the hood stowed the car is a most attractive open tourer, while with the hood and full side screens in place the occupants are well protected from the weather. The history file contains the aforementioned documentation together with a V5C registration document, a quantity of expired MoT certificates, and bills from Morntane Engineering and Ecurie Bertelli, the latter for maintenance work up to the mid 1990s. A quantity of spares to include a sump, instruments, magnetos (x2), switches, fuel pump, and an instruction manual is included in the sale.

£80,000 - 120,000
€100,000 - 150,000
No Reserve

055

**1968 JAGUAR E-TYPE 4.2-LITRE
SERIES 1½ ROADSTER**

Registration no. GDS 804F

Chassis no. 1E17190

Engine no. 7E16313-9

- *Delivered new to the USA*
- *Left-hand drive*
- *Matching numbers*
- *Triple SU carburettors*



Launched in October 1964, the 4.2-litre version of Jaguar's sensational E-Type sports car brought with it a more user-friendly all-synchromesh gearbox and a superior Lockheed brake servo along with the bigger, torquier engine. Top speed remained the same at around 150mph, the main performance gain resulting from the larger engine being improved acceleration.

For 1968 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. Beneath the bonnet the familiar XK engine now boasted ribbed cam covers and, on cars destined for North America, twin Stromberg carburettors, replacing the previous triple SUs that remained standard on those supplied to other markets. The adoption of the Strombergs, together with their associated inlet plumbing and a new Lucas ignition distributor, enabled the E-Type to meet the emissions targets but, inevitably, resulted in a reduction in power.



From late 1967 the E-Type began to embody some of the forthcoming modifications, these interim cars coming to be known as the 'Series 1½', although there was never a fixed specification for this unofficial 'model'.

Manufactured in March 1968 during this transitional period, this matching-numbers 'Series 1½' was sold new via Jaguar Cars, New York, USA and was originally finished in Pale Primrose Yellow with black interior trim, the same as it is today. This car has the desirable triple SU carburettor induction, and must be among the last despatched to the USA with this feature. We are advised that the car had only two owners in the USA and was well maintained there by an amateur motor sports enthusiast, who used it for auto tests. Remarkably, the body has never needed any welding and remains all original apart from a repaint undertaken some years ago, while the interior likewise is original.

In 2013 the E-Type was re-commissioned in the UK by the current owner to make it suitable for regular road use, the brakes, suspension, and drive train being overhauled. Described as in generally good cosmetic condition, with excellent mechanicals, this outstandingly original 'Series 1½' E-Type is offered with Jaguar Heritage Trust certificate, MoT to September 2016, V5C registration document, some 1970s photographs, and a small amount of historical paperwork.

£60,000 - 90,000
€77,000 - 120,000



056

1966 JAGUAR E-TYPE 'SERIES 1' 4.2-LITRE COUPÉ

Registration no. NDB 216E

Chassis no. 1E33367

Engine no. 7E10009-9

- *Delivered new to the USA*
- *Matching numbers*
- *Left-hand drive*





Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-litre engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine.

Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

Despatched from the factory on 1st September 1966, this matching-numbers E-Type coupé was sold new via Jaguar Cars, New York, USA and first owned by one Donald J Collar. Its original colour scheme was Opalescent Dark Green with black leather interior, similar (but not correct) to the colour today. The car belonged to a previous owner in the USA for 30 years and more recently formed part of the Houtcamp Collection in the Netherlands. Unfortunately, most of its history has been lost in transit.

Repainted some 20-30 years ago, the E-Type is described by the vendor as solid and in generally very good condition, with excellent engine and chassis. The recorded mileage of circa 80,000 is believed genuine. Accompanying documentation consists of the original service book, handbook and warranty; a Jaguar Heritage Trust certificate; (copy) old US title; MoT to February 2017; and a V5C registration document.

£50,000 - 70,000
€64,000 - 90,000

057

**2009 MERCEDES-BENZ
SL65 AMG BLACK SERIES COUPÉ**

Registration no. to be advised
Chassis no. WDB2304792F159462
Engine no. 27598360008033

- One of 350 made
- Rare right-hand drive model
- One owner from new
- 3,900 miles recorded



'For anyone wishing to give their Mercedes that extra personal touch, Mercedes-AMG GmbH has just the answers. The Daimler-Chrysler subsidiary offers the combined experience of Mercedes-Benz and AMG in the field of high-quality enhancements for Mercedes-Benz passenger cars and puts the emphasis firmly on individuality when creating the customer's dream Mercedes.' - Mercedes-AMG GmbH.

AMG, which is now the official performance division of Mercedes-Benz, has a long history of producing high-performance derivatives of Mercedes' standard production vehicles, and these improved versions enjoy an enthusiastic following world-wide, with prominent figures of the motor sports, entertainment, sport and business communities being counted among aficionados.

Offered here is a beautiful SL65 AMG Black Series, the third of this evocatively titled and exclusive limited-edition family that had begun with SLK55 of 2006. Intended as even more highly developed versions of Mercedes-Benz's AMG performance models, the Black Series consists of two-seater fixed-head coupé designs only. In the case of the SL65, this meant abandoning the 'ordinary' version's folding metal hardtop in favour of a fixed carbon fibre roof, which also made room for the Black Series' retractable rear spoiler.



The SL65 AMG Black Series was unveiled at Monterey in 2008. The base-car SL65 AMG's 6.0-litre V12 engine was retained for the Black Series, but received larger turbochargers, a bigger intercooler, a new exhaust system and a suitably remapped ECU, resulting in an increase in maximum power to 670bhp (approximately a 10% improvement over the stock SL65 AMG) while torque went up to a mighty 737lb/ft, delivered between 2,200 and 4,200 revs. AMG's engineers not only increased engine output but also trimmed 250kg (550lb) off the car's all-up weight courtesy of additional carbon fibre panels, further improving the power-to-weight ratio. The result was a 0-60mph time of 3.8 seconds, while top speed was electronically limited to 199mph. This stupendous performance reached the road via AMG's Speedshift Plus multi-mode five-speed automatic gearbox.

As one would expect, given the Black Series raison d'être, the chassis too underwent considerable modification, featuring quicker steering, wider front and rear track, and redesigned suspension in the interests of enhanced roadholding and controllability. Mercedes-Benz recognised that many Black Series customers would wish to enjoy their cars on the racetrack (where else could one safely enjoy its performance to the full?) and thoughtfully made the multi-link rear suspension adjustable.

The SL65 AMG Black Series rolled on AMG light-alloy wheels - 19.5" at the front, 20" at the rear - while stopping power was provided by 6-pot callipers at the front, 4-pot at the rear. Only 350 of these amazing cars were made, and all found customers despite a price tag of around a quarter of a million pounds.

This rare, right-hand drive SL65 AMG Black Series is offered for sale by one of the UK's foremost supercar collectors. Presented in 'A1' condition throughout, the car has covered only 3,900 miles from new and was last serviced (by Mercedes-Benz Brighton) in September 2015 (at 3,782 miles). Offered with V5C document and a full complement of MoTs, it represents a possibly once-in-a-lifetime opportunity to acquire one of these fabulous limited-edition supercars.

£180,000 - 210,000
€230,000 - 270,000

058

1956 AC ACE-BRISTOL ROADSTER

Registration no. PFF 887

Chassis no. BEX222

Engine no. 100D2 1038

- *The most desirable Ace variant*
- *Exported new to the USA*
- *Restored in the UK in the 1990s*
- *Converted from left- to right-hand drive*



'Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours.' - *AC Heritage*, Simon Taylor & Peter Burn.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2.0-litre, long-stroke six. This overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models became available from '56 with the more-powerful (up to 130bhp) Bristol six-cylinder engine. The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 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. Downdraft 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. Externally, Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburetors part way through production. The most significant changes made by the Bristol designers were metallurgical; their utilisation of the highest quality materials contributing to greatly increased engine life.

The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 120mph - helped the Ace to numerous successes in production sports car racing, arguably its finest achievement being a first-in-class and seventh overall finish at Le Mans in 1959. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.



Originally a left-hand drive model exported to AC Imports of Arlington, Virginia, USA, this Bristol-engined Ace (now right-hand drive) was first owned by one R B Hayward. It was originally finished in Svecia Red with black leather interior, as confirmed by AC Cars' letter on file.

The Ace was essentially complete and in original condition, albeit with an incorrect Bristol engine, when it was imported into the UK in October 1988 by David Holroyd of Aughton, Lancashire (copy C&E Form 386 on file). 'BEX222' subsequently passed to David Howard Cars of Romsey Heath, Hampshire, from whom it was purchased in May 1992 by Keith Roach of historic-car coachbuilders Roach Manufacturing & Engineering. The accompanying bill of sale states that the Ace was 'sold for restoration'. In an emailed communication (printout on file) Mr Roach states that there were no signs of any prior body modifications and that he converted the AC to right-hand drive during restoration.

The original engine fitted by AC Cars was '100D531', and although there was a six-cylinder Bristol engine with the car, it was not of the correct type for an AC. As a result, Keith Roach sourced a more powerful D2 engine that had originally been fitted to a 1959 AC. Keith decided to finish the car in silver with red interior, a combination used by AC in period.

The immediately preceding owner acquired the Ace on 9th July 2010 and decided to undertake a complete engine rebuild while at the same time increasing the maximum power output. The brief was to end up with a 150bhp road/track car (easily up-rated further to racing specification) that would still be capable of long-distance Continental touring if required. Works undertaken included overhauling and porting the cylinder head and fitting new Cosworth pistons/rings, 'high-torque' crankshaft and damper, long connecting rods and a lightweight flywheel. In addition, the oil pump and starter motor were renewed, the overdrive gearbox rebuilt with a close-ratio cluster, and an aluminium radiator and Kenlowe electric fan installed. All the minor items associated with such a rebuild: valves, guides, studs, nuts, bolts, chains, bearings, seals, gaskets, etc were replaced with new top quality items. Other noteworthy features include a gel battery and five new 72-spoke 15" wire wheels. Only some 1,000 miles had been covered since the rebuild's 2012 completion when the then owner offered the Ace for sale at Bonhams' Goodwood Festival of Speed auction in July 2013 (Lot 326). The current vendor purchased the car at that sale.

Described as in generally very good condition, the Ace is offered with the aforementioned documentation, sundry restoration invoices and a UK V5C registration document. It should be noted that there is another AC Ace in Denmark with same chassis number.

£80,000 - 120,000
€100,000 - 150,000

059 N

**1976 FERRARI 308 GT 'VETRORESINA' BERLINETTA
COACHWORK BY PININFARINA/SCAGLIETTI**

Chassis no. F106AB19069
Engine no. F106A02100112

- *Rare early glassfibre-bodied dry-sump model*
- *One of only 712 vetroresina models produced*
- *Circa 30,000 kilometres recorded*
- *Two owners from new*





The 308 GTB offered here has lighter glassfibre (vetroresina) bodywork and dry-sump lubrication of the very first cars produced, which are the most sought after by enthusiasts today.

Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB – Ferrari's second V8-engined road car - marked a welcome return to Pininfarina styling following the Bertone-designed Dino 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the newcomer had changed little mechanically apart from a reduction in wheelbase, retaining its predecessor's underpinnings and transversely mounted quad-cam 3.0-litre V8 engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the aerodynamically efficient 308 to a top speed of 150mph (240km/h).

Produced initially with dry sump lubrication and glassfibre (vetroresina) bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 GTB used steel after April 1977. The change brought with it a considerable weight penalty (around 80kg) and consequent reduction in performance, as well as an increased susceptibility to corrosion. Naturally, anyone wanting to race a 308 GTB started out with the vetroresina version if they could.

One of 712 vetroresina 308 GTB coupés produced, this example has had two owners from new and has covered only some 30,000 kilometres. Purchased by the current vendor in 2006, it has only covered a few thousand kilometres since then and has been dry stored for the last seven years. The car is registered in Greece but does have a new UK MoT certificate. It has recently undergone a full service in the UK: the cam belt was checked, all breather hoses changed, the fuel lines checked and some fuel hoses replaced. It has also had a complete re-spray to a very high standard, which included removing all glass, emblems, bumpers, etc as can be seen in the accompanying restoration file. The wheels were in fine condition but have been treated to a complete restoration including new centre caps. All substantial invoices for work undertaken in the UK will be provided.

Ready to be used and enjoyed by its new owner, the Ferrari also comes with Greek registration papers and its original spare wheel, jack and tools. An in-period after-market steering wheel is the only notified deviation from factory specification. A wonderful opportunity to acquire a well-maintained and little used example of this most desirable version of the iconic 308 GTB.

£110,000 - 130,000
€140,000 - 170,000

060 N

1965 FIAT ABARTH 2300S COUPÉ COACHWORK BY CARROZZERIA GHIA/OSI

Registration no. to be advised

Chassis no. 114BS 117899

Engine no. 114 B006 065757 and 114 B006 046788 (see text)

- Rare Italian GT
- Restored in 1989
- Comprehensively upgraded using Abarth parts
- Suitable for a variety of historic competition events



When launched, the FIAT 2300S was one of the fastest and most attractive GTs of its day, outperforming the Lancia Flaminia and the Alfa Romeo 2600. For competition purposes, Abarth bored out the block from 2,279cc to 2,323cc, fitted three Weber 40 DCOE twin-choke carburetors, increased the compression ratio, and fitted a 'hotter' camshaft and a multi-branch exhaust system. The result of these modifications was an increase in power to some 210bhp and a corresponding increase in top speed to over 130mph. For 1963, Abarth took the model a stage further, developing three competition coupés that competed that season. The most notable was that driven by Paul Frère and Lucien Bianchi, which achieved a class win and 2nd place overall at the Nürburgring 12-Hour race. Another 2300S driven by Rudi Golderner and Karl von Kothen finished in 9th place overall, and in the same year placed 12th overall in the Tour de France.

The car offered here was supplied new by FIAT-France in April 1965. In 1988 it was purchased by Patrick Mersch, who was looking for a car to campaign in European endurance and FIA historic series. The FIAT was prepared originally by Ferrari specialist Kerry McSwann, who looked after Tom Walduck's Ferrari collection. Many original and scarce Abarth competition parts were sourced, including the aluminium bonnet and competition sump. An accompanying dynamometer printout records a maximum output of 145bhp. The car competed from the late 1980s onwards, participating in the 1992 Historic Grand Prix de Provence and the Nürburgring Old Timer Grand Prix (1990/1991) and in 1991 was placed 3rd overall in the FIA European Historic Touring Car Championship.

During this period the car also competed successfully at Paul Ricard, Zandvoort, Silverstone, Osterreichring, Vallelunga and Monza among others. Retired shortly afterwards, the car sat for 22 years in Patrick Mersch's garage, the engine being turned over regularly with oil changes and maintenance carried out. Following its sale in 2014, the coupé has been re-commissioned. The engine has covered fewer than 1000 kilometres since being fully rebuilt, and this last winter all the engine seals were replaced, together with the brake and clutch hydraulics. The car's specification, confirmed by the original FIA papers, includes Koni/Spax shock absorbers, stiffer springs, strengthened rear bulkhead, roll bar, new seat harnesses, harder suspension bushes, rare Abarth competition sump (without the Abarth logo), aluminium bonnet, and AB Tunaverken competition alloy wheels shod with Avon CR6ZZ tyres.

In its current, developed form the car is well suited for FIA historic series competition (having previously been registered 'F. Historic B') as well as the Tour de France Auto, Coppa Dolomiti and other long distance events. The roll cage can be removed and the car reconfigured for normal road use. The car is offered with a large history file, which includes the French Carte Grise, FIA papers, engine performance reports, invoices, manuals, parts lists, MoT to January 2017, and period race reports concerning the FIAT 2300S. A NOVA declaration has been made and a V5C registration document applied for.

£30,000 - 40,000
€39,000 - 51,000

061

C.1961 HEALEY MARINE SPRITE POWERBOAT 'MIMI'

Engine no. 3051925

- Length overall: 13' 6"
- Beam: 6' 2"
- Draught: 6"
- Weight: 385lbs



Around 1952, his company's involvement with Nash-Healey production having greatly reduced (Pinin Farina was now supplying the bodies), Donald Healey took the decision to diversify into boat building as a means of utilising his production facilities. The first few Healey boats were built by Aquacraft of Bridport before production was taken in-house at Warwick. Healey Marine Ltd occupied a large new workshop, from which would emerge a succession of high quality sports boats. During the 1950s and very early '60s, Healey Marine made around 1,400 boats, although exact numbers are not known. Powered by various types of inboard and outboard motor, all were capable of towing a water skier and are much sought after today by boating and classic car enthusiasts alike.

Dating from circa 1961, this glass fibre hulled Sprite is one of the last boats built by Healey Marine and cost £275 when new, plus engine of choice. It was purchased by the current owner in September 2006 and rebuilt between 2008 and 2010, the professional structural restoration being undertaken by Jago Developments Ltd. In the course of repairs, the hull and deck were separated completely to gain access to the hull timbers, much of which were replaced before the hull and deck were reassembled and a new floor installed. The Sprite was then completely repainted and refinished in the colours seen today. The specification includes... 40 litre inboard stainless steel fuel tank, reserve 10 litre portable fuel tank, stainless steel anchor c/w chain and warp, Morse no feed back steering, 12v bilge pump, rev counter, speedo, engine safety kill switch on lanyard, ski mirror, front and rear combination tonneau.

'Mimi' is powered by a Mercury 800 (80+ hp) four-cylinder two-stroke outboard motor finished in period livery; this engine has power trim/tilt and has been completely overhauled. The boat's top speed is around 50mph and it comes complete with a fully galvanised trailer, which was purchased new from De Graaff Trailers. The trailer has extra rollers and the bunks to support the hull correctly; extra are the docking guides, which make recovery from the water fast and easy. For storage, the draw-bar can be removed and the jockey wheel repositioned on the 'A' frame, enabling the rig to be stored in its own length. Full details of the restoration and a comprehensive specification breakdown are available (perusal recommended).

In addition, the boat is sold complete with the following: Four U-shaped fenders for mooring alongside; bow, stern and centre mooring warps; period water skis in custom stowage & ski tow line; 'transom saver' engine support for use when towing; high-vis prop bag for towing; lighting board; spare wheel; over-centre tie-down straps for securing the boat on the trailer; storage cover (new November 2015); two paddles; and two propellers (1 x 19 inch pitch and 1 x 21 inch pitch).

This is the first time we have handled a Healey Marine boat and we are delighted to offer such a well presented example to you today.

£7,000 - 10,000
£9,000 - 13,000

062

**1970 MERCEDES-BENZ 280 SL
CONVERTIBLE WITH HARDTOP**

Registration no. MRS 646G

Chassis no. 113044 12 008326

Engine no. 1300160001

- *Delivered new to the USA*
- *Automatic transmission*
- *Fully restored in 2015*
- *Only 200-or-so miles since completion*





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

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

The last of a popular and extremely successful line begun with the 230 SL of 1963, the Mercedes-Benz 280 SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's. The 280 SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's. Christened 'Pagoda' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

This left-hand drive, automatic transmission 280 SL was delivered new to the USA and imported into the UK in 1992. In 2015 the car was fully restored (to European specification), with all mechanical work carried out by SL marque specialist Roger Edwards, bodywork restoration by Imperial, interior re-trim by Stitch Perfect (an ex-Morgan trimmer) and carpets by Hagen. Other works include all new wiring and a full re-chrome of the brightwork. All parts were sourced either from Mercedes-Benz or Niemoller in Germany. Restoration bills on file total some £89,000, and the car also comes with a current MoT certificate and V5C registration document. After re-assembly the SL was returned to Roger Edwards for final setting up, since when it has covered a mere 200-or-so miles. Finished in blue metallic with dark blue leather interior, this beautiful 280 SL wants for nothing except an enthusiastic new owner.

£90,000 - 110,000
€120,000 - 140,000

063

1970 LANCIA FULVIA SPORT ZAGATO 1.3S COUPÉ COACHWORK BY ZAGATO

Registration no. FMG 29J
Chassis no. 818363002710

- *Styled by Zagato's Ercole Spada*
- *Rare right-hand drive model*
- *Owned by a prominent Lancia collector*
- *Substantial history file*



Maintaining Lancia's unparalleled reputation for innovation in automobile design, the Fulvia saloon arrived in 1963, and two years later was followed by a 2+2 coupé on a shorter wheelbase. Though mechanically similar, the newcomer had all the visual presence its progenitor lacked. Tuned 'HF' versions provided increased performance, while for the style conscious there was the eye-catching Sport Zagato, characterised by one of the Milanese carrozzeria's typically lightweight and aerodynamic bodies.

Introduced in 1965 with the 1,216cc engine, the Sport Zagato was later offered with the 1,231cc, 1,298cc and eventually the 1,584cc HF unit. A five-speed gearbox was standard equipment from 1971. Production ceased in 1972. Lighter and more nimble than the standard Fulvia, the Sport distinguished itself in competition, particularly in long distance events - Fulvia Sport Zagatos scored highly in the Sebring 12 Hours and Daytona 24 Hours (where a Sport earned a class win in 1969). Ex-works HF rally cars aside, the Sport Zagato is the most desirable and collectible of all the Fulvias and undeniably one of the most striking designs of its era.

This rare, right-hand drive Fulvia Sport 1.3s Zagato has the steel bodyshell with aluminium bonnet and door skins (earlier versions were all aluminium) and the 1,298cc 90bhp engine. Purchased by the vendor in April 2005, the Zagato is the last of his 41 Lancias (20 of which were Fulvias) ranging in date from 1914 onwards. The car has covered some 28,000 miles since then and comes with a large file of bills and invoices, accumulated during the vendor's tenure, relating to parts supplied by Lancia specialists Tanc Barratt and Omicron Classico, and bodywork repairs by Auto-Design of West Horsley, Surrey. There are also bills for general servicing, an MoT certificate valid until March 2017, a V5C registration document, and a quantity of expired MoTs.

We are advised that the engine has been gas-flowed and the Solex carburetors replaced with Dell'Ortos, which give a better spread of torque. Recent works include a repaint and the installation of a replacement heater matrix.

One of the last true Lancias introduced before the FIAT takeover, this highly sought after Fulvia Sport Zagato comes complete with tool kit, jack, Lancia cotton car cover, smaller-diameter leather-covered 'rally' steering wheel and two sets of keys.

£18,000 - 22,000
£23,000 - 28,000

064

2004 MERCEDES-BENZ SL55 AMG F1 COUPÉ

Registration no. PM04 NYA
Chassis no. WDB2304742F068080
Engine no. 11399260022632

- Limited edition F1 model
- UK delivered, right-hand drive
- Full service history
- 68,000 miles recorded



Mercedes-Benz launched its new SL-Class (R230) of high-performance GTs in September 2001 at the Frankfurt Motor Show, though one had already served as Formula 1's Safety Car at Hockenheim in July. In 2002 the SL55 AMG went on sale. Hailed by *Evo* magazine as 'a supercar in disguise', the latter was powered by a 5.4-litre V8 engine producing 469bhp and a monstrous 520lb/ft of torque. And if that was not enough, the seriously speed-addicted could opt for the F1 version, which came with AMG's Performance Package that had been developed for the 2002 Formula 1 Safety Car.

Costing an additional £10,000, AMG's upgrades included 'relaxing' the electronic speed restriction, enabling the car to reach 300km/h (186mph), plus changes to the suspension and brakes. There was also an extra oil cooler, a limited-slip differential, and various changes to the exterior and interior styling. For the SL55 AMG a more robust five-speed automatic transmission was specified, the standard car's seven-speeder being considered not man enough for the job. Top Gear's Jeremy Clarkson was an enthusiastic SL55 AMG 'early adopter'.

Supplied new to the UK and offered for sale by a prominent supercar collector, this elegant SL55 AMG is an original factory-built example of the limited edition F1 model.

The car is finished in Obsidian Black Metallic with a red leather interior, while additional options include Active Body Control suspension; TV/DVD system; reversing camera; mobile 'phone preparation; garage door opener; Keyless Go; panoramic glass roof; xenon headlights; AMG 19" wheels; tyre pressure monitoring; Parktronic system; comfort seats (heated and ventilated); and a fire extinguisher. Presented in 'A1' condition, having covered only 68,000 miles from new, it comes with a full service history of bills and receipts for work carried out.

The car was last serviced in March 2015 (at 66,519 miles) and it is worthwhile noting that the fuel tank has been replaced, a common fault with these models, and new control arms and bushes fitted to the front suspension. More recently (in December 2015) the front brake discs/pads, both batteries and a hub bearing were replaced, while the headlight washers and tyre pressure monitoring system received attention and a reversing camera modification was incorporated, all at a combined cost of circa £5,000. Offering supercar performance at a relatively affordable cost, this rare and collectible modern Mercedes is offered with its original book pack and manuals, a V5C registration document, and a full complement of MoT certificates (most recent issued 5th May 2015).

£25,000 - 30,000
€32,000 - 38,000

065

1995 AC SHELBY COBRA MARK IV ROADSTER

Registration no. N468 JLC
Chassis no. SA9AK3022SA17511
Engine no. SF118056

- Built for the Royal Family of Brunei
- One of only three Mark IVs with automatic transmission
- Two owners from new
- Circa 3,300 miles recorded





Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Only 1,000-or-so Cobras of all types were built between 1962 and 1967, but such was the model's enduring popularity that production was resumed in 1982 under the auspices of Brooklands-based Autokraft.

But for Brian Angliss, the Cobra story would have ended in 1967. The Autokraft boss had built up a business restoring Cobras and supplying parts, and in the early 1980s acquired the rights to the AC name plus a quantity of jigs and tooling from the old Thames Ditton factory. Keeping the overall style of the Mark III, Autokraft produced the Mark IV, which was appropriately updated to meet current legislation and powered by a 'Federalised' Ford 5.0-litre V8 engine. Around 480 were built before Autokraft folded in 1996, largely due to costs incurred developing its new Ace model.

Listed (under chassis number 'AK1511') in Rick Kopec's *'World Registry of Cobras & GT40s'* (4th edition, 2008), this Autokraft-built Cobra is one of only three completed with automatic transmission. The car was built to special order for the Royal Family of Brunei and was originally registered to Argent International, a company owned by HRH Prince Jefri. Its next owner, Mr N Green of Poole, Dorset, acquired this rare Cobra in 1999 and used it infrequently over the succeeding 14 years; indeed, the current odometer reading is only 3,300 miles.

Finished in Rosso Corsa with black leather interior, the car comes complete with its weather equipment, all instruction and service books, current MoT certificate and a V5C registration document. Described by the vendor as in generally excellent condition, this beautiful Mark IV represents an exciting opportunity to acquire an ultra-rare variant of the later Cobra, combining all the style of the original with convenience of automatic transmission.

£85,000 - 95,000
€110,000 - 120,000

066

1964 MASERATI 3500 GTI COUPÉ
COACHWORK BY CARROZZERIA TOURING

Registration no. HYX 2C

Chassis no. 101-2808

Engine no. 101-2808

- *Landmark Maserati road car*
- *Delivered new in Italy*
- *Left-hand drive*
- *Lucas fuel injection*





A luxury 2+2, the 3500GT drew on Maserati's competition experience. A tubular chassis frame was used and the suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement.

The 3500 GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500 GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking. By the time the 3500GT was discontinued in 1964, around 2,200 of all types had been made.

The 2nd Series example offered here represents the pinnacle of the model's development, featuring the five-speed ZF gearbox, twin-plug ignition and Lucas mechanical fuel injection, hence the name change to '3500 GTI', the first time the now common 'GTI' appellation had ever been used. Manufactured in July 1963, chassis number '2808' was sold new in Milan, Italy and was originally finished in Grigio Albany with Nero leather interior, as confirmed by the accompanying (copy) build sheet extract.

According to the old-style continuation logbook on file, the car has been in the UK since 1965. The logbook lists the following owners: North Gentaal Finance (Station) Ltd, Canterbury (1967), North End Car Sales, Preston (1968), Douglas Nabb, Bolton (1968) and North of England Lard Refinery Ltd (1970); then John Cowell of Blackpool, Donald Barnes of Lancashire and Rodney Mann of Hexham (dates unknown). The Maserati has been in the current ownership since 2006.

There are invoices on file from marque specialist Bill McGrath from the period 2006 to 2010 for parts and works to the engine, steering, brakes and suspension totalling circa £4,000. The car also comes with sundry other invoices, a V5C registration document and numerous expired MoT certificates dating back to the 1970s, the most recent of which expired in February 2013 (at 76,935 kilometres); it would have seen little use since then. Not run since 2012, the car requires re-commissioning and thus is sold strictly as viewed.

Unquestionably one of the best looking models to leave the Modena factory, the 3500 GT continues to represent good value when compared to contemporary offerings from Newport Pagnell and Maranello.

£100,000 - 120,000
€130,000 - 150,000

067

1969 JAGUAR E-TYPE SERIES 2 COUPÉ

Registration no. JSA 408G

Chassis no. 1R 26061

Engine no. 7R 4214-9

- *Delivered new to the USA*
- *Left-hand drive*
- *Extensively restored in 2010*
- *Five-speed gearbox*

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.

Beneath the bonnet the familiar XK engine now boasted ribbed cam covers and, on cars destined for North America, twin Stromberg carburetors, replacing the previous triple SUs that remained standard on those supplied to other markets. The adoption of the Strombergs, together with their associated inlet plumbing and a new Lucas ignition distributor, enabled the E-Type to meet the emissions targets but, inevitably, resulted in a reduction in power.

Testing a US-specification E-Type in February 1968, *Autocar* found that this made little difference to acceleration, as the car had the lower overall gearing standardised for North America, and that fuel consumption overall was virtually identical, remarking: '... in many ways we preferred the lower overall gearing for Britain's crowded roads.'

Performance figures apart, the E-Type remains a delightful car to drive, slow or fast: it is still astonishingly docile, and we were able to take acceleration figures from a mere 10mph in top gear with the 4.2-litre engine turning over lazily at only 460rpm.' Even today there are few cars that can match this effortless performance.

This US-specification Series 2 Coupé was despatched to Jaguar's New York distributor on 6th May 1969, and was originally finished in Sable with Beige interior. Nothing else is known of its history prior to 2010 when the car was restored by British Auto Specialists of Alberta, Canada. Documentation on file details the work carried out on the body, interior, engine, clutch, differential, brakes, etc, and there is also an invoice for the five-speed manual gearbox (believed to be a Getrag). Bills on file total some \$164,000 (approximately £113,000 at the current rate of exchange) and the car also comes with a Jaguar Heritage Trust certificate, (which confirms it as still being fitted with its original engine), V5C registration document and current MoT.

£60,000 - 70,000
€77,000 - 90,000

068

1987 FORD RS200 COUPÉ
COACHWORK BY CARROZZERIA GHIA/TICKFORD

Registration no. E380 UKN
Chassis no. SFACXXBJ2CGL00112
Engine no. GL00112

- One (titled) owner from new
- Ultra-rare Group B 'homologation special'
- Up-rated, 350bhp engine
- 6,173 miles from new
- Carefully stored since 1994





Masterminded by its European Motor Sports boss, Stuart Turner, the RS200 was Ford's ambitious attempt at producing a championship winning Group B rally car. Immediately prior to the project's inception Ford's frontline rally car had been the front-engined, rear-wheel driven Escort RS1800, while its intended replacement – the Fiesta-based RS1700T - was another rear-wheel-drive design. However, by this time Audi's Quattro had convincingly demonstrated the efficacy of four-wheel drive in rallying, prompting a drastic rethink at Boreham.

Overseen by Ford Motor Sports Chief Engineer, John Wheeler, the RS200 project commenced in 1983 with production of 200 cars planned in order to meet Group B requirements, hence the name. The design, by Tony Southgate, eventually crystallised as a compact mid-engined coupé powered by a turbo-charged version of the 1.8-litre 16-valve Cosworth BDA engine (the BDT) and equipped with four-wheel drive. This engine produced 250bhp in road-going trim with up to 500bhp available in rally tune. Ford's Italian subsidiary, Carrozzeria Ghia, was entrusted with the styling, producing a purposeful yet elegant design that has stood the test of time like few of its contemporaries. Aston Martin-owned Tickford built the composite bodyshells at Newport Pagnell.

The RS200 was first publicly displayed in 1984 and homologated in February 1986 after the required 200 examples had been built, all apart from the initial six prototypes being completed at Reliant's factory at Shenstone, Staffordshire.

Its first World Championship event was that year's Swedish Rally where the car driven by Kalle Grundel finished 3rd overall, a most promising debut. The RS200 went on to achieve a total of 19 wins and 32 podium finishes at international level before the year's end, securing several national championships along the way. Sadly, that would be the limit of its rallying achievements, as FISA pulled the plug on the Group B supercars at the end of a season blighted by a number of fatal accidents, some involving spectators. Seeking to recoup some of the £10 million rumoured to have been spent on the project, Ford stripped down 120 RS200s and rebuilt them as road-legal supercars to be sold at around £50,000 apiece.

Purchased new by the current vendor from Stormont Ford of Tunbridge Wells, the right-hand drive RS200 offered here - chassis number '112' - has the up-rated, 350bhp engine. After a little over 6,000 miles had been covered, the car was put up on blocks (in 1994) and has been carefully stored and not used since. Offered in need of re-commissioning, it comes with an original RS200 handbook, spare key and a V5 registration document.

State-of-the-art automotive technology in its day and Ford's finest achievement since the GT40, the RS200 is the ultimate acquisition for the serious Ford collector.

£100,000 - 130,000
€130,000 - 170,000

069

1990 FERRARI TESTAROSSA COUPÉ COACHWORK BY PININFARINA

Registration no. G677 OKY
Chassis no. ZFFAA17B000084451

- *Iconic model*
- *Left-hand drive*
- *22,508 kilometres from new*
- *Un-restored and original*



'There are fast cars and fast cars. None of them comes close to the 180mph Ferrari Testarossa: it is firmly in that top echelon of high performance cars for which perhaps only two or three rivals qualify. The Testarossa is so excitingly fast you can relive the moments of spine-tingling acceleration from the mere mention of the revered name.' - *Motor*.

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

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied – styling devices. A larger car than the 512BB – the increase in width being necessary to accommodate wider tyres – the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices.

Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body – its steel doors and roof excepted – being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. In 1992 the original Testarossa was succeeded by the updated 512TR version, which came with 428bhp on tap, while ABS brakes were added to the package before the 512TR was replaced by what would be the Testarossa's final incarnation – the 512M – for 1995. For the first time there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before.



This un-restored example of the legendary Italian supercar was sold new in Switzerland and is finished in its original and very rare colour scheme of Blue Sera with matching dashboard and Crema leather interior trim. Kept in dry storage throughout its life, the car has covered only 22,508 kilometres (approximately 13,900 miles) from new. Rust free and unmarked, both inside and out, it is a quite stunning example. As one would expect with such sparing use, this Testarossa has little supporting history apart from a few invoices. Presented in near-concours condition, and complete with the original owner's wallet and tool kit, it is ideal for Ferrari Classiche certification.

Purchased by the current vendor in December 2014 (at 22,266 kilometres), the car has been carefully re-commissioned and detailed, receiving new brakes and tyres, and has just had a cam-belt service and health check at Stratstone Ferrari, Wilmslow (at 22,454 kilometres) costing £4,800 (invoice on file). It also comes with a mileage guarantee certificate, NOVA declaration, V5C document, current MoT and Ferrari UK Certificate of Conformity, enabling it to be registered anywhere within the EU.

A head-turner wherever it goes, this wonderful Testarossa wants for nothing and would be the perfect addition to any collection of predominantly Rosso Corsa Ferraris.

£95,000 - 125,000
€120,000 - 160,000



070

2003 ASTON MARTIN VANQUISH COUPÉ

Registration no. GU52 JFK
Chassis no. SCFAC13341B500063
Engine no. AM300112

- Landmark V12-engined Aston Martin
- Circa 50,000 miles from new
- Engine rebuilt in 2015
- Up-rated to Vanquish 'S' specification



The Vanquish was developed with assistance from Aston Martin's parent company Ford using constructional techniques more advanced than those of any then current road car. The monocoque tub was made of heat-cured bonded aluminium, braced by a central tunnel of carbon fibre to create a lightweight structure of exceptional rigidity, thus enabling the chassis engineers to develop suspension combining excellent handling and roadholding with unrivalled ride quality.

The all-independent suspension followed the accepted supercar norm and comprised double aluminium wishbones, coil springs, mono-tube damper and anti-roll bar front and rear. Four-wheel ventilated steel disc brakes gripped by four-piston callipers provided all the stopping power one needs, while ABS and traction control afforded maximum security in poor road conditions or 'on the limit'.

Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. In its 'Stage 2' Vanquish specification it benefited from a 18kgs weight reduction, most of which was shed from the rotating masses to improve throttle response. A spin-off from Formula 1 technology, the state-of-the-art electronic engine management system provided 'drive by wire' throttle control and was linked to the six-speed manual gearbox's electro-hydraulic change mechanism, a 'first' for a production car. The gear change was controlled by F1-style paddles and could be operated in either of two modes - fully manual and computer-controlled automatic - with a 'sport' setting available on both.

Standard equipment inventory included almost everything the discerning connoisseur would wish for: Alpine stereo system, 6-CD changer, air conditioning, electrically adjustable seats, alarm/immobiliser, tyre pressure sensing, automatic rain-sensing wipers, automatic headlamp operation, automatic rear-view mirror dipping, trip computer, etc. The performance? 190mph and 0-60 in 4.5 seconds.

The Vanquish was built in two versions - two-seater and 2+2 - the rear seat space in the former being occupied by a shelf for golf bag or other luggage. A pleasing blend of up-to-the-minute technology and traditional materials, the interior was dominated by an imposing aluminium centre console extending from fascia to transmission tunnel. Connolly leather upholstery, Wilton carpeting and quilted Alcantara headlining emphasised the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it, one at a time, by hand. Production ceased in 2007, by which time the UK list price had risen to over £183,000.

This Vanquish Coupé has covered circa 50,000 miles from new and comes with a substantial file of history containing, among others, bills for a £20,000 engine rebuild carried out in 2015, in the course of which it was up-rated to 'S' (514bhp) specification. Finished in silver with tan leather interior, the car is described as in generally very good/excellent condition and offered with current MoT, a V5C document and the aforementioned history file of bills, etc.

£50,000 - 55,000
€64,000 - 71,000

071

1962 ALFA ROMEO GIULIETTA SPRINT COUPÉ COACHWORK BY CARROZZERIA BERTONE

Registration no. 441 UYN

Chassis no. AR 350459

- Imported from a warm, dry state
- Apparently never restored
- 1,600cc engine; five-speed gearbox
- Ideal for historic rallying



'The Alfa, in a few words then, is a small car with a rev-happy dohc engine that can carry two people from point A to point B over all types of roads quicker than most cars twice its size. It does this not with blinding speed but with a wonderful combination of roadholding, compact size and sheer willingness.' – *Car & Driver* on the Giulietta Sprint.

With the introduction of the Bertone-styled Giulietta Sprint in 1954, Alfa Romeo established the 'small car, big performance' formula that would characterise the Milanese marque's finest offerings from then on. Alfa's classic twin-cam four was downsized to 1,290cc for the 750-Series Giulietta, gaining an alloy cylinder block in the process. The Sprint coupé was soon joined by Berlina and Spider versions, the latter styled by Pinin Farina and built on a slightly shorter wheelbase. The Giulietta family's success surprised even Alfa themselves; production targets were revised upwards and to satisfy demands for increased performance, upgraded Veloce versions of the Sprint and Spider were introduced. The combination of a rev-happy engine, fine-handling, responsive chassis and excellent brakes make the Giulietta Sprint a driver's car par excellence and explains why these stylish Alfa Romeos continue to attract the discerning enthusiast today.

This Giulietta Sprint comes with a letter from Alfa Romeo Automobilmismo Storico stating that it was built in February 1962 and sold on 30th May '62 in Porto San Giorgio, Ascoli Piceno, Italy. The original exterior colour was Gardenia White. The current vendor imported the Alfa in 2015 from a state with a warm, dry climate. We are advised that it appears never to have been restored and retains its original panels, while the underside has had no repairs. It has been repainted, but the blue interior trim and headlining are original and in good condition.

The car has the not uncommon upgrades of a 1,600cc engine and five-speed gearbox, both of which are said to be in good condition and need no work. A solid, rust-free car ideal for historic rallying, this delightful Giulietta Sprint is offered with aforementioned correspondence, MoT to September 2016 and a V5C registration document.

£28,000 - 34,000

€36,000 - 44,000

072 N

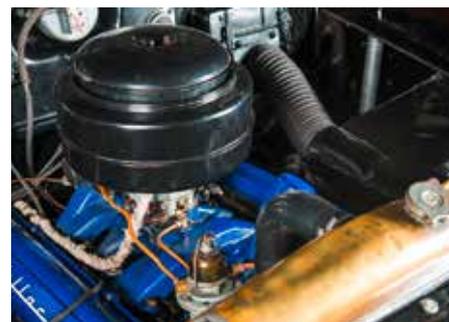
1951 CADILLAC 75 LIMOUSINE

Registration no. not UK registered

Chassis no. 517557236

Engine no. 517557236

- Formerly used by President Juan Perón and his wife, María Eva Duarte (Evita)
- Offered from long-term display in the Eva Perón Museum
- Requires re-commissioning
- EU duties paid

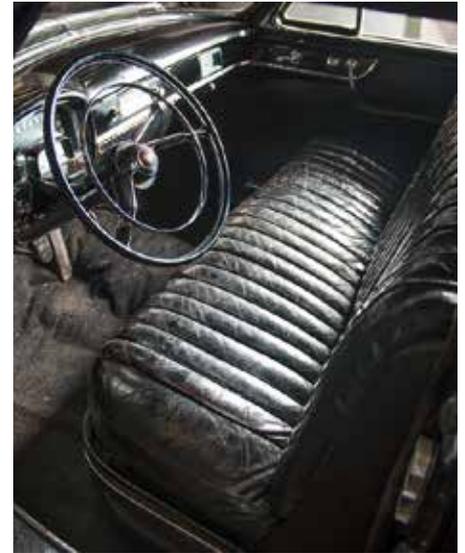


Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit completed its first car in October 1902. In 1901, Olds Motor Works had contracted for the supply of Leland-built engines, and when unforeseen circumstances frustrated the plan, Leland and Faulconer formed their own company using funds supplied by two of Henry Ford's ex-backers. An exemplary performer, that first Cadillac set the standard for its day, and the firm's superior manufacturing technology - precision gear cutting was Leland and Faulconer's first speciality - soon established it as the foremost builder of quality cars in the USA. Always innovators in automobile technology, the company continues to produce cars recognised everywhere as symbols of wealth and prestige.

The name Cadillac has for years been associated with celebrity, being the car of choice for movie stars, pop singers, royalty, gangsters, captains of industry and politicians. Presidents of the United States have for decades favoured the marque; as far back as 1919 President Woodrow Wilson rode in a Cadillac on his return home from the post-WWI peace talks. Cadillacs have formed part of the White House fleet ever since, apart from a brief hiatus in the late 1940s when President Harry S Truman favoured rivals Lincoln.

This example is on the '75' chassis, which was reserved for Cadillac's largest models and usually clothed in limousine coachwork by General Motors' in-house prestige coachbuilder, Fleetwood. A most significant head-of-state limousine, it formerly belonged to the President of Argentina, Juan Perón, and is offered from long-term display in the Eva Perón Museum (Museo Evita) in Buenos Aires, named after his wife. Numerous images exist of the President and Eva in the Cadillac's rear seats en route to state functions.

An icon of popular culture, María Eva Duarte de Perón is affectionately remembered as 'Evita'. Her life story was most famously told in the eponymous Andrew Lloyd Webber musical as well as the 1996 film of the same name starring Madonna and Antonio Banderas. Eva's rise from aspiring actress to political supremo and 'Spiritual Leader of the Nation' began in 1944 in Buenos Aires, where she met Colonel Juan Perón. The couple were married in 1945 and Juan Perón was elected President of Argentina in 1946.



During the her husband's first period in office, Eva became a champion of the working class as well as promoting the cause of women's rights, founding Argentina's first significant women's political party, the Female Peronist Party and supporting low income families. Over the next few years she built grassroots political support and in 1951 announced her candidacy for the post of Vice President. However, opposition from Argentina's military and bourgeoisie, coupled with her declining health, forced her to withdraw. Following Eva's premature death from cancer at the age of 33 in July 1952, more than three million people lined the streets of Buenos Aires at her funeral.

This vehicle is offered with EU taxes paid, ready for registration anywhere in Europe. Kept on museum display for the last ten years, it will require re-commissioning before returning to the road. Head-of-state limousines are offered for sale only rarely, and the opportunity to own this unique Cadillac, associated with one of the most turbulent periods of South American history, is very special and should not be overlooked.

£90,000 - 120,000
€120,000 - 150,000



073

1959 BOCAR XP-5 RE-CREATION

Chassis no. 60-126

Engine no. 3896948

- Faithful re-creation of a rare American sports car
- Built in the UK between 2011 and 2014
- Chevrolet Corvette V8 engine
- Racing specification



Bocar was founded in Lakewood, Colorado in the late 1950s by Bob Carnes, whose aim was to build a series of limited-production two-seater sports cars. Constructed in his garage, Carnes first venture was the one-off X-1 of 1958, which was followed by solitary examples of the X-2 and X-3. He then built around five XP-4s before series production, if it could be called that, commenced in mid-1959 with the XP-5.

Only 34" tall (minus windshield), the latter featured curvaceous glassfibre bodywork and a short-wheelbase (90.5") multi-tubular spaceframe chassis, which usually housed a 283ci (4.6-litre) Chevrolet Corvette V8 engine. Customers could choose from seven suspension set-ups, while the options list included a heater, hardtop, radio, and various combinations of wheels and tyres. Engines could be supplied with either carburettors or fuel injection, and both bodies and chassis could be purchased separately. Carnes then progressed to the longer-wheelbase XP-6, which was powered by a supercharged Corvette engine; only one was built, but it did form the basis of the normally aspirated XP-7 that followed. There was also the competition-only Stiletto, of which it is believed only three were made.

A decent power-to-weight ratio was the key to the Bocar's acknowledged excellent performance; at around 7.5lb per horsepower (assuming the stock 4.6-litre, 219bhp Corvette engine), it is roughly the same as that of the current Lotus Evora 400!



Testing an XP-5, *Motor Trend* magazine managed to hit 60mph from a standing start in 6 seconds, with 100mph coming up within the quarter-mile, making the Bocar slightly quicker off the mark than a 3.8-litre E-Type. The esteemed American magazine described the XP-5 as 'a 160mph sports car' that nevertheless was 'a road machine'.

The earliest competition record we have found for a Bocar is the entry for a 'Bocar Special' in the SCCA Regional Salt Lake event of 17th May 1959; driven by someone called 'Capps', the car finished 9th. Bob Carnes drove his own cars in competition, while other regular Bocar racers included the likes of Art Huttinger, Harry Heuer, John Henderson, Frank Peterson and Graham Shaw. Sadly, in 1962 Carnes' factory was destroyed by fire, which brought the Bocar project to a premature end. It is estimated that around 30-40 Bocars were built, with some 18-or-so being known to survive.

This one-off Bocar re-creation was constructed in the UK between 2011 and 2014 using period components to original specification (bills available). It has been built to racing specification with particular detail to satisfy HTP conformability for historic racing, incorporating a tuned Chevrolet 283ci V8 equipped with twin four-barrel Carter carburettors, which drives via a GM T-10 four-speed manual gearbox.

Constructed using original drawings, the chassis is made from 7/8" and 1 1/2" chrome molybdenum steel (T25) tubing, while the glassfibre body was made by Roger Huttlestone using a mould taken from an original XP-5.

The suspension again is to original specification, that being modified Porsche 356, with the rear torsion bars connected to the axle via link bars and a Panhard rod. The rear axle is a modified Ford 9" with 2.75:1 final drive ratio, giving 180mph at 6,000rpm. Braking is courtesy of discs at the front, gripped by 4-pot callipers, with Buick 'Alfin' drums at the rear. The steering rack is from a Morris Minor, and the car rolls off Jaguar 72-spoke 16" splined wire wheels shod with 6.00"x16" Dunlop racing tyres. Other noteworthy features include Stewart Warner instruments; safety seat belts; full plumbed-in fire extinguishing system; removable roll bar and additional side bars. We are advised that the car is ready for submission to the RAC MSA for HTP assessment.

The vendor has tested the Bocar at the Shakespeare County Raceway, Warwickshire in the autumn of 2015 where the performance was quite simply breath taking. The car is equipped with Ricco four-point seat belts, removable roll bar/additional side bars and is ready to be enjoyed by the fortunate purchaser.

£80,000 - 120,000
€100,000 - 150,000

074

The ex-Giuseppe Lucchini

1963 FORD LOTUS CORTINA SALOON

Registration no. KGJ 607A

Chassis no. Z74C066173U

- Sold new in Italy
- Known history from new
- Exceptionally original



Information on file taken from Italian registration records states that this early example was sold new in May 1965 to Mr Giacomo Pescarin, a resident of Montagnana, Italy by Enrico Tasini, possibly a motor dealer who had held it in stock for a year or so. On 12th December 1968 the car was sold to Giovanni Toldi in Montagnana and then in December 1969 to Ruggero Poldi of Padua. Its next owner (from February 1973) was Giovanni Guaragni of Borgo San Giacomo followed in 1988 by prominent Italian collector, and owner of a Ferrari GTO, Dr Giuseppe Lucchini. Dr Lucchini also owned Scuderia Italia and it is understood that the Cortina may have been used for racing and rallying in Italy. Italian records show that the car was exported in January 2000.

The Lotus Cortina was then sold to the late Lorenzo Barra, the organiser of the Argentinian Mille Miglia, who sadly died before taking delivery. Acquired by the immediately preceding owner in 2003, the car benefits from extensive race preparation works carried out by Blakeney Motorsport (Patrick Blakeney-Edwards).

Blakeney Motorsport up-rated the gearbox, suspension and brakes, and fitted a roll cage at a cost of around £30-40,000, and the car was subsequently raced at Brands Hatch, Snetterton, Mallory Park, Silverstone and also the Tour Auto. In 2012 the engine was dismantled and checked by a marque specialist and fitted with a new cylinder head and camshafts, since when the car has been used on one test day at Goodwood.

The current vendors purchased this Lotus Cortina at Bonhams' Goodwood Festival of Speed sale in June 2012 (Lot 275), since when they have retrieved the original front seats from Giuseppe Lucchini. Dr Lucchini has also confirmed that he converted the car from road specification to a historic rally car and repainted it in Lotus racing colours. We are advised that the body is exceptionally well preserved and that 'KGJ 607A' would make a superb road car. Offered with a V5C registration document, this Ford Lotus Cortina represents a rare opportunity to acquire a genuine and very original example, all the more unusual for possessing known history from new.

£35,000 - 40,000

€45,000 - 51,000

075 N

1973 MASERATI INDY 4900 COUPÉ COACHWORK BY CARROZZERIA VIGNALE

Registration no. not UK registered

Chassis no. AM 116 49 1854

- *Delivered new in Italy*
- *One of only 300 '4900' models*
- *Partially restored in 2010*
- *Registered in Belgium*



Maserati followed up its stunning, Ghia-styled Ghibli two-seater with the equally elegant Indy 2+2, though the latter, announced in 1968 and noteworthy as the first unitary construction Maserati, was the work of Carrozzeria Vignale. The Indy first appeared publicly on Vignale's stand at the 1968 Turin Motor Show and was officially launched by Maserati at the Geneva Salon in 1969. Running gear was conventional, with independent front suspension, live rear axle and four-wheel disc brakes, while the power unit was - initially - the Modena firm's well-tryed, 4.1-litre, four-cam V8, with 4.7- and 4.9-litre versions following.

A ZF five-speed manual gearbox was standard, with a three-speed Borg Warner automatic available to special order. With 260bhp on tap, the top speed of Maserati's luxury four-seater was in the region of 150mph, a figure the subsequent larger-engined versions improved upon. The sleek Vignale coachwork was so effective that the Indy was able to carry four people in relative comfort without impairing its performance as a sports car. In 4.9-litre form the Indy's claimed maximum increased to 320bhp, which pushed its top speed to 165mph (266km/h).

Power steering and air conditioning were standard on the '4900' model, 300 of which were made between 1972 and 1975. *Autocar* magazine's summary was one of almost unalloyed praise: 'Classic touring car with vee-8 engine and 160mph potential. Beautifully smooth power unit, silky gearbox and light, power assisted steering. Good brakes, balanced handling, comfortable ride, superb stability. High price but few disappointments.'

A manual transmission example, this 4.9-litre Indy was delivered new in Modena, Italy and had two owners in that country before being sold in 1997 to a Mr Boots in Holland, who kept it for 13 years. In 2010 the Maserati passed to a French collector who commissioned the following refurbishment: new leather, new dashboard, new carpets, new chrome, new paintwork and extensive mechanical works. It was then sold to the immediately preceding owner, a Dutch Maserati collector. Described as being in generally good condition, the car is offered with Belgian registration papers.

£65,000 - 85,000
€84,000 - 110,000

076

1966 PORSCHE 'SWB' RALLY CAR

Registration no. HKT 62D

Chassis no. 304575

Engine no. 907834

- Sold new in the USA
- Matching chassis and engine numbers
- Ex-Roy Lane
- Extensively restored
- Prepared for historic rallying
(Period F: 1962-1965)



Few sports cars are as versatile as Porsche's perennial 911, a model that, for the past 50 years, has proved equally capable as a Grand Tourer, circuit racer or rally car. The 911 first appeared in the latter role, as a works entry, on the 1965 Monte Carlo Rally. Group wins were achieved in the European Rally Championship in 1966 and 1967, with works driver Vic Elford securing the overall European Championship in the latter. In 1968 the 911 emphatically established its credentials as a frontline rally car, works-entered 911s winning eight of the 15 European Championship rounds with works driver Pauli Toivonen taking the European title. Two years later the 911 brought Porsche its first World Championship of Makes. Today, the Porsche 911 in its many forms is a mainstay of historic rallying worldwide.

Representing a model much sought after by the historic rallying fraternity, this early short-wheelbase Porsche 911 was manufactured in April 1966 and delivered the following month to Porsche Cars Southwest Inc in San Antonio, Texas, USA. The accompanying Porsche Cars GB dating letter states that it was originally finished in Light Ivory with black leatherette interior, and was equipped with a Webasto gasoline heater, radio antenna and a Catacolour Panorama Windshield. George W Rhoads Jr of Pasadena is the car's last recorded owner in the USA.

In 1992 the Porsche was acquired by racing driver Roy Lane, one of Britain's foremost 'uphill racers', who won the British Hillclimb Championship on four occasions (1975, 1976, 1992 and 1996). In a career spanning more than three decades, he won over 90 individual championship rounds. The 911 was registered in the UK on 21st September 1992 as 'HKT 62D', its first MoT certificate (issued on 25th August '92) showing the recorded mileage as 58,504.

Roy prepared the Porsche for historic rallying and obtained FIA papers. The original form provides a full technical and photographic record of the car at that time. In the event, the Porsche covered fewer than 5,000 miles in Roy's ten years of ownership, being MoT'd and taxed throughout this period. An RAC Competition Car Logbook was obtained in December 1993.

Around 2001/2002 the Porsche was sold to Richard Clarke of Smeeton Westerby, Leicestershire. A FIVA Identity Card was issued in May 2002 and Richard went on to campaign 'HKT 62D' in historic rallies throughout Europe. A collector of historically interesting cars, Richard carried out all routine maintenance himself, and in 2005 fitted a 'km/h' speedometer for European competitions. The last MoT issued prior to the change (dated 24th March 2005) records the mileage as 80,923. Events entered by Richard Clarke include the Rallye des Iles (2002), Iberia Classic (2003), Ardenne Bleue and Sardegna Classic (both in 2004 and 2005), Portugal Classic and Volta a Madera (both in 2007), and the Ardenne Bleue (2008).



In April 2010 'HKT 62D' was sold to the current owner. Roy Gillingham of Performance in Motorsport, specialists in historic competition cars, was commissioned to carry out the car's comprehensive restoration prior to the resumption of its historic rallying campaign. Over the next three years works carried out included the following: a full gearbox and limited-slip differential overhaul by renowned marque specialist Francis Tuthill; full restoration of the original Solex carburettors, which are retained today; full rebuild of rear suspension (Francis Tuthill); full rebuild of front suspension and hubs; new drive shafts; new fuel tank, fuel pumps and ancillaries; new headlamps; 'new-old-stock' bonnet-mounted spot lamps; new starter motor; new heated windscreen; complete bodyshell repaint and new rubber seals; complete overhaul of the original instruments; new Brants rally trip meter and sensors; and a general electrical overhaul. In addition, all ten road wheels were shot-blasted and repainted.

Since completion the car has been entered in numerous one-day rallies in the UK and has also competed in the 2nd Poppy Rally in Belgium (22nd overall) and the 18th Winter Challenge travelling from Chester to Monte Carlo (13th overall, 3rd in class). We are advised that the latter result would have been 5th and 2nd respectively had not a stop occasioned by broken clutch cable accrued a maximum time penalty on one of the stages.

On 4th October 2013 an MSA Historic Technical Passport was issued (valid until 31st December 2018), permitting the car to run in Period F: 1962 to 1965, FIA Class: GTS1.1. It is worthwhile noting that although this car was manufactured in 1966, it is one of the handful built that year to 1965 specification and thus is able to run in the '65 class. Later '66 cars are not eligible for this HTP status. We are advised that this car could be set up for circuit racing with relatively few modifications, and thus would be eligible for races such as last year's John Aldington Trophy run at the 73rd Members' Meeting.

Since the HTP was issued, 'HKT 62D' has been entered in only one event: the Chester to Harrogate 'Rally of the Tests' in October 2013. Only offered for sale because the vendor has decided to concentrate on historic circuit racing, this rally-prepared and proven Porsche 911 comes with aforementioned documentation, a quantity of expired MoT certificates, sundry restoration invoices, current MoT and a UK V5C registration document.

£80,000 - 100,000
€100,000 - 130,000

077

1955 JAGUAR XK140 DROPHEAD COUPÉ

Registration no. TGH 235

Chassis no. 807335

Engine no. G5674-8

- *Right-hand drive, delivered in the UK*
- *Restored in the 1990s*
- *Extensively upgraded*
- *Engine rebuilt in 2013*

'For 1955, Jaguar present a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety.' - *Jaguar Cars Ltd.*

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear.





Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph.

Writing in *Autosport*, John Bolster had this to say: 'The Jaguar XK140 is a very high class machine that has more delightful qualities than almost any other car on the market. I have long ago given up wondering how they make them for the money; for sheer value there is nothing to compare with them in the high-performance field.'

One of only 479 right-hand drive XK140 drophead coupés made, this example was built in December 1955 and has had four owners since 1979. Between 1992 and 1997, a 'body off' restoration was carried out by P&K Thornton (invoices on file) and then in 2005 the XK was purchased by the current owner from marque specialists JD Classics. In 2010 the car was repainted and fitted with a new hood, tonneau cover and Ford MT75 five-speed manual gearbox by Twyford Moors (original Moss 'box with car). Additional noteworthy upgrades include front disc brakes, negative earth electrics, an alternator, and coil-assisted rear dampers, all fitted by JD Classics.

Since 2010, the XK has been regularly serviced by K&N Classic Cars and also benefits from an engine rebuild undertaken by Sigma Engineering in 2013. Finished in Birch Grey with red leather interior, this well maintained and extensively upgraded XK140 is offered with an old-style logbook, V5C registration document and the aforementioned restoration invoices.

£120,000 - 150,000
€150,000 - 190,000

078

1947 JAGUAR MARK IV 3½-LITRE SALOON

Registration no. MVT 645

Chassis no. 612044

Engine no. S 1894

- Landmark post-war Jaguar model
- Delivered new to Australia
- Restored in the 1980s
- Present ownership since 2006



Like the majority of Britain's motor manufacturers, Jaguar Cars, as William Lyons' SS concern had been renamed in 1945, commenced post-war production with a range of pre-war designs. Essentially stopgap models pending the arrival of an entirely new generation of Jaguars, these comprised the compact 1½-Litre and the 2½/3½-Litre model, retrospectively known as the Mark IV. Built on a generous 120" (3,048mm) wheelbase, the Mark IV retained a separate chassis featuring beam front and live rear axle suspension on semi-elliptic springs, and Girling mechanical brakes. The stylish all-steel coachwork was available in saloon or drophead coupé forms and featured the kind of luxurious and well-appointed interior that would become a Jaguar hallmark.

Used by SS Cars since 1934, the engine was Standard's rugged seven-bearing six which in Jaguar specification was fitted with a Weslake overhead-valve cylinder head and coupled to a four-speed manual gearbox; in 3½-litre form capable of propelling the sturdy Mark IV to over 90mph. The bulk of Jaguar's production was directed overseas in the 'export or die' era of the late 1940s, and UK-delivered examples are relatively rare.

This right-hand drive example of Jaguar's rare and desirable 3½-Litre sports saloon was despatched to Brylaw Motors in Sydney, Australia on 30th January 1948.

The accompanying Jaguar Daimler Heritage Trust Certificate confirms matching chassis and engine numbers, and records the date of manufacture as 17th October 1947. The history file also contains some receipts and invoices for work carried out in Australia, together with correspondence regarding registration and bills relating to subsequent restoration work following its return to the UK in 1989.

In the present ownership since 2006, 'MVT 645' benefited from a thorough service by Beacon Garage at time of acquisition, which included overhauling the distributor and wiper motor, and fitting new core plugs, fuel pipes, etc. Since then the Jaguar has been used sparingly and maintained by the owner, an engineer with an extensive collection of motorcycles, who advises us that it is well sorted and powerful enough to embarrass far more modern cars.

Finished in black over green, this Mark IV appears in mellowed condition, the interior boasting smart grey leather upholstery and an apparently original and un-restored dashboard and instruments. A real head turner, this car is presented in running order and ready for use, unlike many so-called 'trailer queens'. The battery was renewed in 2015. A luxurious car for the discerning buyer, this stylish Jaguar 3½-Litre comes complete with tool kit, original Jaguar service manual, V5C registration document and an extensive history file containing documentation from the mid-1980s onwards. A quantity of spares to include a distributor, side lamps, etc is included in the sale.

£32,000 - 38,000

€41,000 - 49,000

079

1955 BENTLEY S-SERIES SALOON COACHWORK BY HOOPER & CO

Registration no. RGY 700

Chassis no. B50AN

Engine no. BA25

- *Unique coachbuilt S-Series*
- *Displayed at the 1955 Earls Court Motor Show*
- *First owned by Sir Bryant Godman Irvine, MP*
- *Two owners from new*



Conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type, the all-new Silver Cloud and Bentley S-Series were introduced early in 1955. The duo sported sleeker bodywork on a new box-section separate chassis - Rolls-Royce eschewing unitary construction for the time being - incorporating improved brakes and suspension, the latter featuring electrically controlled damping. Enlargement to 4,887cc and the adoption of a six-port cylinder head boosted the traditionally undisclosed power output of the dependable inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms. Automatic transmission was now standard equipment, with manual transmission a Bentley-only option up to 1957. Fast - 100mph-plus - relatively economical and cheaper to maintain than the successor V8-engined versions, the classically elegant S1 is arguably the most user-friendly of all post-war Bentleys.

Independent coachbuilders favoured the Bentley Continental chassis, 1,131 of which were delivered up to the conclusion of S-Series production in 1965 compared with a mere 162 with bespoke bodies on the standard Bentley chassis. Discerning customers continued to patronise the handful of coachbuilding firms that remained in business after WW2.

Among the few practitioners surviving by the mid-1950s was Hooper & Co. London-based carriage makers to Queen Victoria and King Edward VII, and arguably the finest of all British coachbuilders, Hooper was never far from the motoring headlines in the post-war years thanks to a succession of often outrageous 'Dockers Specials' featuring bodies on Daimler chassis.

Typical of Hooper's style of this period, the Bentley S-Series offered here was one of the sensations of the 1955 Earls Court Motor Show, being exhibited on the coachbuilder's own stand. Needless to say, such hand-built quality did not come cheap: Hooper's saloon on the 'S' chassis cost £7,074, making it a staggering 43% more expensive than the factory-bodied car.

The Bentley was purchased new by the Sir Bryant Godman Irvine, the Member of Parliament for Rye and later Deputy Speaker of the House of Commons. Following Sir Bryant's death in 1992, the Bentley was acquired (in 1996) by the current (second) owner. A full bodywork restoration and re-spray was carried out in 1995, with a further partial re-spray in 2015, while the electrical system benefits from new part-loom. Noteworthy features include an after-market air conditioning system, new stainless steel trims to the front wheels, and a stainless steel exhaust system. A defective heated rear window is the only notified fault.

Described by the private vendor as in generally very good condition, this unique coachbuilt S-Series Bentley comes with copies of the original Hooper drawings, the original Bentley guarantee and owner's handbook, a V5C registration document, and invoices for parts and services dating back 20 years. Also included in the sale is a set of five fitted suitcases supplied with the car when new, comprising a large wardrobe case, three slim suitcases and a hat or shoe box. They are trimmed in matching light and dark blue leather, with light blue silk linings.

£28,000 - 34,000

€36,000 - 44,000

080

1948 BRISTOL 400 SPORTS SALOON

Registration no. USK 981

Chassis no. 400-1-368

Engine no. 1284

- *Delivered new to Australia*
- *Matching chassis and engine numbers*
- *Restored in the late 1990s*
- *2,400 miles covered since 2003*



Imitation is said to be the sincerest form of flattery; nevertheless it seems unlikely that BMW's engineers felt particularly gratified when the Bristol Car Company obtained the rights to their automotive designs as part of Germany's post-WW2 reparations. Externally, Bristol's Type 85A clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburetors part way through production. The most significant changes made by the Bristol designers were metallurgical, their utilisation of the highest quality materials contributing to increased engine life. A maximum output of 80bhp at 4,200rpm was claimed, which was good enough for a top speed of around 95mph.

The 400's aerodynamically efficient body was constructed of steel panels on a wood frame, with the doors, bonnet and boot-lid skinned in aluminium. Beneath the skin the chassis boasted independent front suspension by single upper wishbones and lower transverse leaf spring, while torsion bars located within the chassis members controlled the live rear axle. Contrasting with the exterior's modern appearance, the traditional wood-embellished interior harked back to an earlier age. In total, 474 Bristol 400s were made between 1947 and 1950.

Owned by the current vendor for the last seven years, this Bristol 400 was originally sent to Australia and in the late 1990s was acquired by an expatriate Briton who set about a full restoration to a high standard, stripping the car back to a bare shell.

As part of the restoration the interior was fully re-trimmed at a cost of several thousand pounds, a not insignificant sum in the 1990s. Having put so much effort into the restoration, its owner decided that the Bristol must return with him to the UK.

In 1997 the gearbox was subjected to a full rebuild while in 2003 the engine was stripped down and assessed for what work was required; it was subsequently rebuilt at a cost of over £11,000. A full report on the engine, compiled by the company that undertook the rebuild, is in the history file. Other recent works have included re-coring the radiator and servicing the brakes. Noteworthy additional features include an oil cooler, electric cooling fan, brake servo and period HMV/Radiomobile Model 100 radio.

The car has covered a mere 2,400 miles since 2003 and has been serviced regularly in recent years, including the application of Waxoyl to the underside and chassis, which is in excellent condition. Accompanying documentation consists of sundry restoration invoices, current MoT certificate and a V5C registration document. A rare opportunity to acquire one of these delightful post-war British thoroughbreds.

£55,000 - 60,000
€71,000 - 77,000

081

1957 CITROËN DS19 SALOON

Registration no. 693 UXM

Chassis no. 29854

Engine no. to be advised

- *One of the 20th Century's most iconic automobiles*
- *Early original example*
- *Present ownership in the UK since 1989*
- *Restored condition*



This is a very good example of the revolutionary Citroën DS19 in the form in which it first appeared at the 1955 Paris Auto Show. Besides the famous Hydropneumatic self-levelling suspension, it has the four-speed semi-automatic transmission, power steering and power brakes. It was built in the autumn of 1957 and is among the first 30,000 DS19s built out of a total of 1,456,000.

This particular car has been bodily and mechanically restored by DS experts. The fabric seat and door card trim is original, as is the dashboard, whose moulded plastic construction was the first of its kind, while the carpets are new high-quality reproductions sourced from Holland. Mechanically the car is entirely standard apart from a 123 electronic distributor; it continues to use the red hydraulic fluid that early DS19s employed, which provides a slightly superior ride. Unlike many very early DS19s, this one has the advantage of having been completely overhauled, including the hydraulics, drive train, brakes and electrics.

A French-market car that spent the early part of its life in Angoulême, this DS was originally owned by one Albert Vedrenne. Its French registration plates, still with the car, read '188 DC 24'. In 1988 it was bought by the owner of the Morton Stockwell Group, a British DS restorer that set up in France during the late 1980s. He acquired the car for himself, but the success of the business meant that there was no time to restore it, and he sold it to the current owner, motoring journalist Richard Bremner, in the summer of 1989.

Finished to a high standard, this DS appeared at the 2006 Goodwood Festival of Speed Cartier Style et Luxe, to be judged by film director George Lucas among others, and appeared again at the Goodwood Festival of Speed in 2015, this time on the stand of DS Automobiles. This car is also a potential Mille Miglia entrant, early DS19s having competed in the original event and the contemporary version. Early examples as good as this one are rarely found now.

£17,000 - 20,000
€22,000 - 26,000

082

1953 JAGUAR XK120 DROPHEAD COUPÉ

Registration no. 884 YUD

Chassis no. 677643

Engine no. W9171-8

- *Converted from left- to right-hand drive*
- *Restored condition*
- *Unusual colour scheme*
- *Extensively upgraded*





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

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

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.

This XK120 drophead was purchased by the current vendor in 2014 having been restored a couple of years previously, in the course of which it was converted from left- to right-hand drive. An old auction catalogue description, dating from 2010, states that the XK had been discovered in a garage where it had been stored and little used over the preceding 20 years. The car incorporates several of the most desirable upgrades including a five-speed gearbox, disc brakes, power assisted steering, seat belts, and 12-volt alternator electrics. Finished in the unusual colour scheme of Pastel Green with matching leather upholstery and carpets, this restored and improved XK120 is offered with sundry restoration invoices, a V5C registration document and current MoT.

£80,000 - 120,000
€90,000 - 120,000

083 N

1954 MERCEDES-BENZ 170SD 'FANGIO' SERVICE TRUCK

Registration no. not UK registered

Chassis no. 1361854503673

Engine no. 6369314504155

- Formerly owned by Juan Manuel Fangio's Mercedes-Benz dealership
- Restored to a high standard
- Finished in period livery
- EU taxes paid



The story of how this 'Fangio' Service Truck was acquired by Martin Varrone, an Argentine businessman, is a fascinating one. In 1987 at just 17 years old, Martin started working in a Soda factory with his brother. His task was to distribute crates of fizzy drink in Palermo, a suburb of Buenos Aires, where one of his clients was five times Formula 1 World Champion, Juan Manuel Fangio. The young Martin's idol, Fangio used to receive the delivery of pop at his home on Nicaragua Street, through which Martin met the family and formed a friendship with the great racing driver.

By 1993 the ambitious Martin had decided he wanted to set up his own trucking business. Fangio, himself now the Buenos Aires Mercedes-Benz dealer, offered credit to Martin to secure his first truck from the dealership in Montes de Oca Street. Between 1993 and 2002 a further 16 were purchased by Martin. While purchasing one of them, Martin spotted in the corner of the dealership this 'Boxcar' Mercedes-Benz 170SD. It was part-dismantled and filled with earth and miscellaneous parts from other Mercedes trucks. Martin expressed his interest in buying the little Boxcar, which had served the Fangio dealership so well, but had to wait for a few more years before the answer he wanted eventually came.

Finally, Ademir Odoricio, then president of the dealership, sold the Boxcar to Martin in exchange for another vehicle. The Boxcar's history was researched, and its restoration embarked upon enthusiastically. Conversations with the Fangio family led Martin to Fernando Blumetti, who had driven the truck in period. He confirmed that the vehicle had been acquired by Fangio when he began to market Mercedes-Benz vehicles in Argentina; it was used to deliver spare parts and run errands.

The truck's restoration has been completed to an exemplary standard, with careful attention and consideration given, particularly to the interior, to ensure the it has not been over restored. Finished in the livery and colours which it sported in period, it presents in generally very good condition.

Kept on museum display for the last eight years, this vehicle is now offered with EU taxes paid, ready for registration anywhere in Europe. Presented in running condition and having been on museum display for some time it would be prudent to assume that some re-commissioning may be required before extended road use.

A charming, unusual and collectible Mercedes-Benz commercial vehicle with a direct connection to one of the greatest racing drivers of all time, this is an important piece of motoring history.

£45,000 - 50,000

€58,000 - 64,000

084

1959 LAND ROVER SERIES II 88" 4X4

Registration no. 271 HPL

Chassis no. 141901877

Engine no. 151908926

- *Iconic early model*
- *Three owners from new*
- *Restored to an exceptional standard*
- *21,000 miles recorded*



This immaculate Land Rover Series II is offered fresh from restoration to an exceptional standard. The vehicle was purchased by the vendor, an experienced Land Rover collector and user, from marque specialists Safari Engineering of Eversley, Hampshire and restored by him and a friend. '271 HPL' had been sold new in January 1959 via a dealer in Guildford, Surrey and left the factory finished in Poppy Red, a colour usually reserved for fire tenders, pointing to the conclusion that it may have been a cancelled order.

The chassis was found to be in good condition (Safari Engineering had already replaced the rear cross member and outriggers) while the front bulkhead and floors, areas usually the first to rot, needed relatively little by way of repairs. The door tops and one deep sill section were replaced, following which the body panels soda-blasted and repainted. The original seat bases were re-trimmed in Elephant Grey hide by Exmoor Trim, and a new sand Deep Weave tilt fitted.

Mechanical components showed little wear (the differentials were like new inside), leading to the conclusion that the 20,000 miles recorded might well have been genuine. The engine bottom-end likewise was in good condition, although the cylinder head needed replacing; a date-correct spare was fitted after crack-testing.

The rebuild was completed in March 2015, since when the 'Landie' has attended a couple of runs and shows, including the Dunsfold Collection Open Weekend where it was well received. An article on its restoration was published in *Classic Land Rover magazine's* November 2015 edition (copy on file) and '271 HPL' also comes with a Vehicle Valuation, compiled by marque specialist Julian Shoolheifer, which prospective purchasers are urged to read. This Valuation recognises the restoration's very high standard, 'the quality of which exceeds the vast majority of these vehicles seen in private hands or offered on the open market' and comments on its outstanding originality and 'excellent level of attention to detail.'

£20,000 - 30,000

£26,000 - 39,000

085

**C.1929 BENTLEY 6½-LITRE SPEED SIX
TOURER PROJECT
COACHWORK BY BARKER & CO**

Coachwork by Barker & Co
Chassis no. RC 2898
Engine no. LB 2340S

- Original Speed Six engine
- Genuine Barker body
- Exciting project
- Offered for completion



'It is extraordinarily difficult to explain in words or writing the exact fascination of a big, fast car of the type so ably represented by the big Bentley speed model.' *The Autocar* on the Bentley Speed Six, September 5th, 1930.

Although the 6½-Litre had been conceived as a touring car to compete with Rolls-Royce's New Phantom, in Speed Six form it proved admirably suited to competition: in 1929 Barnato/Birkin's Speed Six won the Le Mans 24 Hour Race ahead of a trio of 4½-Litre Bentleys and Barnato/Kidston repeated the feat in the following year's Grand Prix d'Endurance at the Sarthe circuit ahead of similarly-mounted Clement/Watney. Small wonder then, that the fast yet refined 6½-Litre Speed Six was WO Bentley's favourite car.

Walter Owen Bentley established Bentley Motors in 1919 in the North London suburb of Cricklewood, though deliveries did not begin until 1921. The first model, a 3-litre car, was powered by a four-cylinder, single overhead camshaft engine with four valves per cylinder. It was a mechanical theme perpetuated in the greatly refined six-cylinder 6½-Litre model of 1926.

The need for a larger car had resulted from Bentley's customers specifying bodies of a size not envisaged when the 3-Litre was conceived, a factor only partially addressed by the introduction of the Long Standard chassis in 1923. The 6½-Litre was produced for four years, during which time 544 chassis were completed, 182 of these to Speed Six specification.

The heart of this exciting project is engine number 'LB 2340S', which started life in March 1929 in Speed Six chassis number 'LB 2334', a car believed broken up. The chassis is a replacement item purchased from marque specialist Julian Ghosh in 1990, while the bulkhead is a genuine Speed Six component. Bought from a BDC member who had removed it from his car, the Barker tourer body was originally fitted (in 1938) to the standard 6½-Litre chassis 'FA 2513', which had been ordered in 1928 by the Maharajah of Bhavnagar. It replaced the original Barker boat-tail sports body, which is now on 'RN 3050'.



Purchased with another car in the early 1970s, the engine has been fully rebuilt by marque specialist Tony Fabian, incorporating new con-rods, pistons, water pump, etc. The gearbox came with the engine, while other parts were sourced over the years. The 'box has been inspected and cleaned, the rear axle rebuilt, the clutch relined, and the magneto and ignition coil overhauled.

The vendor has reassembled the car using original (rebuilt) road springs and has installed the engine, etc leaving the body - which was restored in the mid 1990s - wings, bonnet and their associated fittings to be completed. Boasting some new parts, an original interior comes with the car, while instruments/switches available include the oil pressure gauge, speedometer, clock, starter switch, and light bezel switch. The hood is in good condition.

Having spent a small fortune on the Speed Six, the vendor is only selling because of his ill health, and instead will be buying a running car to enjoy. A super project featuring a high proportion of original Bentley components.

£100,000 - 200,000

€130,000 - 260,000



086

1968 PORSCHE 911S 2.0-LITRE COUPÉ

Registration no. 995 HRY

Chassis no. 11800468

Engine no. 4080521

- *Original, right-hand drive UK car*
- *Matching chassis, engine and gearbox numbers*
- *Extensively restored*
- *Formerly in the Carlos Monteverde collection*



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 litres and, in turbo-charged form, put out well over 300 horsepower. The first of countless up-grades came in 1966 with the introduction of the 911S for the 1967 model year. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph. Thicker, ventilated disc brakes were fitted to the 'S' and there were also improvements to the interior, including a leather-rimmed steering wheel.

Over the past 40 years few sports cars have proved as versatile as Porsche's perennial 911, a model that has proved equally capable as a Grand Tourer, circuit racer or rally car. Success in the latter role came only a few years after its introduction, when works driver Vic Elford became European Rally Champion in 1967. In the modern era the 911 has established itself as one of the most popular and successful cars in historic rallying worldwide.



This early, short-wheelbase 911S is a rare, right-hand drive, UK-supplied car that has seen only limited use since undergoing restoration, in the course of which it was stripped down to a bare shell and completely rebuilt (see photographs and bills on file). More recently the car has been serviced by marque specialist Andy Prill and RPM, and their related bills are on file also.

The accompanying Porsche Certificate of Authenticity confirms that both the engine and gearbox numbers match the chassis number, and states that this car is one of approximately 30 right-hand drive models built for the UK market. Its original colour was Tangerine (the HPI report shows that the colour change to red occurred during the early 1980s). The current owner had an early 911-type wood-rim steering wheel and Recaro sports seats (as per the 2.7 RS Touring) fitted in 2011 when he purchased the car from Carlos Monteverde's famous collection. The original steering wheel and seats are included in the sale.

The vendor has used the Porsche for longer journeys from Hertfordshire to his house in Devon, and on all occasions it has performed faultlessly, covering circa 4,200 miles in the last few years. Presented in close to show condition, this wonderful Porsche 911S comes with a V5C registration document, current MoT and a comprehensive file of history dating back 20 years, which includes the aforementioned restoration and service records.

£100,000 - 130,000

€130,000 - 170,000



087

1929 BENTLEY 4½-LITRE TOURER

Registration no. TX 8038

Chassis no. DS3551

Engine no. DS3551

- *Single family ownership since 1969*
- *Originally a Weymann-type sportsman's coupé*
- *Off the road for 30 years*
- *Requires re-commissioning*





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

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished 2nd, 4th and 5th to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis rather than accept the expense and complexity of Bentley's 6½-Litre 'Silent Six', led to the introduction of the '4½'.

The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-head architecture, but reverted to the front-end vertical camshaft drive of the 3-Litre. Bentley Motors lost no time in race-proving its new car.

It is believed that the first prototype engine went into the 3-Litre chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-Litre chassis for that year's Grand Prix d'Endurance at the Sarthe circuit.

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

The 4½-Litre was produced for four years, all but nine of the 667 cars being built on the 3-Litre's 'Long Standard', 10' 10"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all Vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.

According to the typically thorough report prepared by renowned marque specialist Clare Hay (perusal recommended), chassis number 'DS3551' was built as a 1929 Model 4½-Litre on the 10' 10" wheelbase chassis with the light crankshaft engine and 15/53 (3.53:1) ratio rear axle. The Service Record, reproduced in the Report, does not note any deviation from the standard specification.



The current chassis is to the correct specification but no markings can be seen to the front cross-member or nearside front dumb iron knuckles, so it is likely that it is the brand new and unnumbered frame fitted by Bentley Motors during accident repair work in December 1931. The front axle is marked 'FT3203' and probably was fitted by Bentley Motors during the aforementioned accident repair work (however, there is no mention of a change of front axle in the Service Record for 'FT3203'). This accident must have been a serious affair as the Service Record notes that even the crankshaft required straightening. The change of bonnet to 'FB3305' might also be a legacy of that accident, although there is no mention of any repair work in the Service Record for that chassis. Suspension originally was by leaf springs with light pattern Bentley & Draper friction shock absorbers all round. 'DS3551' is currently fitted with Hartford friction shock absorbers all round.

Bentley engines would be taken from the Engine Shop and assigned to chassis at random, which makes this car, with its identical chassis and engine numbers, somewhat unusual. 'DS3551' is a 1929 specification engine with aluminium castings throughout, Smiths starter motor, twin SU HVG5 carburettors, and twin ML ER4 magnetos. It is currently fitted with earlier SU G5 'Sloper' carburettors and twin distributors with coil units to the front of the magneto turret on a bracket off the original fan pillar mounting.

The 'C' type gearbox originally fitted to 'DS3551' is recorded as '6652'. The current gearbox, numbered '6003', is a standard 'C' type but of earlier date. Records for gearbox numbers are incomplete, but this 'box is probably from a 1927 3-Litre Speed Model chassis. Bentleys designed the 'C' type gearbox as a universal unit suitable for all chassis, fitting it to late 3-Litre Speed Model; early 1928, 1929 and later model 4½-Litre chassis; and to the vast majority of 6½-Litre chassis.

'DS3551' was originally bodied by Gurney Nutting as a Weymann-type sportsman's coupé. The agent was Howell's Garage Ltd of Cardiff, so the order was placed specially for the first owner rather than this being a body made for a dealer for stock. That first owner was Mr Ralph Pomeroy of Lisvane House, Lisvane, Glamorgan, who owned a Bentley 3-Litre at the same time (see photograph in Report). The registration number allocated was 'TX 8038', from a Glamorgan series issued between January 1926 and July 1930.

'DS3551' has Lucas P100 headlamps and Lucas snail pattern sidelights; these were often fitted in the 1930s as the standard Smiths headlamps are poor. Of the instruments, only the Smiths 0-60lbs oil pressure gauge looks to be original. The fuel tank is the standard 16-gallon, with fuel supply by a Zenith filter and Autovac; this is all still in place, augmented by electric pumps to the offside of the engine compartment.



The last Service Record entry for work carried out by Howell's Garage is dated September 1933, with a gap until April 1937 when 'DS3551' was worked on by Grosvenor Motor Co of Chester. It is likely that the car had changed hands by this date even though no new name is recorded in the Service Record. Further entries dated July 1937 and April 1938 are for parts sent to Dex garages in Newcastle, so it is possible that the Bentley had changed hands again. The records all end in 1939/1940 when Rolls-Royce shut down the old Kingsbury Service Department and moved it to new premises in Hythe Road, selling the stock of old spares to McKenzie Motors.

As usual, the war years are a blank as cars were laid up for the duration. In the case of 'DS3551' there is an unusually long gap in the records until 1963, when it was owned by Syd Lawrence. Mr Lawrence ran a business, ML Motors, that specialised in Bentleys, so it is likely that he rebuilt 'DS3551' in its present form and had the Vanden Plas-style four-seater open body made.

On file is a purchase invoice from Frank Dale for £4,600 dated 16th May 1969 and made out to the current vendor's late father, its next recorded owner. There are also various items of BDC correspondence relating to the vendor's father's ownership of the car (he appears to have joined in August 1971). The Bentley was subsequently displayed in the Strathallan Aircraft Museum in Perthshire for many years.

It was rediscovered inside a Carcoon in a garage at the side of a house in Scotland where it had been, it is believed, since last taxed for the road in 1981. Not wanting the car to endure another cold winter, the vendor consigned it to Bonhams' sale at the Goodwood Members' Meeting; it spent last winter in dry storage at one of Bonhams' facilities in London. There are invoices on file for general maintenance dating from 1972-1976, issued by a garage in Perth, and two expired MoTs dating from 1973 (5,061 miles) and 1975 (5,753 miles). Not run for over 30 years, the car will, of course, require re-commissioning before returning to the road.

£250,000 - 300,000
€320,000 - 390,000

088

1966 FIAT-ABARTH 1000 TC CORSA SALOON

Registration no. ABW 172D

Chassis no. 100DS 2096251 and 210 1687 (Abarth)

Engine no. A112A 20028081

- *Genuine works-built car*
- *Correct Abarth A112 engine*
- *Restored in 2009/2010*
- *Ready to race*





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

After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set up as an independent in Turin, the home of the Italian automobile industry. From producing induction and exhaust systems Abarth branched out into selling performance kits for - mainly FIAT - production cars, later building a highly successful series of sports prototypes and limited-series production cars, many of which were produced in conjunction with Carrozzeria Zagato.

Possibly the best known of all Abarth's creations are the series of high-performance adaptations of the FIAT 600 saloon, whose giant-killing exploits were one of the most entertaining aspects of saloon car racing in the 1960s. In creating his 'TC' (Turismo Competizione) racers, Abarth stretched FIAT's 'D'-block, four-cylinder, overhead-valve engine to 750, 850 and finally 1,000cc. Quoted maximum power output for the 1965 Abarth 1000TC in Group 2 specification was 85bhp (DIN) at 8,000rpm, a quite exceptional output for a production-based pushrod engine of this capacity. More was to come when Group 5 rules were adopted for 1968, maximum power rising to 110bhp while in its final incarnation the 1000TC/R (R = Radiale, referring to the valve layout) had a staggering 112bhp on tap.

Ed Swart, Giancarlo Baghetti, Willi Kauhsen and 'Pam' all claimed European Touring Car Championships for Abarth during the Sixties, underlining the Italian manufacturer's almost total dominance of small-capacity saloon car racing.

A genuine Abarth 1000 TC, this original works-built car (the chassis number falls correctly within sequence) was fully restored by renowned marque specialists Middle Barton Garage in 2009/2010, and since then has been used by the vendor for hill climbs, including the celebrated 'Vernasca Silver Flag' in Piacenza, Italy, with some success. Fewer than 1,000 miles have been covered since the restoration's completion and the car remains in generally excellent condition.

Noteworthy features include a correct Abarth A112 engine; correct Girling disc brakes with 3-pot callipers; five-speed 'dog' 'box; large-diameter drive shafts; Campagnolo magnesium-alloy wheels; and double-wishbone front suspension to works 'semi pendulari' (fully adjustable) specification. Accompanying documentation consists of restoration invoices and photographs; a V5C registration document; MoT certificate valid until March 2017; and a large file of history. Competition prepared and ready, this genuine Abarth 1000 TC represents a relatively easy 'turn key' entry into a variety of motor sports, or would be equally at home as a fast and exciting road car.

£50,000 - 70,000
€64,000 - 90,000

089

1955 MESSERSCHMITT KR200 CABRIOLET

Registration no. not UK registered

Chassis no. 55660

- *Iconic German 'bubble car'*
- *Purchased in the USA*
- *Kept on museum display*
- *Recently re-commissioned*



Best known for building one of the most famous fighter aircraft of World War 2 - the Me109 - Messerschmitt was compelled to find alternative products after hostilities ceased, and in the early 1950s began manufacturing the Kabinenroller (cabin scooter) 'bubble car' at its Regensburg factory. Introduced in 1953 as the 'Fend', after its co-designer, aircraft engineer Fritz Fend, the Messerschmitt Kabinenroller microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit.

Sited at the rear, the single-cylinder two-stroke motor produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style. Tandem seating and handlebar controls were retained for the extensively redesigned KR200 of 1955, which featured a 191cc engine, revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. KR200 Cabriolet and KR201 Roadster versions followed.

By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards!

In 1956 Messerschmitt was permitted to resume aircraft production and lost interest in the Kabinenroller, though production continued at the Regensburg plant, which had been sold to Fend and his business partner, Valentin Knott. Subsequent models carried the diamond-shaped 'FMR' badge, standing for Fahrzeug und Maschinenbau GmbH Regensburg. Production ceased in 1964 after some 30,000 KR200s had been made.

This early Messerschmitt KR200 Cabriolet was purchased at auction in the USA in 1994 having previously been donated to a museum by the Rev Walter A Dealey of Dallas, Texas. Since acquisition the car has formed part of the vendor's private collection and has been on museum display again in recent years. Recently re-commissioned, it represents a rare opportunity to acquire one of these charismatic little vehicles.

£14,000 - 18,000
€18,000 - 23,000

090

1964 MGB ROADSTER

Registration no. APO 677B

Chassis no. GHN3/32967

- Only two owners in 52 years
- Highly original
- Fully restored
- Circa 2,000 miles since restoration



Conceived in the late 1950s and launched in 1962, the MGB would turn out to be one of the most successful sports cars of all time. Attractively styled, cheap to run and easily maintained by the home mechanic, the 'B' carried on MG's traditional role of providing affordable, sports car motoring for the ordinary enthusiast.

The MGB was mechanically similar to the preceding MGA, though with heavier, unitary construction bodyshell. To compensate for the newcomer's increased weight the existing B-Series engine was stretched from 1,622 to 1,798cc, while the MGB's aerodynamically efficient lines made the most of the maximum available 95bhp to achieve a top speed which just bested the magic 'ton'. A 'right first time' design that changed little over the years apart from the adoption of a more robust five-main-bearing engine in 1965 (fitted from the start of GT production that autumn) a minor facelift for 1970 and the adoption of plastic bumpers (to comply with US legislation) for 1975, the 'B' enjoyed an 18-year production life and sales totalling in excess of 500,000 cars.

Its popularity remaining undiminished today, the classic MGB is one of the easiest sports cars of its era to run and maintain in the 21st Century, being served by a worldwide industry of spare parts and service providers.

A desirable chromed bumper model, this particular 'B' roadster has had only two owners from new. We are advised that the car was bought as a wedding anniversary gift for the first owner's wife. Subsequently consigned to barn storage, it was fully restored to mint condition by a family friend between 2007 and 2009, with further works undertaken in 2015. Noteworthy features include original restored Jaeger instruments, original Bakelite steering wheel, Bentley-specification red leather trim, and 'bullet' wing mirrors. 'APO 677B' has covered only some 2,000 miles since restoration and is described as a pleasure to drive. Accompanying documentation consists of sundry restoration invoices, a current MoT certificate and a V5C registration document. A Classic Editions Ultimate outdoor car cover is included in the sale.

£15,000 - 20,000

€19,000 - 26,000

091 N

1937 CORD MODEL 810 SEDAN

Registration no. TSN 1937 (South Africa)

Chassis no. 1577A

Engine no. FB 1035

- *One of the most iconic American cars of all time*
- *Acquired in South Africa*
- *Right-hand drive*
- *An older restoration*



One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York, and arguably the most easily recognised American car of all time, the Cord 810 debuted in November 1935, receiving a rapturous reception at US automobile shows. The work of a team headed by Duesenberg designer Gordon Buehrig, the 810 body style with louvred 'coffin' nose, streamlined, spat-shaped wings and absence of running boards would prove immensely influential, its distinctive features being borrowed by most mainstream manufacturers by the decade's end.

The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931. Errett Lobban Cord had introduced the L29 in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines. Powered by a Lycoming straight eight, the Cord L29 featured front wheel drive, then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

Front-wheel-drive like the L29, the 810 differed from its predecessor by virtue of its more compact Lycoming V8 engine and four-speed, pre-selector gearbox. Set further back in the chassis, the former endowed the 810 with better balance and came with 125bhp in standard trim or 170bhp when supercharged.

Custom sedans on a longer wheelbase joined the four-model 812 range for 1937, though it is doubtful whether any independent offering ever matched Buehrig's original Beverly fastback sedan for sheer style. Priced competitively in the \$2,000-3,000 range, the 810/812 should have been a huge success, though, sadly, this was not to be. The Cord Corporation was in deep financial trouble, and when its proprietor sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well.

This example of a car widely recognised as one of the top ten automotive designs of all time was purchased in South Africa by the vendor's father from one Arthur Mechin and imported into the UK in 1976. The Cord had been acquired by Mr Mechin in January 1972 and was restored over the next year or so. The vendor's father had the car painted red (from white) and it was then loaned to a museum in the UK where it has been on static display since 1977. Not used on the road in the last 40 years, the car will require re-commissioning before further use and thus is sold strictly as viewed. Accompanying documentation consists of the import paperwork, assorted correspondence, and Cord Register extract.

Prospective purchasers should note that the Cord came directly from South Africa to the aforementioned museum under the 'deferred duty arrangement'; if it remains in the EU after sale, any duties liable will be paid by the vendor.

£28,000 - 35,000

€36,000 - 45,000

092

1959 FIAT 500N TRASFORMABILE

Registration no. 893 XUG

Chassis no. 079825

Engine no. D: 110D 670327 (see text)

- One of the rarest FIAT 500 variants
- Imported from Sweden
- Left-hand drive
- Fully restored to original specification
- One owner in the UK



'893 XUG' with the pop group Little Mix

This iconic FIAT 500N Trasformabile was purchased from Sweden in 2007, much of the provided paperwork showing 'FIAT 500N De Luxe'. The car had been fully restored between 2003 and 2005, including a re-upholstered fabric interior and full folding hood. Since then it has undergone restoration to a higher standard, with the engine and gearbox removed, which included full under-sealing and a re-spray in Medio Blu (in 2013). The owner's husband, who has more than 10 years experience with FIAT 500s, and a specialist mechanic undertook most of the work, with close attention being paid to retaining originality.

Rust-free, this Trasformabile benefits from being manufactured from higher quality steel than 1970s models. The body panels are all original, with no welding. A fully overhauled 499cc (17bhp) engine, with original 'N' tin-ware and exhaust, was fitted in 2015 (the 479cc engine previously installed comes with the car). Before it left Sweden the FIAT was featured in the July 2004 edition of the Swedish motoring magazine, *Klassiker*.

Kept in a heated garage and lovingly looked after, the car has been driven a mere 1,415 kilometres (fewer than 900 miles) since arriving in the UK. During that time it has become very well known, appearing in various photo shoots and commercials.

In September 2011 the FIAT appeared in an episode of the BBC TV series *'Body Shockers'*, in which a woman pulled it along by her hair (there was a brass band inside the car at the time!) while in April 2012 the *'X Factor'*-winning band 'Little Mix' chose the car for a photo shoot at a London studio for their autobiography and 2013 calendar. In December 2014 '893 XUG' drove in convoy with new FIAT 500s around Chelsea, London for the 'EatDrinkLoveltalia' event promoting Italian food and tourism, and in February 2014 it was used on a promotional day in Islington, London for the ASK Italian restaurant chain. The highlight of its media career (so far) was the September 2015 photo shoot where this classic FIAT 500N was photographed alongside the new FIAT 500x 4x4 for UK billboard advertising.

Accessories fitted include mud flaps, whitewall tyres, and a front passenger safety handle, while the car also comes complete with tool box, spare wheel, jack, lightbulb holder, handbooks, and other publications. Accompanying documentation consists of sundry restoration invoices, a V5C registration document and fresh MoT certificate.

£18,000 - 24,000

€23,000 - 31,000

093

**1964 VOLKSWAGEN TYPE 2
MICROBUS DELUXE**

Registration no. EBY 407B

Chassis no. 1305150

Engine no. 144011

- *Original right-hand drive example*
- *Delivered new to Sweden*
- *Fully restored and sympathetically modernised*





An original right-hand drive example, this pretty 21-window 'Splittie' was delivered new to Sweden. The original specification included VW Beige Grey paint (L472) to the upper part of the body and VW Sealing Wax Red (L53) to the lower. The vehicle was imported into the UK in June 1999 and acquired by the vendors in the spring of 2013. After an enjoyable summer's use, it was decided to carry out a complete restoration. The work was entrusted to Jack's Garage in White City, London, experts in the renovation of VW Type 2s.

Although 'Betty' (as she was known) was complete and in generally solid condition, the brief was to renovate or renew as required while at the same time incorporating various upgrades to make her better suited to modern-day use. A painstaking restoration of some 15 months ensued.

Works carried out included blast-cleaning and repairing all metal and bodywork; refurbishing all brightwork and fittings; repainting the exterior in VW period-correct colours of Lotus White (L282) and Ivory (L62); and refinishing the interior in Lotus White. Safari windows were fitted to the front, with opening windows all round. The seats and panel cards were re-trimmed in cream leather with red velour, with complementary belts and straps by Quikfit throughout. The sunroof was replaced in a matching shade, and all roofing and headlining replaced with period-correct perforated vinyl. The nine-seat configuration was retained, with a 'rock-and-roll' bed fitted. Considerable under-seat storage space was created in dark walnut timber, and the rear floors finished in the same way, the front floor being carpeted. Numerous electrical sockets and connections were fitted, and 240-volt sockets and cabling discreetly installed. A new period-style roof-rack was fitted.

One of the most important upgrades is the installation of a new VW Heritage 1,600cc engine complete with all proper ancillaries, together with a new VW Heritage gearbox with up-rated fourth gear. The heat exchangers and the exhaust system were replaced. The running gear too has been extensively up-rated, featuring the latest Red 9 Design axles, suspensions and ancillaries; disc brakes all round complete with servo; and modern drive-shafts, suspension springs, shock absorbers, and steering rack.

Now 'Beige Betty', the vehicle was completed and back at home by Christmas 2014. We are advised that while this Type 2 still looks period-correct, it goes with gusto, turns and drives accurately, and stops like a modern car, keeping up with motorway traffic.

The owners used her for a trip to Le Mans in June 2015, sleeping in the vehicle. She despatched that journey with aplomb and then served as the wedding car for the owners' son's wedding in September, being driven by the bride's father to deliver the bride and bridesmaids in a style that stopped the traffic. Although kept in regular use, the vehicle has covered fewer than 2,500 miles over the last five years. Fully restored and sympathetically modernised, 'Beige Betty' comes with papers, photographs and invoices from the restoration as well as a fresh MoT certificate and V5C registration document.

£70,000 - 90,000
€90,000 - 120,000

094

1978 MASERATI KHAM SIN COUPÉ
COACHWORK BY CARROZZERIA BERTONE

Registration no. AHX 17T
Chassis no. AM120 409

- *Delivered new in the UK*
- *Right-hand drive*
- *ZF five-speed gearbox*
- *Extensively restored*





Maserati's final major introduction while under Citroën's control, the Khamsin (named after a hot Sahara Desert wind) debuted at the 1972 Turin Show and entered production in 1974. Styled by Marcello Gandini and built at Bertone, the Khamsin's attractive, unitary construction, 2+2 hatchback body was of all-steel construction. The front-engined Khamsin featured state-of-the-art, all independent, double-wishbone suspension similar to that of the mid-engined Bora and Merak which, combined with a 50/50 front/rear weight distribution, endowed the Khamsin with near perfect balance. The Khamsin's conventional layout also made it easier to control close to the limit, while the speed-sensitive power steering enabled it to be driven as effortlessly in town as when crossing the Continent.

Citroën's hydraulic technology (as found in the Maserati-engined Citroën SM) powered the brakes and steering - the latter, in particular, being rated as highly effective by testers - and also to raise the concealed headlamps. Designed by legendary engineering genius Giulio Alfieri, the power unit was a 4.9-litre version of Maserati's familiar quad-cam V8 developing 320bhp and a lusty 354lb/ft of torque. A five-speed ZF manual gearbox or three-speed Borg-Warner automatic transmission were options, and when equipped with the former the Khamsin was good for around 150mph.

The Khamsin was Maserati's biggest-engined and most expensive offering at the time of its introduction, and thus could justifiably claim to be its top-of-the-range model. By virtue of its front-engined layout, the Khamsin offered greater practicality than the mid-engined Bora, providing a roomier and more comfortable interior and superior luggage carrying capacity.

This right-hand drive Khamsin is number '409' of approximately 430 built over the nine-year production run and is one of only 71 imported into the UK. Equipped with the highly desirable ZF five-speed manual transmission, '409' is among the rarest of the rare. The car benefits from continual expenditure and maintenance, which is comprehensively documented in a substantial history file. Restored between 2011 and 2014 by specialists, including Bill McGrath Maserati, it comes with invoices for this period alone amounting to circa £30,000. '409' has been repainted in the correct period colour of Rosso Fuoco, and has a wonderfully patinated cream leather interior. Routinely exercised, it has covered very few miles since 2014 and has been featured in *Classic Cars* magazine (November 2013 edition). Offered with current MoT and a V5C registration document, this most iconic and beautiful Maserati is said to drive as it should: 'The faster it goes, the better it gets.'

£80,000 - 100,000
£100,000 - 130,000

095

2002 ASTON MARTIN DB7 VANTAGE VOLANTE

Registration no. N2 ALD

Chassis no. SCFAB32362K402542

Engine no. AM2/02607

- *Present ownership for three years*
- *Automatic/manual transmission*
- *Circa 39,000 miles from new*
- *Currently SORN'd*





Introduced at the Geneva Salon in March 1999, the DB7 Vantage was no mere high-performance version of the existing six-cylinder DB7, but an exciting new model powered by a state-of-the-art, all-alloy V12 engine, the first of this configuration to power a production Aston Martin. Produced jointly by parent company Ford's Research and Vehicle Technology department and fellow group member Cosworth Technology, this 6-litre, quad-cam, 48-valve unit produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations. Engine functions, diagnostics, traction control and vehicle security were assigned to a Visteon electronic engine management system while there was a choice of two alternative transmissions: a new six-speed manual or ZF five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage coupé; 165mph for the Vantage Volante convertible.

To accommodate the new engine/transmission package, the existing DB7 bodyshell was re-engineered, acquiring a new frontal structure and enlarged transmission tunnel. The result was a torsionally stiffer structure that exceeded all contemporary crash test requirements. Both front and rear suspension arrangements were developed specifically for this new model, incorporating revised linkages and special Bilstein shock absorbers. The 15" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes and Teves electronic four-channel ABS.

The Vantage's introduction was the culmination of two years intensive development and testing that included hundreds of thousands of miles covered in climatic conditions ranging from arctic to desert, as well as continuous 30-day accelerated durability tests at MIRA. Notwithstanding all the DB7 Vantage's high tech attributes, its makers had not lost sight of customer expectations of what constituted an Aston Martin. Thus the Vantage's hand crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to an individual buyer's personal requirements. All the usual luxury appurtenances came as standard, while clients could choose from a list of options that included satellite navigation, fitted luggage and parking sensors.

This V12 Vantage Volante Convertible was purchased by the current vendor from Runnymede Motor Company circa three years ago. Since its acquisition the car has been used on only six occasions, performing without fault every time. Finished in silver with black leather interior, it has the automatic/manual five-speed gearbox and is described as in generally very good condition, currently displaying at total of circa 39,000 miles on the odometer. Currently SORN'd, the car is offered with a V5C registration document and recently expired MoT certificate (June 2015). A rare chance to acquire a low-mileage example of the ultimate soft-top Aston Martin for a fraction of the original purchase price.

£28,000 - 32,000
€36,000 - 41,000
No Reserve

096

1997 BENTLEY TURBO R LONG WHEELBASE SPORTS SALOON

Registration no. P846 LJH

Chassis no. SCBZP15C8VCH60202

Engine no. 87141L410M/TIT

- One of only 930 LWB Turbo Rs
- Circa 33,750 miles from new
- Striking colour combination



Introduced at Geneva in 1985, the Turbo R continued the modern 'Blower Bentley' theme but with the added refinement of suspension better suited to the car's increased performance. Bentley's much-improved sports saloon was greeted with approval by *Autocar magazine*: 'There was a time, not so long ago, when Bentley played a faint second fiddle to Rolls-Royce. That is no longer the case.

Rolls-Royce's management now recognises the value of the Bentley name and tradition and has developed the image, along with the sales, to take advantage. In a terribly upmarket way, Bentley is now the enthusiast, high performance partner, and never more so than in the turbo-charged Bentley R.' Outwardly the R differed from the preceding Mulsanne Turbo by virtue of its cast-alloy wheels shod with low-profile Pirelli tyres, while inside there was a revised fascia with rev-counter included amongst the comprehensive instrumentation.

In a break with Rolls-Royce tradition, power figures were made public, revealing that the engine produced 320bhp and a staggering 475lb/ft of torque. Few cars were, or are, better suited to fast long-distance touring.

One of only 930 LWB Turbo Rs built between 1984 and 1997, this example has covered a mere 33,750 miles from new and is presented in beautiful condition throughout. Finished in maroon with cream leather interior, this magnificent motor car comes with full service history (15 stamps), current MoT and a V5C registration document.

£5,000 - 7,000

€6,400 - 9,000

No Reserve

097

1972 MGB GT COUPÉ

Registration no. VRV 475K
Chassis no. GHD 5274537
Engine no. 18V528EH3853

This exceptional MGB GT belonged, from the 1970s, to the Denton family of Denmark Hill, South London and later Moulton Seas End, Lincolnshire. The Dentons owned a large collection of cars and the MG was seldom if ever used, being kept in dehumidified storage until the family sold it to the current vendors. It is believed that 'VRV 475K' has had only four owners, the higher figure on the V5C being accounted for by the Dentons' address changes. The car has covered a genuine 4,980 miles from new and is in outstandingly original, rust-free condition; indeed, it is highly unlikely that there is a more original chrome-bumper MGB GT anywhere. Original factory-applied wax is still visible underneath, and the paintwork is all original apart from the valence and sill edges, which have been professionally repainted as the paint was flaking. The ashtray is unused, the delivery Cellophane is still on the quarter-lights, and the car comes with its original spare wheel, books and tools, and spare keys. The interior is sensational. Recently re-commissioned, with refreshed hydraulics and four new Pirelli Cinturato tyres, 'VRV 475K' is said to run like a new car, being tight, rattle-free and a revelation to drive. Accompanying documentation consists of sundry invoices, an insurance valuation, a V5C registration document and a current MoT certificate.

£8,000 - 12,000

€10,000 - 15,000

No Reserve



098

1969 LOTUS ELAN S4 DROPHEAD COUPÉ

Registration no. FTW 58H
Chassis no. 45-9196
Engine no. L20320

As development progressed the Lotus Elan became more civilised, the final Series 4 - introduced in March 1968 - benefiting from dashboard fresh-air vents and improved interior trim and fittings. The bodyshell was slightly thinner - and lighter - than the S3's and featured flared wheelarches accommodating wider wheels, side repeaters and larger Plus 2-style rear lights. Adequately powerful, light in weight and endowed with exceptional roadholding and handling, the Elan proved an immense commercial success for Lotus, slightly fewer than 9,000 being produced by the time production ceased in 1973. Even today there are few more rewarding driver's cars around. Originally yellow, this Elan S4 was restored for the current owners by Lotus experts Fibreglass Services of Yapton, West Sussex and was completed circa 19 years ago. It received a new galvanised chassis; a complete mechanical overhaul including a blueprinted and balanced engine; and a full interior refurbishment including a new hood and wet weather gear. The restoration cost well over £25,000 (see supporting invoices on file). Following completion the car was used by Fibreglass Services for a 2001 Discovery Channel documentary, after which it was stored in the owners' home. It has covered only 350 miles since this restoration. Accompanying documentation consists of the aforementioned invoices and a V5 registration document.

£18,000 - 24,000

€23,000 - 31,000



END OF CARS

099

*Appointed by the Receivers of Midair Squadron Limited***1959 ENGLISH ELECTRIC CANBERRA PR9 XH134 (G-OMHD)**

The English Electric Canberra is a British jet-powered bomber manufactured in large numbers throughout the 1950s. The Canberra could fly at a far higher altitude than any other bomber during the 1950s and went on to set a world altitude record of 70,310 ft in 1957. Due to its ability to evade the early jet interceptors and its significant performance advancement over contemporary piston-engined bombers, the Canberra was a popular export product and served with air forces of many nations.

In addition to being a tactical nuclear strike aircraft, the Canberra proved to be highly adaptable, serving in varied roles such as tactical bombing, photographic and electronic reconnaissance. Canberras have served in numerous conflicts, mainly with the Royal Air Force (RAF). The Canberra was retired by the RAF in June 2006, 57 years after its first flight.

Built as SH.1724 under contract 6/ACFT/14027/CB6 (a), to standard 9/Y/1. XH134 first flew on 9th October 1959 and served exclusively with the Royal Air Force until July 2006. The aircraft is one of twenty three built by the Short Brothers in Belfast during 1958 – 1959.

XH134 has served on tours with 13 Sqn, 39(1 PRU) Sqn and 58 Sqn. In the early part of its life, it was used by the RAF for trials work including a period at Boscombe Down, the military flight test establishment.

XH134 was one of five aircraft selected for a complete refurbishment in the early 1980s, which included the installation of advanced American surveillance equipment and a data link system, as used in the Lockheed U2. These systems were highly regarded, making it a prized asset during several conflicts from Somalia in the 1990s through to the recent conflicts in Iraq and Afghanistan.

The aircraft was retired from RAF service on 31st July 2006 and flown to Kemble airfield with a total of 9281:20 airframe hours and 4556 landings. Part of the aircrafts retirement flight included a formation display with the famed Red Arrows. The aircraft was privately purchased and placed under the care of Delta Jets Ltd. Following an extensive restoration and modification programme by C2 Aviation Ltd, the aircraft flew for the first time since 2006 in July 2013 at the Royal International Air Tattoo.



The aircraft has subsequently been sprayed in the Midair Squadron silver livery, appearing for the first time in this guise at the Goodwood Revival in September 2013. A full season of air shows were completed in 2014 finishing the year at Duxford's Autumn Airshow – this included a flight with the Vulcan Bomber.

The Canberra currently requires its annual revalidation service plus some other detailed works, this estimate is available for viewing. Once completed XH134 will be the only airworthy Canberra PR9 in the world, and represents a most exciting opportunity to acquire a cold war bomber with superb history. Specialist knowledge of this aircraft and its restoration is held by C2 Aviation who are one of the few qualified companies by the CAA to work on the Canberra, more detail can be found at www.c2aviation.com

The aircraft remains at C2 Aviation, Cotswold Airport, Cirencester, GL7 6FD and maybe viewed by appointment with Bonhams prior to the auction - contact Rob Hubbard, +44 (0) 20 7468 5805. The costs for hanger storage will be billed to the purchaser from Monday 21 March 2016. Should it be required the aircraft will be ready for collection from Monday 21 March 2016.

£50,000 - 70,000
€64,000 - 90,000

TECHNICAL DETAILS:

Communications fitted:
 Garmin 340, Garmin 650, Garmin SL30, Trig 22 & Mods Transponder

LANDINGS: 4620
 AIRFRAME HOURS: 9323.20
 PRESSURISATIONS REMAINING: 606
 MAIN SPAR FI: 17.140581
 TAIL PLANE FI: 84.140581
 FIN FI: 44.1440581

STBD ENG
 AVON 20601
 S/N: 8302/A658359
 TSO: 234.20
 TBO: 1400HRS LIFE REMAINING 1165.40

PORT ENG
 AVON 20601
 S/N: 8336
 TSO: 574.15
 TBO: 1400HRS LIFE REMAINING 825.45

Appointed by the Receivers of Midair Squadron Limited

1958 HAWKER HUNTER T7 XL600 (G-RAXA)



The Hawker Hunter was designed as a single seat fighter with swept wings, variable incidence tailplane (electrically actuated follow-up trim) powered aileron and elevator controls and pressurised cabin, powered by a Rolls-Royce Avon 100 engine. The T7 is a two seat side-by-side trainer/operational version intended for training and conversion operations and is powered by a Rolls-Royce Avon Mk 122 turbine engine.

This aircraft was built by Hawker Aircraft as XL600 and delivered to the RAF 5 MU at Kemble on 14 November 1958. It saw service in various RAF squadrons, spending much time at Valley. In 1984 the aircraft was transferred to RNAS Fleetlands as a ground instructional airframe and spent several years there before being sold. It was then placed in storage until acquired by Jet Heritage in 1996 when it was transported to Hurn for restoration.

After restoration Gordon Hannam purchased the Hunter where it was then based at Kemble with Delta Jets until 2004. Ownership then passed to Gower Jets and was flown out of North Weald and Cranwell before being sold once again in 2005 to Skyblue Aviation, who in turn sold it to Team Viper. The Midair Squadron purchased XL600 in August 2013 and was repainted into Midair's silver corporate colour scheme. Having flown for the 2014 airshow season, XL600 started a major restoration with C2 Aviation which was not completed.

The aircraft is part way through Major Maintenance and has a number of components yet to be replaced including centre fuel tank which has been manufactured by design and is available from C2 Aviation stock – quote to be provided on request.

TECHNICAL DETAILS:

The original cartridge starter system has been deleted and replaced with a Rotax electrical starter system

Airframe hours on receipt at Hurn were 4894:00. Current flying hours: 5171.53

A Mk14 Fatigue Meter has been fitted to the aircraft for its entire life.
Centre fuselage current F.I. = 29:11302184
Port Wing current F.I. = 72:5556639
Stbd Wing current F.I. = 26:3571479

Rolls-Royce Avon Mk 12201 engine, serial number 6011 was fitted and was found foddled. This was removed in 2014 and remains with C2 Aviation. It is not included as part of the sale.

A replacement Rolls-Royce Avon Mk 12201 engine is available to purchase if required from C2 Aviation stock – £26,000 +VAT, Engine has 143.10 hrs.

The correct ejector seats of the Martin-Baker type 4HA Mk1 & 2 seats are currently held by SES Ltd, Tetbury. These are not included in the sale. They can however be purchased from SES Ltd.

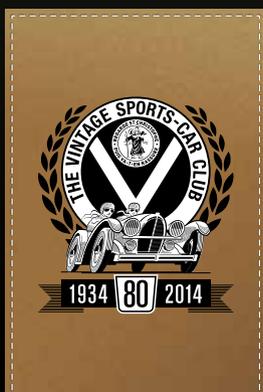
The following radio equipment is installed: Garmin 340, Garmin 650, Trig 22 & Mods Transponder.

The aircraft remains at C2 Aviation, Cotswold Airport, Cirencester, GL7 6FD and maybe viewed by appointment with Bonhams prior to the auction - contact Rob Hubbard, +44 (0) 20 7468 5805. The costs for hanger storage will be billed to the purchaser from Monday 21 March 2016. Should it be required the aircraft will be ready for collection from Monday 21 March 2016.

£8,000 - 12,000
€10,000 - 15,000
No Reserve



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Stuttgart, Germany

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The sale will also be taking place during the Retro Classics Motor Show, Stuttgart.

**1926 MERCEDES-BENZ MODEL 630K
SUPERCHARGED TORPEDO TRANSFORMABLE**

Coachwork by Saoutchik of Paris
Engine no. 60616

€800,000 - 1,200,000

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The 14th Annual *The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection! The 2016 Celebrated Themes include: Rivalries of the Ages, 100th Anniversary of BMW, and A Retrospective of Laguna Seca Raceway. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports (1945-1960), Post-War Sports (1961-1975), The Great Ferraris, Sports and Racing Motorcycles, and Supercars.

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THE PENINSULA

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Newport Pagnell

Entries now invited

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are now being accepted.

ENQUIRIES

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CONVERTIBLE**
£750,000 - 850,000

In current ownership since 1973

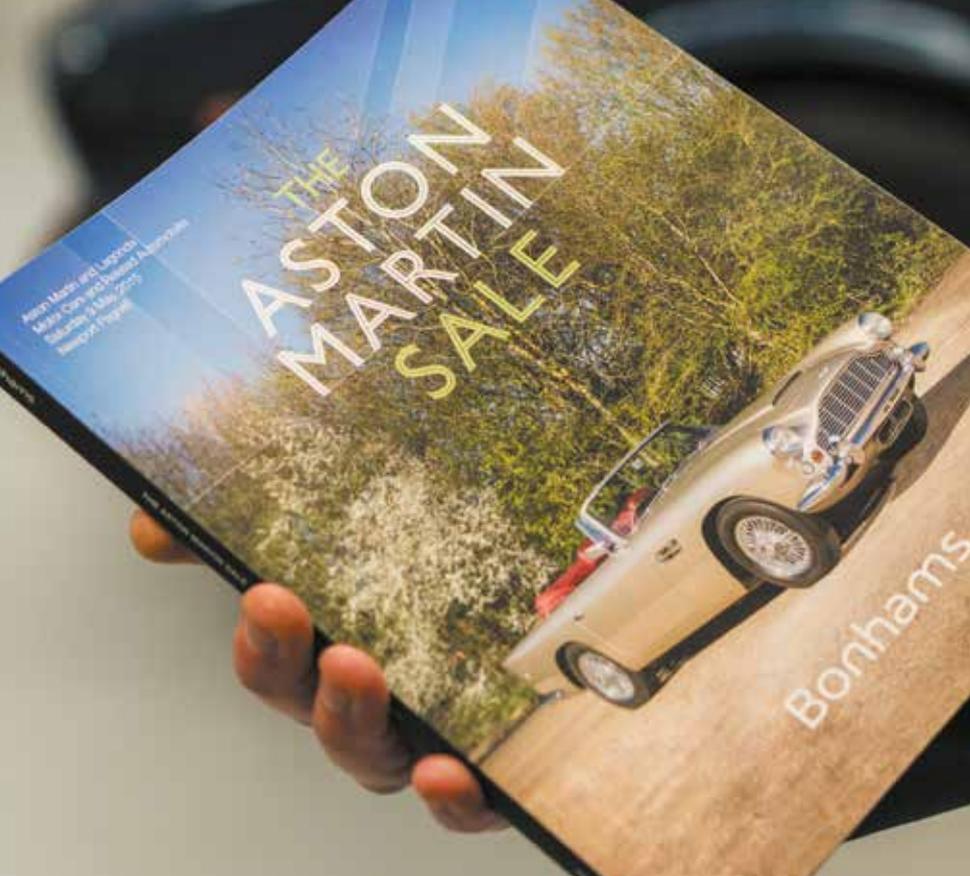
**1965 ASTON MARTIN DB5
VANTAGE SPORTS SALOON**
£450,000 - 550,000

THE ASTON MARTIN SALE



Bonhams

bonhams.com/motorcars



ASTON MARTIN WORKS SALE BY BONHAMS

Saturday 21 May 2016

Aston Martin Works will once again be holding our world-famous Aston Martin Works Sale by Bonhams on Saturday 21 May.

We are pleased to be offering our Premier Lunch Package, priced at £199pp to include: complimentary auction catalogue; reserved VIP guest parking; reserved auction seating; champagne reception on arrival and three-course lunch with wine served in the Heritage Olympia building followed by afternoon tea.

For further information or to make a reservation for our Premier Lunch Package, please contact a member of our marketing team on **01908 610620**.

Bonhams



ASTON MARTIN
WORKS

Aston Martin Works
Tickford Street
Newport Pagnell
Buckinghamshire
MK16 9AN

Full details can be found at:
www.astonmartinworks.com/events

Or by email at:
experience@astonmartinworks.com

EXPERIENCE MATTERS

THE SPRING STAFFORD SALE

Important Pioneer, Vintage,
Classic & Collectors' Motorcycles
Saturday 23 and Sunday 24 April 2016
Stafford

For details of how to take part,
please contact our London office,
or visit bonhams.com/motorcycles
to submit a Complimentary Auction
Appraisal request.

CATALOGUE
+44 (0) 1666 502 200
subscriptions@bonhams.com

LOT PREVIEW
bonhams.com/23600

ENQUIRIES
Motorcycles (London)
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

including

THE BROUGHS OF BODMIN MOOR



1938 BROUGH SUPERIOR 1,096CC 11-50HP PROJECT
£16,000 - 22,000



The ex-Hubert Chantrey
1938 BROUGH SUPERIOR 800CC BS4 PROJECT
£80,000 - 120,000



1938 BROUGH SUPERIOR 982CC SS100 PROJECT
£60,000 - 80,000



1939 BROUGH SUPERIOR 982CC SS80 SPECIAL PROJECT
£20,000 - 30,000

FURTHER ENTRIES



1929 COVENTRY EAGLE 980CC FLYING-8 OHV
£140,000 - 160,000



Ex-Henry Laird, Demonstrator
1938 BROUGH SUPERIOR 982CC SS100
£140,000 - 180,000



Matching-Numbers, TT Specification
1939 VINCENT-HRD 998CC SERIES-A RAPIDE
£150,000 - 200,000



The ex-Francis Williams, Ernie Woods
1959 NORTON-JAP 996CC SPRINTER 'THOR' II
£40,000 - 50,000



1978 MV AGUSTA 832CC MONZA
£40,000 - 50,000



C.1988 HONDA 748CC RC30
£10,000 - 14,000

Bonhams

LES GRANDES MARQUES A MONACO

Friday 13 May 2016
Fairmont Monte Carlo

In 2016, the most memorable of motoring auction Sales will be revived at the Fairmont Monte Carlo. This exclusive auction will be limited to just 40 handpicked motor cars and coincide with the Monaco Grand Prix Historique. Further exceptional entries are now invited.

ENQUIRIES

Philip Kantor (Europe)
+32 476 87 94 71
philip.kantor@bonhams.com

James Knight (UK)
+44 20 7447 7440
james.knight@bonhams.com



*By order of the executors
One owner, Ferrari Classiche Certified*
1985 FERRARI 288 GTO BERLINETTA
€1,300,000 - 1,700,000

Ferrari Classiche Certified
1964 FERRARI 250GT LUSSO BERLINETTA
Coachwork by Pininfarina
€1,600,000 - 1,900,000

Ferrari Classiche Certified
1965 FERRARI 275 GTS
Coachwork by Pininfarina
Chassis no. 07521
€1,500,000 - 2,000,000

*Current ownership since 1963,
The-ex Lieutenant Commander Glen Kidston,
George Duller, T.V.G. Selby*
1925 BUGATTI TYPE 35 GRAND PRIX TWO-SEATER
€1,100,000 - 1,400,000

THE MONACO SALE

An invitation to consign

'POV 114' - single Griffiths/Woodley family ownership since 1963
1953 JAGUAR C-TYPE SPORTS-RACING TWO-SEATER
€4,000,000 - 5,000,000



Bonhams

[bonhams.com/motorcars](https://www.bonhams.com/motorcars)

**MODERN BRITISH
AND IRISH ART**

Wednesday 15 June 2016
New Bond Street, London

HENRY MOORE O.M., C.H. (1898-1986)

Seated Woman on Bench

bronze with a brown patina

21.8 cm. (8 1/2 in.) high

Conceived and cast in 1953 as an edition of 9

£300,000 - 500,000

ENQUIRIES

+44 (0) 20 7468 8297

britart@bonhams.com

Closing date for entries

Friday 29 April 2016



Bonhams

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Photo: John Retter

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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* on each lot purchased:

(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*

The *Buyer's premium* is payable for the services to be provided by *Bonhams* in the *Buyer's Agreement* which is contained in the *Catalogue* for this Sale and for the opportunity to bid for the *Lot* at the Sale.

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.

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;

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;

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.

China UnionPay (CUP) debit cards: No surcharge for using CUP debit cards will apply on the first £100,000 invoiced to a *Buyer* in any Sale; a 2% surcharge will be made on the balance over £100,000.

10. COLLECTION AND STORAGE

The *Buyer* of a *Lot* will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the *Buyer*). For collection and removal of purchased *Lots*, please refer to *Sale* Information at the front of the *Catalogue*. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a *Lot*, the storage of a *Lot* and our *Storage Contractor* after the *Sale* are set out in the *Catalogue*.

11. SHIPPING

Please refer all enquiries to our shipping department on:
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805
Email: shipping@bonhams.com

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)
Wildlife Licencing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's

rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyer's Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements

Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

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

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

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

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

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

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

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

Corks and Ullages

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

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

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

Options to buy parcels

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

Wines in Bond

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

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

Bottling Details and Case Terms

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

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

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- WT Objects displayed with a WT will be located at the Ward Thomas Removals Ltd warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, *, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.

- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

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* on each lot, and
 - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

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

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
 - 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
 - 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
 - 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
 - 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
 - 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
 - 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- ### 5 STORING THE LOT
- We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale Information Page* or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams' order* and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
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>):			9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT		
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.
"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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

Data protection – use of your information

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

Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself
 Please contact me with a shipping quote (if applicable)

Sale title: GOODWOOD MEMBERS MEETING SALE		Sale date: 20 March 2016													
Sale no. 23589		Sale venue: Chichester, Sussex													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200by 10s	£10,000 - 20,000by 1,000s	£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s	£500 - 1,000by 50s	£50,000 - 100,000by 5,000s	£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s	£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion	£5,000 - 10,000by 500s	
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£5,000 - 10,000by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>													

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond I will collect from Park Royal or bonded warehouse Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature: _____ Date: _____

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

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

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

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

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Andrew Jones
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Greek Art

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Penny Day
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The Midair Squadron perform a masterful air display at the Goodwood Revival Meeting, 2014

INDEX

Lot No	Year	Model	Lot No	Year	Model
58	1956	AC Ace-Bristol Roadster	45	1963	Jaguar E-Type 3.8-Litre Roadster
65	1995	AC Shelby Cobra Mark IV Roadster	55	1968	Jaguar E-Type 4.2-Litre Series 1½ Roadster
71	1962	Alfa Romeo Giulietta Sprint Coupé	47	1967	Jaguar E-Type Series 1 4.2-Litre Roadster
51	1974	Alpine A110 Coupé	67	1969	Jaguar E-Type Series 2 Coupé
54	1934	Aston Martin 12/50hp '2nd Series' Standard Tourer	41	1973	Jaguar E-Type Series 3 V12 Roadster
95	2002	Aston Martin DB7 Vantage Volante	78	1947	Jaguar Mark IV 3-Litre Saloon
10	1981	Aston Martin V8 Volante	34	1952	Jaguar MK VII Saloon
70	2003	Aston Martin Vanquish Coupé	3	1988	Jaguar XJ-S V12 Convertible
8	1928	Austin Seven 'Chummy' Tourer	77	1955	Jaguar XK 140 Drophead Coupé
49	1958	Austin-Healey 100/6 BN6 Roadster	82	1953	Jaguar XK120 Drophead Coupé
33	1958	Austin-Healey 100/6 Rally Car	12	1924	La Buire Type 12A Saloon Project
31	1967	Austin-Healey 3000 Mark III Phase II Convertible	32	1937	Lagonda LG45 Saloon De Ville
2	1959	Austin-Healey Sprite Roadster	63	1970	Lancia Fulvia Sport Zagato 1.3s Coupé
20	1965	Autobianchi Bianchina (Quattro Posti) Berlina	29	1951	Land Rover 80" Series I 4x4
7	1929	Bean 11.9hp Tourer	84	1959	Land Rover Series II 88" 4x4
15	1923	Bentley 3-Litre Tourist Trophy Replica Tourer	36	1972	Land Rover Series III 109" Safari 4x4
87	1929	Bentley 4½-Litre Tourer	98	1969	Lotus Elan S4 Drophead Coupé
85	c. 1929	Bentley 6½-Litre Speed Six Tourer Project	39	1999	Lotus Elise S1 Coupé
79	1955	Bentley S-Series Saloon	5	c. 1890	Maker unknown Horse Drawn Invalid Carriage
42	1962	Bentley S2 Continental Flying Spur Saloon	14	1960	Maserati 3500 GT Coupé
21	1978	Bentley T2 Saloon	66	1964	Maserati 3500 GTI Coupé
96	1997	Bentley Turbo R Long Wheelbase Sports Saloon	75	1973	Maserati Indy 4900 Coupé
73	1959	Bocar XP-5 Re-creation	94	1979	Maserati Khamsin Coupé
80	1948	Bristol 400 Sports Saloon	83	1954	Mercedes-Benz 170SD 'Fangio' Service Truck
72	1951	Cadillac 75 Limousine	62	1970	Mercedes-Benz 280 SL Convertible with Hardtop
81	1957	Citroen DS19 Saloon	16	1955	Mercedes-Benz 300 SL 'Gullwing' Coupé
91	1937	Cord Model 810 Sedan	64	2004	Mercedes-Benz SL55 AMG F1 Coupé
40	1971	Datsun 240Z Coupé	57	2009	Mercedes-Benz SL65 AMG Black Series Coupé
30	1913	DFP 10/12hp Special Sports	89	1955	Messerschmitt KR200 Cabriolet
99	1959	English Electric Canberra PR9 XH134	97	1972	MGB GT Coupé
59	1976	Ferrari 308 GT 'Vetroresina' Berlinetta	90	1964	MGB Roadster
52	1994	Ferrari 512 TR Coupé	86	1968	Porsche 911S 2.0-Litre Coupé
69	1990	Ferrari Testarossa Coupé	48	1965	Porsche 912 Coupé
92	1959	FIAT 500N Trasformabile	76	1966	Porsche 'SWB' Rally Car
60	1965	FIAT-Abarth 2300S Coupé	44	c. 1956	Porsche 356A Speedster
88	1966	FIAT-Abarth 1000 TC Corsa Saloon	50	1990	Porsche 911 Turbo Coupé
18	1964	Ford Anglia Saloon	25	1971	Range Rover 4x4 Estate
17	1992	Ford Escort RS Cosworth Hatchback	1		Registration Number 'S5'
26	2005	Ford GT Coupé	35	1928	Riley 9hp 'Mark I' Drophead Coupé
74	1963	Ford Lotus Cortina Saloon	11	1923	Rolls-Royce 20hp Tourer
9	1926	Ford Model T Tudor Saloon	53	1924	Rolls-Royce 40/50hp Silver Ghost Cabriolet
43	1966	Ford Mustang Shelby GT 350 Coupé	22	2000	Rover Mini Cooper Sport Saloon
68	1987	Ford RS200 Coupé	19	1993	Rover Mini Sprite Saloon
38	1991	Ford Sierra Sapphire RS Cosworth	6	1919	Singer 10hp Tourer
100	1958	Hawker Hunter T7 XL600 (G-RAXA)	46	1933	Talbot AV105 Alpine Speed Model
61	c. 1961	Healey Marine Sprite Powerboat 'Mimi'	23	1977	Vauxhall Firenza Magnum 2300 Coupé
4	c. 1880	Horse Drawn Hearse	24	1988	Vespa 125 Sport
27	1939 / 46	HRG 1100 Sports	28	1967	Volkswagen Type 2 Canterbury Pitt 'Moto-Caravan'
37	1965	Jaguar E-Type Series 1 4.2-Litre Coupé	93	1964	Volkswagen Type 2 Microbus Deluxe
56	1966	Jaguar E-Type Series 1 4.2-Litre Coupé			



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