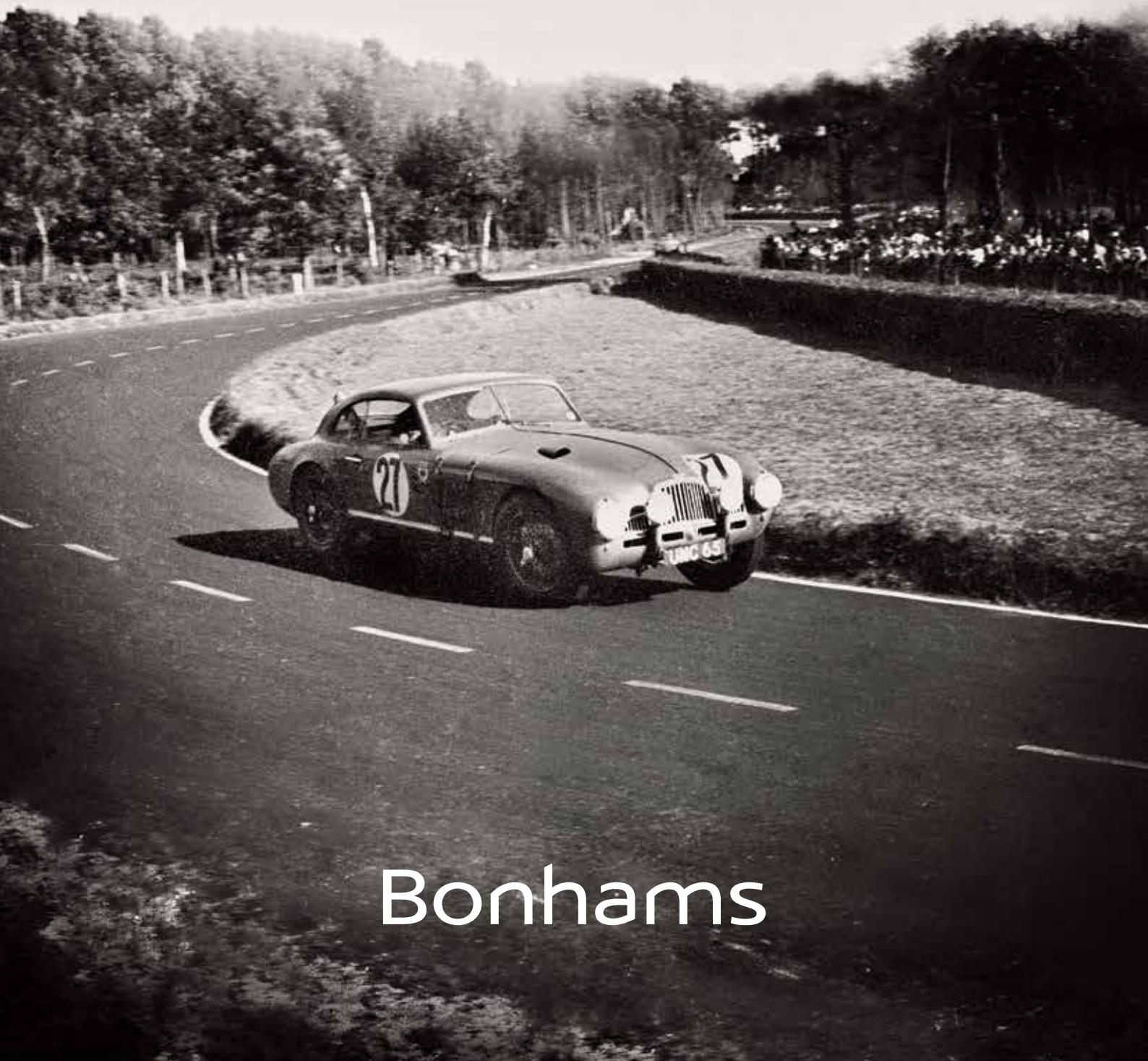


Important Collectors'
Motor Cars and Automobilia
Friday 24 June, 2016
Goodwood Festival of Speed
Chichester, Sussex

GOODWOOD FESTIVAL OF SPEED SALE



Bonhams



JAB 8





GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors' Motor Cars and Automobilia

Friday 24 June 2016 at 11:00 and 14:00
Chichester, Sussex

VIEWING

Thursday 23 June 10:00 to 17:30
Friday 24 June from 09:00

SALE

Friday 24 June:
Automobilia 11:00
Motor Cars 14:00

SALE NUMBER

23593

CATALOGUE

£50.00 + p&p

BIDS

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

Please note that bids should be submitted no later than 4pm on Thursday 23 June. Thereafter bids should be sent directly to bids@bonhams.com

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

Live online bidding is available for this sale

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

ENQUIRIES

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

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

IMPORTANT INFORMATION

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

CUSTOMER SERVICES

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

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 241
Back cover: Lot 228

PLEASE NOTE

Admission to the auction marquee is by catalogue only.

This catalogue also admits two to the Goodwood Festival of Speed on the Bonhams auction and viewing days only, tickets are in the back of this auction catalogue.

However, if this catalogue has been purchased from the catalogue sales desk at the auction it will not have admission tickets included.

This catalogue does not admit the holder to the Festival of Speed on Saturday 24 June or Sunday 25 June.

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 Baddeley, 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 Pippiatt, 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 dagger (†) printed beside the lot number in the catalogue.

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

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

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

Damage

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

Important changes to V5C Registration

Document procedures

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

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

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

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

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

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

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

Bank: National Westminster Bank Plc

Address: PO Box 4RY

250 Regent Street

London W1A 4RY

Sort Code: 56-00-27

Account Name: Bonhams 1793 Limited Client Bank

Account Account Number: 25563009

IBAN Number: GB 33 NWBK 560027 25563009

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.

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

VAT

The following symbols are used to denote that VAT is due on the Hammer Price and buyer's premium:

† VAT at 20% on Hammer Price and buyer's premium

Ω VAT on imported items at 20% on Hammer Price.

* VAT on imported items at 5% on Hammer Price.

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

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

Artists Resale Right Regulations 2006

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

NOVA (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 DVL.A.

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.

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.

We recommend prospective buyers to register as early as possible after receiving their catalogue or viewing it online. It is likely to take several business days for a bank to issue an acceptable reference to us.

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

Telephone bidding

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

Absentee/Commission bidding

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

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day. If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

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

How fast will the auctioneer go?

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

Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the car. It is also advised that the car is checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

Can I change my mind after I have purchased a lot?

No. Lots are not sold as an option and there is no 'cooling off' period. Once the auctioneer drops the hammer a contract is made and you are obligated to proceed with said contract.

Can I view the files that accompany the vehicles?

Yes, we should have every car's file available for inspection during the view.

How can I pay?

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

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

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

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

In order to release your purchases immediately we would recommend payment by credit/debit card. We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins, notes or travellers cheques. We accept the following methods of payment.

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

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

Bank transfer

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

Are there any other charges?

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

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

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

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

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse at 6pm on the day of sale. Vehicles will be uplifted the night of the sale to local store, clients will be given the address when collecting their invoices or paying for their purchases following the sale.

N.B. Clients cannot pay for purchases on Saturday 25 or Sunday 26 June at the local store.

Payment can be taken between 8:30am and 12pm on Monday 27 June at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

Can someone deliver the vehicle for me?

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

IMPORTANT V5/V5C INFORMATION

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

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

Worldwide Motoring contacts

UK Motor Cars

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Administrator

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+44 (0) 1666 505 107 fax
subscriptions@bonhams.com

Buyers/Sellers Accounts UK
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+44 (0) 20 7447 7430 fax

Buyers/Sellers Accounts US
+1 (415) 861 7500
+1 (415) 861 8591 fax

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 28 June 2015 **by appointment only.** Storage charges will begin from this time.

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

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

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

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

All lots marked with a ♀♀♀ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects and will be removed to store by Polygon with the cars at the Buyer's expense.

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

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale. After this cars are moved to local store where they need to be collected by 12 noon on Monday 27 June. (Please see Guide for Buyers)

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

Removal and Storage of Vehicles

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

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

Vehicle Removal charges
£240 + VAT per vehicle

Vehicle Storage charges
First 14 days
£14 + VAT per motor car per day

Thereafter
£10 + VAT per motor car per day

Transport and Shipping

A representative of Polygon Transport, 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).

Transporter

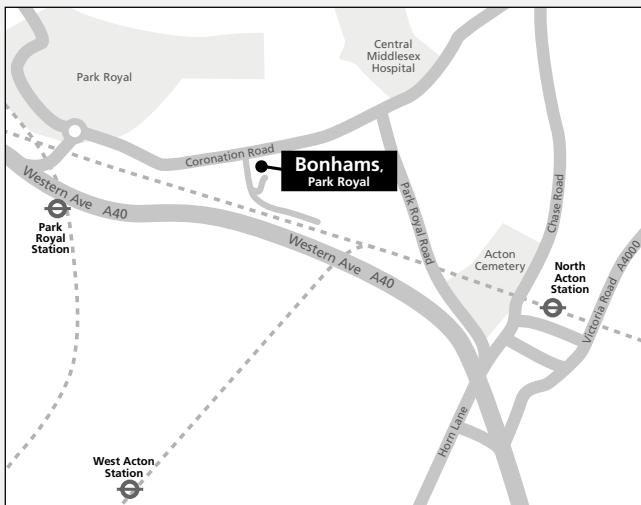
Polygon Transport
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hants SO40 4BL
02380 871 555
02380 862 111 fax
polygon@polygon-transport.com

Motor Car Preparation

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

Professional Catalogue Photography

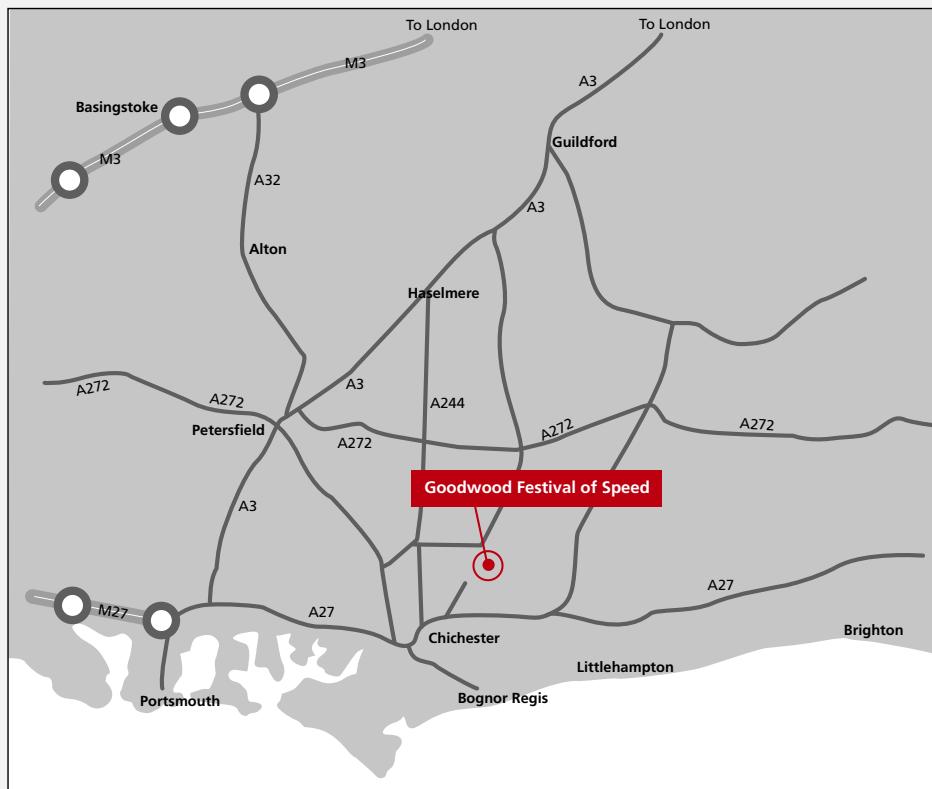
Simon Clay
Neil Fraser
Tom Wood



Directions to Goodwood

Goodwood House
Chichester
West Sussex
PO18 0PX

On Thursday and Friday Bonhams clients should approach Goodwood House and they will then be directed into the public car parks for the Moving Motor Show and Festival of Speed. Please ensure you give yourself adequate time to get from the public car parks to the Bonhams sale marquee.



AUTOMOBILIA

11:00am

Lots 1 - 189

Images of each lot can be found at:
www.bonhams.com/23593





1



4



2



5

1•

EIGHT ASSORTED FERRARI SALES BROCHURES,

comprising brochures for 512 TR in black card folio, 328, 348 GT, Testarossa, Mondial 8, Mondial Quattrovalvole, Mondial Cabriolet, and 400i models.

(8)

£1,000 - 1,500

€1,300 - 1,900

2•

A FERRARI 275 GTS/GTB USER'S MANUAL, SPARE PARTS**CATALOGUE AND RELATED DOCUMENTS, IN ORIGINAL WALLET,**

brown leather wallet with pop-stud fastening and Cavallino emblem to lower right corner, containing user's manual with gloss card covers, dated 1965, in Italian, French and English text, Spare Parts Catalogue, stud-bound light green card covers, dated 1965 and bound with updated section for left-hand drive models, both 8vo, together with a spare parts catalogue for the 275 GTB4 Pininfarina, dated 1967, a Ferrari Guarantee Bulletin booklet, beige card covers, numbered 3128/1250 for a Ferrari 275 GTB4 Berlinetta, Chassis No.10813, Engine No.10813 delivered to Authorised Ferrari dealer Garage Francorchamps of Brussels, Belgium on 27th January 1968, 16mo, with accompanying original invoice dated 30th January 1968 and noting the car's construction year as 1967, a 1967 Ferrari Authorized Service Agents booklet, blue card covers, 16mo, a stapled set of 275/GTB4 engine assembly instructions, a Weber carburetors parts sheet, a typed letter and four monochrome passport photographs, possibly of the owner, in paper envelope, some light scuffs and marks to leather wallet.

(15)

£1,000 - 1,500

€1,300 - 1,900

3•

**A MULTIPLE SIGNED FIRST EDITION OF TURNER & ROEBUCK:
FORMULA ONE - THE CARS AND THE DRIVERS;**

published 1983, hard-backed with dust jacket, contains many original autographs of racing drivers and personalities involved with Formula 1, 82 signatures including 11 World Champions, the artist Michael Turner signed and dated 24.7.93 on the title page, together with a full list detailing each signature on related page number, a BRDC menu signed by Rob Walker, and other ephemera signed by Varg-Olle and Sveneric Eriksson.

(Qty)

£1,000 - 1,500

€1,300 - 1,900

4•

A FERRARI 308 GTB INSTRUCTION BOOK IN ORIGINAL WALLET,

yellow card covers, in Italian, French and English text, with wiring diagram to rear, contained in original canvas wallet with brown leather trim, decorated with Ferrari and Cavallino motifs.

(2)

£1,000 - 1,500

€1,300 - 1,900

5•

A FERRARI DINO 246 GT PARTS CATALOGUE IN LEATHER WALLET,

stud-bound catalogue with red card covers, dated '7/1972', valid from Car No.02768, in Italian, French and English text, together with 1973 Operating and Service Rules pamphlet, and a Ferrari Sale and Service agents booklet for 1978, all contained in original brown leather Dino wallet.

(4)

£1,500 - 2,000

€1,900 - 2,600



6 • ◊◊

AUTOCOURSE; A COMPLETE RUN OF ISSUES AND ANNUALS FROM 1951 TO 2016,

comprising issues 1-4 for Volume I (1951/52) and including duplicate issue 1; issues 1-4 for Volume II (1952/53); issues 1-6 for Volume III (1953/54); issues 1-6 for Volume IV (1954/55); issues 1-6 for Volume V (1955/56); issues 1-12 for Volume VI (1956/57); issues 13-21 for Volume VII (1957); issues 22-33 for Volume VIII (1958); single annual for 1959; issues Part One & Part Two and Review issue for 1960; and then a complete run of hardback Autocourse annuals from 1961/62 to 2015/2016; together with leather bound limited editions of Autocourse 50th Anniversary Edition, numbered 83/150; and Autocourse - 50 Years of World Championship Grand Prix Motor Racing, numbered 83/250, both signed by Editor Alan Henry and in slip-cases; and an Autocourse 60 Years of World Championship Grand Prix Motor Racing annual by Alan Henry; each with original dust jacket in transparent protective outer cover.

(Qty)

£2,500 - 3,500

€3,200 - 4,500

Originally published, from 1951, as 'Autocourse - The International Quarterly Review on Motor Racing' and then published periodically as either quarterly, bi-monthly and at other intervals throughout subsequent race seasons, a change of publisher saw the title change to 'Autocourse - For Motoring Sportsmen' in 1957, and then as 'Autocourse and Sporting Motorist', until 1959 when the publication was first issued as a soft-cover annual, with the 1961/62 season being the first year that the title was published as a hard cover single annual, which continues to the present day.

7 •

CHRISTIAN HUEBER & DAVID A SULZBERGER: BENTLEY CONTINENTAL SPORTS SALOON; A LIMITED 'OWNERS' EDITION', PUBLISHED BY PALAWAN PRESS, 2003,

a limited 'Owners' Edition' of 208 copies published, in wrap-around covers with pop-stud and gilt tooling, large 4to, numbered to title page with 'BC24C' the chassis number, 400 numbered pages, well illustrated reference title relating to the R-Type Continental, together with a Bentley Register for the Continental Sports Saloon, in black card covers, with build and ownership details of the cars, unopened in wrapper, and a folio of reproduced drawings and blueprints of coachwork styles by various coachbuilders including H J Mulliner and Pinin Farina, lacking library case.

(3)

£3,000 - 4,000

€3,900 - 5,200

Of the 358 copies of this book published, 150 were produced as Standard Editions, with the remaining 208 published as Owners' Editions which were issued for owners of the R-Type Continental, with 'owners' manual' style covers and each numbered with the corresponding chassis number, this being one such example.

8 ◊

THREE FRAMED FERRARI FACTORY POSTERS,

the first depicting the Cavallino 'Prancing Horse' emblem, printed in Modena Italy and dated '2M/6/88', the others depicting full colour images of a Ferrari F40 and a Ferrari 412 T2 single seater race car, each 97 x 67cm, mounted, framed and glazed.

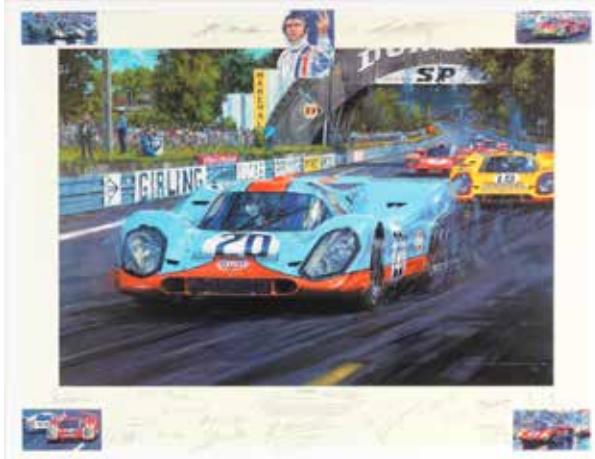
(3)

£1,000 - 1,200

€1,300 - 1,600



9 (part)



10 (part)



11

9

SEVEN FRAMED MOTORSPORT PHOTOGRAPHS, PRINTS AND ARTWORKS,

comprising limited edition photograph number 20/100 by Rudolfo Mailande, monochrome image depicting Alberto Ascari's last race, Monaco 1955, hand-printed on Ilford Multigrade 16 x 12, mounted, framed and glazed; Lancia D-50A limited edition print number 66/250 after Tony Matthews, framed and glazed; Jorge Ferreira Basso chalk drawing 'Tazio Nuvolari', framed and glazed; a signed photo print depicting the 1955 Monaco start; three HGPCA limited edition poster prints for 1st, 2nd and 3rd Annual Historic 100, after F Scianna, signed and numbered by the artist comprising, Donington 1988 number 10/100, Nürburgring 1989 24/100, Silverstone 1990 number 14/100, each framed and glazed.

(7)

£1,000 - 1,200

€1,300 - 1,600

11

FIVE MOTOR RACING PRINTS AFTER ALAN STAMMERS,

comprising 'Fangio, Maserati 250F German Grand Prix 1957', signed by Fangio and the artist, limited edition 745/750, with certificate and photograph of the signing; 'Bell/Ickx, Rothmans Porsche 956, 1982 Le Mans Winner', signed by Bell, Ickx and the artist, limited edition number 78/750, with certificate and photograph of Ickx signing; 'Damon Hill OBE', signed by Hill and the artist, limited edition number 365/600; 'Juan Manuel Fangio (Arg)', signed by the artist limited edition number 68/750 and an untitled print depicting Ayrton Senna in a McLaren in 1988, signed by the artist, limited edition 52/750, each monochrome on paper, 64 x 91cm, unframed. (5)

£1,000 - 1,500

€1,300 - 1,900

12^{AR}

JAY KOKA, 'WROUGHT IRON',

signed, oil on canvas, depicting the Ex Steve McQueen 1914 Indian Model F boardtrack racing motorcycle, 100 x 75cm, framed, also signed and dated '94 to rear of frame backboard.

£1,000 - 1,500

€1,300 - 1,900

The motorcycle was offered as lot number 554 in the Steve McQueen Estate Auction, Imperial Palace, Las Vegas on 24/24 November 1984.

See lots 151A and 331 in Bonhams auction number 17333 'Classic California', Petersen Motor Museum, Los Angeles, 14 November 2009.



12



13

13^{AR}**MICHAEL TURNER (BRITISH 1935-), '2008 EUROPEAN GRAND PRIX',**

signed and dated '08', gouache on paper, depicting Felipe Massa on his way to victory in the Ferrari leading Lewis Hamilton's McLaren-Mercedes and the rest of the field at the Valencia circuit, 25 x 32cm, mounted, framed and glazed, measuring 41 x 46cm.

£1,000 - 1,500
€1,300 - 1,900



14



15



16



17

16^{AR}**JOHN EVANS (BRITISH 1943-),"ASTON MARTIN DBR1/1 AND DBR4 RACING AT DRUIDS"**

signed and dated 1981, watercolour and gouache, 41 x 73cm, mounted, framed and glazed, with artist's label to rear of frame.

£1,000 - 1,200
€1,300 - 1,600

17^{AR}**MICHAEL TURNER (BRITISH 1935-), '2002 FRENCH GRAND PRIX',**

signed and dated '02', gouache on paper, depicting Michael Schumacher in the Ferrari on his way to his fifth World Championship title, tussling with Kimi Raikkonen's McLaren Mercedes at the hairpin, 28 x 38cm, mounted, framed and glazed, measuring 47 x 55cm overall.

£1,100 - 1,600
€1,400 - 2,100



18



20



21



22



23



19

18 AR

JAMES DUGDALE (1940-), 'ALBERTO ASCARI'S LAST RACE, MONACO 1955'

signed and dated 1999, acrylic on canvas, 71 x 89cm, framed.

£1,200 - 1,600
€1,600 - 2,100

19 AR

ROY NOCKOLDS (1913-1980), 'KAYE DON'S SILVER BULLET'

signed and dated 1930, watercolour and charcoal depicting the car flat out at Daytona Beach, Florida, 28 x 53cm, mounted, framed and glazed.

£1,200 - 1,500
€1,600 - 1,900

20 AR ♦

ANDREW KITSON (BRITISH, 1959-), '2002 BELGIAN GRAND PRIX'

signed and dated '2002', gouache on board, depicting Michael Schumacher in the Ferrari, leading team-mate Rubens Barrichello, to clinch his 10th Grand Prix victory of the season, 75 x 100cm, framed.

£1,500 - 2,000
€1,900 - 2,600

21 AR ♦

ANDREW KITSON (BRITISH, 1959-), '2001 MALAYSIAN GRAND PRIX'

signed and dated '2001', gouache on board, depicting Michael Schumacher acknowledging the crowd having taken victory from Ferrari team-mate Rubens Barrichello at Sepang, 75 x 100cm, framed.

£1,500 - 2,000
€1,900 - 2,600

22 AR

GRAHAM TURNER (BRITISH, 1964-), '1956 BELGIAN GRAND PRIX'

signed, gouache on paper, depicting Peter Collins in the Lancia Ferrari at Spa on his way to his first Grand Prix victory, leading Moss's Maserati down the Masta straight, 40 x 50cm, mounted, framed and glazed, measuring 60 x 69cm overall.

£1,500 - 2,000
€1,900 - 2,600

23 AR

MICHAEL TURNER (BRITISH, 1935-), '2009 BELGIAN GRAND PRIX'

signed and dated '09', gouache on paper, depicting Kimi Raikkonen in the Ferrari leading eventual winner Giancarlo Fisichella's Force India Mercedes at the Ardennes circuit, 39 x 45cm, mounted framed and glazed, measuring 56 x 62cm overall.

£1,500 - 2,000
€1,900 - 2,600

24 AR

MICHAEL TURNER (BRITISH, 1935-), '1995 CANADIAN GRAND PRIX'

signed and dated '95', gouache on paper, depicting Jean Alesi on his way to his first Grand Prix win in the Ferrari leading Damon Hill's Williams-Renault and Gerhard Berger's Ferrari at the chicane at the Gilles Villeneuve circuit, 38 x 49cm, mounted, framed and glazed, measuring 56 x 65cm overall.

£1,500 - 2,000
€1,900 - 2,600

25 AR

GRAHAM TURNER (BRITISH, 1964-), 'CHAMPAGNE VICTORY'

signed and dated '09', acrylic on canvas, depicting Mike Hawthorn in his Dino V6 engined Ferrari 246 F1 on his way to victory at the 1958 French Grand Prix at Reims, eventually going on to win the World Championship that year, 55 x 95cm, framed.

£1,750 - 2,250
€2,300 - 2,900

26 AR ♦ ♦

WILLEM LUBACH (DUTCH), 'FERRARI PITSTOP'

signed and dated '07', painting on board, depicting Michael Schumacher and his Ferrari 248 F1 in the pits during his final 2006 season with Ferrari, 100 x 150cm, framed.

£2,000 - 3,000
€2,600 - 3,900



24



25



26



27



28

27
FREDERICK GORDON CROSBY (1885-1943), 'FULL THROTTLE',
signed, charcoal drawing heightened with white, depicting a stylised
Mercedes Benz W25 racing car at speed, 30 x 56cm, mounted, framed
and glazed.

£3,500 - 4,500
€4,500 - 5,800

28

**FREDERICK GORDON CROSBY (BRITISH, 1885-1943), 'JCC
INTERNATIONAL TROPHY RACE, BROOKLANDS 1936',**
signed and dated, charcoal and wash on paper, paper with old tear to
top margin, 39 x 65cm, mounted framed and glazed.

£7,000 - 8,000
€9,100 - 10,000

The image depicts the epic battle between Raymond Mays and Prince Bira in their ERAs, at the race described by Motorsport as "...one of the best and most exciting events staged at Brooklands". The lead changed hands three times in the last lap with Bira the eventual winner by 1 second after 2 hours, 52 minutes and 29 seconds of racing.

29^{AR}

**BRYAN DE GRINEAU (1883-1957), "AVRO LANCASTER - BOMBS
AWAY!"**,

signed and dated 1943, charcoal, watercolour and gouache front cover
design for December 1943 issue of The Morris Owner & Nuffield News,
(Volume XX No 10), on board 36 x 37.5cm, trimmed to top with remains
of NUFFIELD MAIL graphic lettering applied to board (hidden by picture
mount), mounted, framed and glazed.

£1,400 - 1,800
€1,800 - 2,300

The image depicts the artist's impression of the second raid in the
Battle of Berlin campaign conducted by the Royal Air Force on 22/23
November 1943, when the city was attacked by 496 Avro Lancaster
heavy bombers and 295 other allied aircraft for the loss of only 26
aircraft, making this attack the most successful and effective raid on
Berlin of the entire Second World War.



29



30

30

GREGORY PERCIVAL, 'BLITZ',

bronze sculpture depicting Hans Joachim von Hippel in the cockpit of his Albatros D.Va "Blitz", 20cm long, 17cm high, 12cm wide, mounted on a slightly larger slate base, from a limited edition of 50, individually numbered and signed by the artist, number 010/50 2010.

£1,500 - 2,000

€1,900 - 2,600

Hans Joachim Theodor Gottlieb von Hippel was born on 12th September 1893 in Berlin, the second child of Prussian general Conrad von Hippel and his wife Else von Hippel. He joined Jasta 5 (fighter squadron) in 1917 having earlier transferred from field artillery to the Luftstreitkräfte.

The Albatros D.Va was a later development of the D.III, much admired by those who flew them, but could not live up to its predecessor's reputation. During the latter part of the war, German pilots would paint their aircraft to their own taste. The lightning bolt "Blitz" was mostly associated with von Hippel's aircraft. This is the second piece from Gregory Percival's "Knights of the Sky" series.



31

31

AN RAF SECTOR CLOCK, 1941,

the silk-screen printed 14 inch dial with outside pointing coloured 5 minute sectors (colours faded), black 1941 type laurel wreath RAF crest with Arabic numerals, polished brass bezel and correct F W Elliott single chain fusee movement number 13808, dated 1941, key wind aperture to front, the case 47cm diameter overall, the backbox stamped '15 J.W.B.', held with four pegs, complete with brass pendulum (detached), winding key and case key.

£2,800 - 3,500

€3,600 - 4,500



32



32

**'L'AVIATION', A LOUIS BLÉRIOT THEMED SPELTER SCULPTURAL
COMMEMORATIVE AVIATION TIMEPIECE, BY CH. RUCHOT,
FRENCH, CIRCA 1910,**

hollow-cast spelter, signed 'Ch. Ruchot' to back of the base, depicting Louis Blériot in his pioneer monoplane in flight above a stylised cloud formation decorated with birds, stars and the Goddess of Victory holding a laurel wreath above a sash ribbon lettered Sciences Nouvelles, a book titled "Conquête de L'air" and an aero engine with propeller (replaced) with dark patina, some evidence of older repairs, mounted on green marble base, 67.5cm high overall, the sculpture incorporating a brass rimmed clock with Arabic 12 hour dial, 8 day half-hour striking movement, with pendulum (detached) and key.

£1,800 - 2,200

€2,300 - 2,900



33

33◊

A LARGE MAHOGANY TWO-BLADED PROPELLER, AMERICAN, CIRCA 1918,

marked 400 LIBERTY, Drg 22699 RH, G 1451. N9, on one side of the hub, marked Drg 22699 RH, D3050 P 2230 G1451 N9 on the other side of the hub, 305cm diameter, the central hub mounted with a later barometer (glass cracked) in a shaped wooden frame, two metal mounting brackets fitted to rear.

£1,000 - 1,500

€1,300 - 1,900

The 400 Liberty engine was also known as The Liberty L-12, a 27-litre (1,649 cubic inch) water-cooled 45° V-12 aircraft engine of 400 hp (300 kW) designed for a high power-to-weight ratio and ease of mass production. During World War I the majority of L-12 engines were fitted in American built Airco DH 4. Of 6295 DH 4 aircraft built for use by the allies, 4846 were built in the United States predominantly fitted with the L-12. The Airco DH 4 was retired from use in the US Army in 1932.

34†

AN EARLY ROYAL AUTOMOBILE CLUB FULL MEMBER'S BRASS BADGE, BY ELKINGTON, 1908,

hollow-cast polished brass, with double-winged Mercury, the base faintly numbered A379, and Registered Design No.513135 to left edge, with rectangular enamelled Union Jack centre and brass Edward VII profile disc to reverse, complete with lug for radiator mounting, 17cm high, mounted on a turned wooden display base.

£1,000 - 1,500

€1,300 - 1,900

35

TWO PRE-WAR BROOKLANDS MEMBER'S BADGES,

comprising a BARC member's badge by Spencer of London, number 99, enamelled in 8 colours, and a Brooklands Aero-Club member's badge, formerly the property of Dorothy Stanley Turner, by Spencer of London, lettered C, enamelled in 5 colours, each 9.5cm high mounted on a display base.

(2)

£1,000 - 1,500

€1,300 - 1,900

36†

AN 'ICARUS' MASCOT BY GEORGE COLIN FOR FARMAN CARS, FRENCH, EARLY 1920S,

nickelled bronze, signed to rear of drapery, early example of the mascot based on the 1911 design commissioned for Farman Aviation Works, the base stamped with Contenot-Lelièvre foundry marks and further numbered '(24) 3149', 15cm high, 19cm wingspan, mounted on a turned wooden display base.

£2,000 - 3,000

€2,600 - 3,900

(See illustration on page 54)

37

A FINE 'RAM' MASCOT BY G. POITVIN, FRENCH, 1920S,

extremely well detailed cast bronze with remains of nickel plated finish, signed, with stamped foundry mark C & L (Content et Lelièvre), 1922 winner of the L'Auto Show Medaille d'Or, mounted on brass display base raised on four flat corner feet, the mascot 12.5cm long, the base 17.5 x 17.5cm.

£1,200 - 1,500

€1,600 - 1,900



34



35



37



38

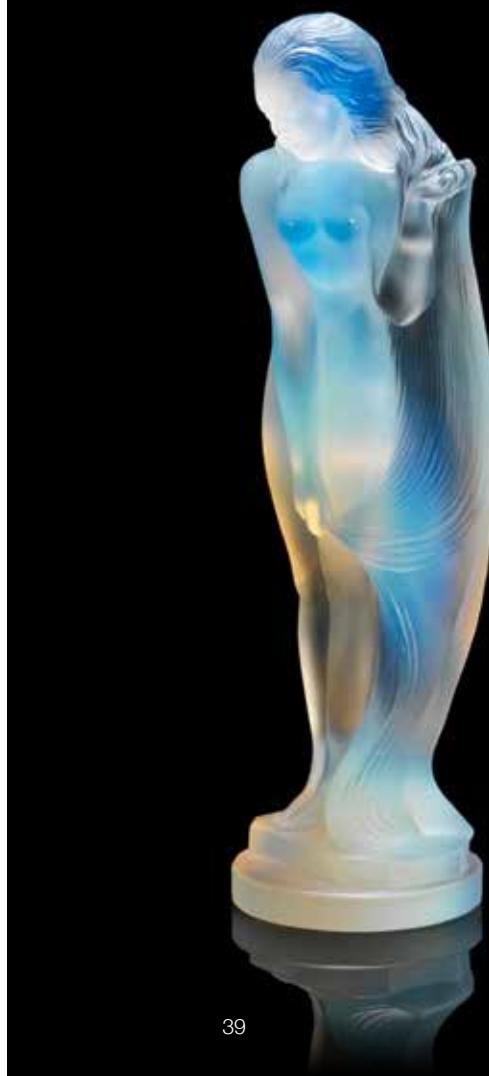
38†

A RARE 'WISE OWL' MASCOT BY G GROHE, FRENCH, CIRCA 1910,

signed to base, nickel plated bronze, depicting a learned owl, seated on a book with a quill pen, scroll, telescope and protractor, 11.5cm high, mounted on early radiator cap.

£3,000 - 4,000

€3,900 - 5,200



39

39†

A FINE AND RARE ART DECO 'NU LONGS CHEVEUX' MASCOT IN OPALESCENT GLASS BY LUCILLE SEVIN FOR ETLING OF PARIS, CIRCA 1932,

moulded 'Etling France 86' to rear of base, in the form of a graceful female nude with long cascading hair, in satin glass with blue/amber opalescence, 22.5cm high.

£2,000 - 3,000

€2,600 - 3,900



40

40†

**A FINE 'COQ HOUDAN' GLASS MASCOT BY RENE LALIQUE,
FRENCH, INTRODUCED 30TH APRIL 1929,**
wheel-cut 'R Lalique' and 'France' to either side of base, in clear and
frosted glass, in the form of a proud standing cockerel, 20cm high.
£4,000 - 6,000
€5,200 - 7,800



41

41†

**A RED-ASHAY 'BUTTERFLY GIRL' GLASS MASCOT, RETAILED BY
H G ASCHER OF MANCHESTER, 1930S,**
Czechoslovakia Art Deco mascot in satin glass, depicting a standing
female in long dress with wings outstretched behind her, 19.5cm high,
chip to inside of right wing-tip and some smaller chips to rear of base.
£1,000 - 1,500
€1,300 - 1,900



42

44

42

A CARL ZEISS MIRROR-BACKED SPOTLAMP, LATE 1920S,

number 78412, nickel plated casing with adjustable bulb-pull focus, stirrup mounting bracket and 5 inch diameter ribbed and etched glass lens.

£1,200 - 1,500

€1,600 - 1,900

45

A PAIR OF CYLINDER BLOCKS TO FIT 2.3 LITRE ALFA ROMEO,

manufactured by Murray Rainey, mid 1980s, exterior with correct appearance to casting, part machined, cylinders bored out to 2.6 litres, used condition.

(2)

£5,000 - 6,000

€6,500 - 7,800



43 (part)

43

THREE RALLY INSTRUMENTS,

comprising two Halda Haldex AB 'Sports Special' Speedtimers, and a Halda Tripmaster, used condition.

(3)

£1,000 - 1,500

€1,300 - 1,900

44

A BOSCH SWITCH BOX TO SUIT ALFA ROMEO,

for dashboard mounting, black painted metal casing with nickel plated edging, the front with 'operating' red light above 3-position key, the rear with 14 connectors in Bakelite insulating plate, with correct bolt mounted spring clip, 8.7cm diameter.

£1,000 - 1,500

€1,300 - 1,900

This type of Bosch instrument was fitted to Alfa Romeo 2300 and some later Alfa Romeo 1750 models.

46

TWO WEBER 40 DCOE CARBURETTORS,

comprising Tipo 40DCOE126 number 9N and Tipo 40DCOE127 number 9L, used, mounted together with a manifold casting.

£1,200 - 1,600

€1,600 - 2,100

47

AN ORIGINAL CYLINDER HEAD FROM THE 1951 MILLE MIGLIA WINNING FERRARI 340 0082A,

used.

£1,000 - 1,200

€1,300 - 1,600



45

48

A LANCIA D-50 WOODEN RIMMED SPARE STEERING WHEEL FORMERLY THE PROPERTY OF JUAN MANUEL FANGIO, MID 1950S,

three spoked alloy frame with six holes per spoke, the outer edge fitted with shaped wooden rim, 40cm diameter.

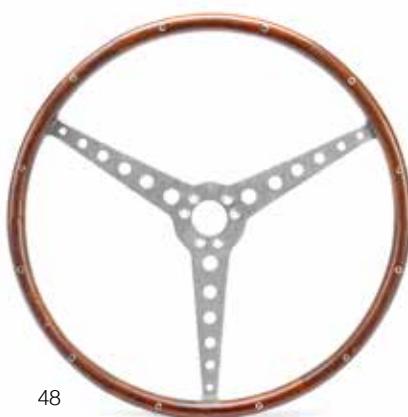
£1,000 - 1,500

€1,300 - 1,900

From the Estate of the late David John Peter Watson, equity card carrying professional driver. The Lancia D50 wheel was given to "Peter" Watson in Monaco by Fangio. They were filming a biopic that never saw the light of day, which involved Watson having to drive a number of Fangio's cars including the 1956 Championship winning Lancia-Ferrari D50. Fangio and Watson got on very well and the D-50's spare steering wheel (six hole rather than the 7 hole lighter version preferred by Fangio) was presented by Fangio as a token of his appreciation for all his help with the film.



46



48



47



48 (archive image)



48 (archive image)

49

A TOOL CASE WITH SPARES FOR FERRARI 355, CIRCA 1996,

light brown leather case with handle and embossed Ferrari logos, incomplete, lacking tray of spanners and screwdrivers, with two other trays, one fitted with tow-hitch and spare bulbs but with incorrect pliers, the other containing spare fan-belt, also including a pressurised tyre inflator canister (expired August '97) in soft grey padded case, the case measuring 38 x 15 x 24cm overall, together with a blue cloth draw-string bag.

(2)

£1,000 - 1,500

€1,300 - 1,900

Please Note: Bidders are advised that due to the nature of the container and fluid included in the Lot, this Lot may be subject to various shipping and or import/export restrictions.



49

50

ASSORTED TOOLS TO SUIT A VINTAGE MOTORCAR INCLUDING BENTLEY,

including a Ross Courtney & Co jack with handle, a Kismet "Car" foot-pump, a British Monitor No.25 blow-torch, an Auto 'Minimax' hand pumped brass fire extinguisher, a hand-drill, an oiler, seven grease guns including Tecalmit and Romac, four Abingdon King Dick adjustable spanners, pliers, four 'perfect pattern' screwdrivers, assorted spanners mainly BSA, three tyre levers, four wooden handled files, a hammer, soldering iron, a Schrader tyre gauge, and other tools, together with a black leather tool bag.

(Qty)

£1,000 - 1,200

€1,300 - 1,600



50



52

51

A CASED FERRARI F430 TOOL KIT,

black vinyl briefcase with 'Ferrari' script to lid, complete, fitted with two Chrom-Vanadium spanners, pliers, screwdriver, tow-hitch, bulbs, fuses, and other tools and spares, the case measuring 33cm wide.

£1,000 - 1,200

€1,300 - 1,600

52

A CASED FERRARI 355 TOOL KIT BY SCHEDONI OF ITALY,

light brown leather case with handle and embossed with 'Ferrari' and Cavallino emblems, containing three lift-out trays, seemingly complete, one tray fitted with eight Ferrari chromed Vanadium spanners and two black handled screwdrivers, another fitted with correct red-handled pliers, two smaller black handled screwdrivers, tow hitch, and full set of bulbs and accompanying spares, the last containing spare fan-belt, in seemingly good order overall and showing little sign of use, the case measuring 37 x 16 x 13cm.

£1,400 - 1,800

€1,800 - 2,300



53

51

55

53

A CASED FERRARI 365 TOOL KIT,

black briefcase with yellow Cavallino emblem to lid, containing two trays, one fitted with eight chrome Vanadium spanners, pliers with red Ferrari grip handle, and cross-key, the other fitted with ratchet, four screwdrivers, oil-filter tool, bulbs, three fuses (two missing), and two Champion N-6Y spark plugs, the case measuring 31cm wide, complete with two keys.

£1,600 - 2,000

€2,100 - 2,600

54

A FERRARI 275 GTS/GTB TOOL ROLL AND STEERING WHEEL,

black vinyl canvas roll with leather handle and remains of leather straps, one buckle detached but present, largely incomplete but containing several tools behind the leather straps, with inside pocket containing a Battaini jack with adaptor and ratchet crank/tyre lever, two chrome vanadium box spanners, one by Acesa the other Palmera, and a wooden-handled screwdriver, garage worn, 90cm wide unrolled, together with a wood-rimmed three spoke alloy steering wheel for the same, 42cm diameter.

(9)

£1,000 - 1,500

€1,300 - 1,900

55

A CASED FERRARI 365 TOOL KIT,

black vinyl briefcase with handle, with yellow Cavallino emblem to lid, containing two trays, one fitted with complete set of eight Everest spanners, pliers, and cross-key, the other fitted with ratchet, four orange handled screwdrivers, oil-filter tool, bulbs, fuses and two Champion N-6Y spark plugs, seemingly complete, the case measuring 32cm wide.

£1,600 - 2,000

€2,100 - 2,600



56

AN UNUSUAL 24 QUART FUEL OR OIL CONTAINER AND MEASURE, FORMERLY THE PROPERTY OF ST. JOHN RATCLIFFE STEWART 'JOCK' HORSFALL,

steel bodied container with a handles to either side, outlet pipe to front, fitted with glazed panel and two stamped brass measures, the galvanized interior fitted with third brass measure 2-24 Quarts, lockable lid, with handle and brass attachment, 71cm high overall.

Offered for sale with a letter of provenance.

(2)

£1,000 - 1,500

€1,300 - 1,900

St. John Ratcliffe Stewart 'Jock' Horsfall (31 July 1910 – 20 August 1949)

During the late 1930s 'Jock' Horsfall became a familiar and popular competitor at British and European motor races, commonly driving "The Black Car", his Aston Martin 2 litre Speed Model. At the wheel of the Black Car, Horsfall won the Leinster Trophy race at Brooklands in 1938, later that year he went on to take victory in the 2 litre class, and finished second overall, in the RAC Tourist Trophy race at Donington Park, getting the best out of the Black Car and beating the more fancied BMW works cars.

During World War II 'Jock' Horsfall was employed as a specialist driver for the British secret service, playing an important part in Operation Mincemeat, a famously successful disinformation plot to convince the Germans that the Allies planned to land in Greece rather than Italy.

Returning to the track following the cessation of hostilities, Horsfall drove the Black Car to victory in the 1946 Belgian Sports Car Grand Prix. In 1948 he and co-driver Leslie Johnson won the Spa 24 Hours race, sharing a prototype Aston Martin 2-Litre Sports car. Tragically 'Jock' died from an accident while driving an ERA racing car in the 1949 BRDC International Trophy race at Silverstone Circuit. Today, the Aston Martin Owner's Club maintains an annual race meeting in his memory.



57

57◊◊

A BOWSER 'SKELETON' PETROL PUMP, CANADIAN MADE,

restored, finished in BP livery with Eyston's 35 MPH BP Ethyl brand plate, BP Ethyl 1/6 price flag plate and a BP transfer on the pumping cylinder, complete with original Goodyear hose and nozzle, 194cm high overall.

£1,400 - 1,900

€1,800 - 2,500



58

58◊◊

AN AVERY HARDOLL MODEL CH1 HAND CRANKED ONE GALLON PETROL PUMP,

restored with bronze dial plate fittings and bronze nozzle, decorated in Esso livery with Esso Ethyl "The New Thrill In Acceleration" brand plate, Esso Ethyl 1/8d price flag and Esso transfer on the pumping cylinder, 177cm high overall.

£1,500 - 2,000

€1,900 - 2,600



59

59

A LOUIS VUITTON STEAMER BAG, POST-WAR,

LV monogram pattern soft-sided bag with heavy leather base, branded upper, handle and strap with brass loops, brown canvas interior, approximately 47cm wide.

£1,000 - 1,200

€1,300 - 1,600



60

60

A LADIES' HERMÈS "BUGATTI" BAG, CIRCA 1925,

dark brown leather soft sided bag of tapered form, with Hermès branding between the leather handles and early example of zip fastening, with brass studs to underside of base, 42cm wide, together with a later Hermès miniature padlock and two keys.

£1,000 - 1,200

€1,300 - 1,600

This "Bugatti" bag design, later named 'Bolide', was originally commissioned after a request from the wife of Emile Maurice Hermès, who was a friend of Ettore Bugatti, for a ladies purse inspired by the curves of the grille of the elegant Bugatti cars of the mid 1920s, and as Hermès had exclusive patent rights in France to the use of the 'Hermès Fastener', was one of the first designs to incorporate the innovative zipper in French leather goods and clothing.



61

61^{YΦ}**A LEATHER-CASED VANITY SET BY CARTIER OF PARIS, CIRCA 1940,**

brown leather case with handle, brass locks and catches, the lid opening to light brown watered silk lined interior fitted with eight assorted glass jars and bottles with silver caps bearing poincon silver marks, silver-handled clothes and shoe brushes, two leather jewellery boxes and another box containing comb, shoehorn and other accoutrements including two pieces of ivory construction, the inside of lid housing leather covered mirror, the case measuring 50cm wide, complete with brown canvas cover and offered with two keys.

£1,000 - 1,200

€1,300 - 1,600

Please Note: This lot contains ivory. The United States Government has banned the import of ivory into the USA.



62

62[†]**A CASED SET OF BARTHOLOMEW'S ROAD MAPS FOR ENGLAND AND WALES, BY EDWARD STANFORD, CIRCA 1920,**

brown leather case branded 'England', with leather handle, nickelised locks and catches, opening to interior fitted with full set of 37 linen-backed folded maps for England and Wales, and a leather-bound edition of Gall & Inglis: Contour Road Book of England; with measuring wheel housed in the lid and offered with two keys.

(3)

£1,000 - 1,500

€1,300 - 1,900

63

**A LOUIS VUITTON LARGE LEATHER CASE,
CIRCA 1930,**

brown leather case with handle, brass lock and catches, with beige cloth lined interior, lacking tray, the inside edge of lid bearing label and ink stamped number 214206, measuring 84 x 44 x 23cm.

£1,000 - 1,200

€1,300 - 1,600



63



64

64◊

**A LARGE LEATHER GLADSTONE-TYPE
BAG BY MOYNAT OF PARIS, CIRCA 1910,**

textured brown leather with brass lock, catch and leather-covered patented brass handles, and with leather straps with buckles, opening to beige canvas interior with separator panel with documents pouch, the case measuring 72cm wide.

£1,000 - 1,200

€1,300 - 1,600

65

**A RARE PAIR OF LEATHER CASES TO FIT
A LAMBORGHINI DIABLO, ITALIAN,**

black textured leather soft-sided cases with handles, with zip fastenings and applied Lamborghini emblems, each with black lining and inside pocket, to suit 2001 model Lamborghini Diablo, the larger approximately 62cm wide, the other approximately 56cm wide, in good order and showing little sign of use, complete with original 'automobili Lamborghini' black cloth drawstring protective bags.

(4)

£4,000 - 5,000

€5,200 - 6,500



65

66◊◊

**A PAIR OF CABIN TRUNKS BY MOYNAT,
FRENCH, CIRCA 1920,**

each olive green Rexine covered wooden case with leather handles with Moynat branded mounts, reinforced edging and corners, riveted wooden battens to lid, nickelled locks and catches, the lids with Moynat 'M' design hinges opening to beige cloth-lined interior, one bearing Moynat label to inside edge of lid, both with replacement lined base panels, each applied with travel labels and with painted monogram 'G.B.' to each end, each measuring 90 x 53 x 31cm.

(2)

£1,000 - 1,200

€1,300 - 1,600



66



67[†]

**A SUPERB TRAVELLING BAR
COCKTAIL SET IN THE FORM OF A
1920S AEROPLANE, BY J A HENCKELS
ZWILLING OF SOLINGEN, GERMANY,
CIRCA 1928,**

nickel-plated brass cocktail set inspired by the romance of air travel, in the form of a stylised 1920s monoplane, featuring 'fuselage' with 'twin-blade propeller' mounted 'cowling' cap, and pair of hip-flask 'wings', the whole fully disassembling to reveal full complement of drinking accessories comprising cocktail shaker with strainer/lemon squeezer, lid and set of four gilt-lined stacking cups all contained in the fuselage, a set of four spoons stacked within the wheeled 'under-carriage' with corkscrew and funnel contained in the 'tail-plane', impressed to one tail-fin with maker's markings, the strainer marked 'D.R.G.M. 878570 Germany', and each cup marked 'Germany' to base, a rare larger example of the two versions originally produced, and measuring 32cm long overall.

£10,000 - 15,000
€13,000 - 19,000

68[†]

**A 'CORACLE' WICKER-CASED PICNIC SET FOR FOUR PERSONS,
BY G W SCOTT & SONS, CIRCA 1909,**

the case with wicker handle and locking bar, the lid opening to wicker compartmentalised interior fitted with two large wicker-covered glass bottles, two Coracle Brand ceramic-based food boxes, four stacking glass tumblers with wicker covers, ceramic butter jar and condiments jars, with circular enamel plates and cutlery housed behind leather straps in the lid, the case 51 x 32 x 20cm.

£1,000 - 1,500

€1,300 - 1,900



68

69

**AN EDWARDIAN LEATHER CASED 'EN
ROUTE' PICNIC SET FOR FOUR PERSONS
BY DREW & SONS,**

brown leather case with leather carrying strap, with brass lock and catch, the lid and fall-front opening to wicker framework interior fitted with wicker-handled copper kettle with burner and spirit flask, a wicker-covered drinks bottle, three other glass bottles, two ceramic based food boxes, set of four Royal Worcester tea-cups with saucers, four rectangular enamel plates, cutlery and a Vesta case, the case 38cm wide.

£1,200 - 1,500

€1,600 - 1,900



69

70[†]

**A FINE CHRISTOPHER DRESSER CASED
TEA-SET FOR TWO PERSONS, CIRCA
1902,**

black leather case with handle, with double doors opening to grey suede-lined two-tiered interior, the upper tier fitted with wicker-handled kettle with lid, containing tea-caddy, with burner, oil flask and folding stand, and teapot containing sugar bowl and milk jug, the lower tier fitted with pink Royal Worcester bone china teacups on suede pads with accompanying saucers, the spoons and sugar housed in the double doors, the case with embossed initials 'E.K.L' and measuring 29 x 15 x 19cm.

£1,500 - 2,000

€1,900 - 2,600



70



71



72



72



72 (detail)

71†

**A LEATHER-CASED TEA-SET/PICNIC SET FOR TWO PERSONS,
BY G W SCOTT & SONS, CIRCA 1909,**

brown leather case with handle, nickel lock and catches, the lid and fall front opening to metal lined interior fitted with wicker-handled kettle with burner, spirit flask, glass milk bottle, four assorted food tins, two ceramic tea-cups (old cracks in places), saucers, with tea-spoons and Vesta case housed behind leather straps in the lid, the case measuring 39 x 17 x 20cm.

£2,000 - 2,500
€2,600 - 3,200

72◊

**A FINE AND IMPRESSIVE WOODEN CASED SIX-PERSON PICNIC
SET AND GAMES TABLE COMBINATION, BY BARRETT & SONS,
PRE-WAR,**

dark wooden case with brass handles and edging, the lid (catch missing) with two hinged folding wooden panels to form a green baize card gaming table measuring 92 x 88cm, further opening to brown leather-lined compartmentalised interior, fitted with compliment of picnic accessories including wicker-handled kettle with burner and oil flask, wicker-handled saucepan, large wicker-covered glass drinks bottle, smaller milk bottle, Thermos flask, five food tins of assorted sizes, set of six glass tumblers in wicker cases, six ceramic tea-cups, ceramic butter and preserves jars, condiments jars, and a set of unused 'Large Index' playing cards, with cutlery, saucers, vesta case and corkscrew housed behind honey leather straps in the lid, and with two hinged fold-out side leaves similarly housing rectangular enamel plates and spoons, the case 88cm wide, the whole supported on a pair of wooden folding trestle legs and standing 83cm high overall, offered with two keys.

£2,500 - 3,500
€3,200 - 4,500

73†YΦ

**A FINE LEATHER-CASED TWO-PERSON TEA-SET WITH SILVER
ACCESSORIES, EARLY 20TH CENTURY,**

believed retailed in France with German silver accessories hallmarked 'C.W.Jr', textured dark blue leather case, with leather handle to lid, nickel lock and catch, the lid and fall-front opening to velvet and leather lined tiered interior fitted with wicker-handled silver kettle, stand and burner with ivory control wheel, silver twin-handled sugar bowl with lid, milk jug, two glass bottles and a jar, each with silver lids, with Limoges bone china gilt-edged tea-cups and saucers, with stainless steel spoons and Ivoirine handled knife housed in the lid, the case measuring 30 x 14 x 16cm.

£3,000 - 4,000
€3,900 - 5,200



73

74†

A VETERAN LEATHER-CASED PICNIC/TEA-SET FOR FOUR PERSONS FOR THE MINERVA CAR COMPANY, CIRCA 1905,

believed Belgian manufacture, honey leather case with carrying strap, nickelised lock and catch, with lid and fall front opening to red leather-cloth lined interior with tiered levels, fitted with wicker-handled kettle and burner, two glass drinks bottles, two food tins, set of four china tea-cups with accompanying saucers and a spirit flask, with set of four 'apostle' spoons and Vesta case housed behind leather straps in the fall-front, the inside of the lid branded '*Don de la Minerva Motors Cie*', the case measuring 39 x 17 x 18cm.

£3,000 - 4,000

€3,900 - 5,200



74

75†

A FINE CASED PICNIC SET FOR FOUR PERSONS BY G W SCOTT & SONS, 1920S,

black leather-cloth case with geometric design, with nickelised handles, locks and catches, the lid opening to olive leather-cloth lined compartmentalised interior, fitted with wicker-handled square kettle with burner, two large and two smaller wicker-covered glass drinks bottles, two sandwich boxes with Pyrex bases, four other food tins, a spirit flask, set of four ceramic tea-cups, four stacked glass tumblers in wicker cases, and two condiments jars, the circular enamel plates, ceramic saucers and cutlery housed behind leather straps in the lid, the case measuring 62 x 37 x 17cm.

£4,000 - 6,000

€5,200 - 7,800



75



76†

A FINE CASED 'CORACLE' PICNIC SET FOR FOUR PERSONS BY G W SCOTT & SONS, CIRCA 1909,

black leather-cloth case, with polished brass handles, lock and catches, the lid opening to green leather-cloth line compartmentalised interior, fitted with copper kettle with burner, one large and one smaller wicker covered glass bottles, a Coracle brand ceramic-based sandwich box, two other food tins, four Paragon bone china tea-cups with saucers, a spirit flask, set of four glass drinking tumblers with wicker covers, a ceramic butter jar, and condiments jars, with circular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 57 x 32 x 20cm.

£5,000 - 7,000

€6,500 - 9,100



77†

A WICKER-CASED 'EN ROUTE' PICNIC SET FOR FOUR PERSONS BY DREW & SONS, CIRCA 1909,

the wicker case with leather carrying strap and with lid and fall-front opening to interior with wicker framework, fitted with wicker-handled kettle with ornate burner, three glass drinks bottles stacked with nickelled tumblers, a smaller glass milk bottle, five food tins of various sizes, set of four ceramic tea-cups with saucers, enamelled rectangular plates, a circular nickelled serving platter, three condiments jars, and cutlery, many pieces with maker's markings, the case measuring 55 x 28 x 30cm.

£5,000 - 6,000

€6,500 - 7,800



78

78†◊

A FINE AND SPECIALLY COMMISSIONED CASED PICNIC SET FOR FOUR PERSONS BY J C VICKERY OF REGENT STREET, LONDON, CIRCA 1909,

black leather-cloth case with leather reinforced corners, handle and carrying strap, with nickel locks and catches, the lid opening to interior with wicker-framework fitted with wicker-handled kettle with ornate burner, two vacuum flasks, a wicker-covered glass drinks bottle, a smaller glass bottle, a yellow enamel lidded sandwich box, another food tin, a set of four yellow enamel gilt-edged tea-cups housed in metal frame, with matching saucers, four small rectangular enamel plates, a set of four tumblers, a ceramic preserves jar, condiments jars and other accessories, with the cutlery and bottle opener housed behind leather straps in the lid, the case measuring 72 x 30 x 18cm overall.

£10,000 - 15,000

€13,000 - 19,000

79

A COLLECTION OF 1:43 SCALE MODEL CARS,

comprising 15 boxed Mille Miglia models, 1926 Alfa Romeo 1500, 1930 Alfa Romeo 1750, 1932 Alfa Romeo 2300, 1938 Alfa Romeo 3000T, 1940 BMW touring, 1948 Ferrari 166, 1949 Ferrari Touring, 1950 Ferrari 195 S, 1951 Ferrari 344 A, 1952 Ferrari 250 S, 1953 Ferrari 340 MM, 1954 Lancia D24, 1955 MB 300 SLR, 1956 Ferrari 290 MM and 1957 Ferrari 335 S; boxed Maserati 250F by Western Models; 4 Brumm models in plastic cases, includes 2 with outer boxes; an Italia Classica 1981-91 commemorative display with model Jaguar D-type and Ferrari Testarossa; and a boxed GAG by Tron model of a 1965 ASA 1000 Ferrarina Stradale Road Car.

(Qty)

£1,000 - 1,200

€1,300 - 1,600



80

80◊◊

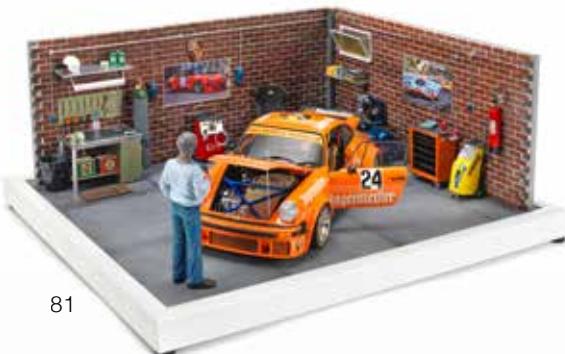
A FINE 1:12 SCALE MODEL OF A 1930 BENTLEY EIGHT-LITRE, BY FULGUREX,

factory packed for transportation, ready for wheels, wings and lights to be fitted for display, limited edition scratchbuilt model, constructed from nickel and brass parts, featuring functioning steering and suspension, opening bonnet revealing engine, wire wheels fitted with rubber tyres, differential, leather seats, dashboard, headlamps, and other parts reproduced in fine detail, finished in British Racing Green livery, with plaque to underside numbered 12549, 42cm long, offered with a wood framed glazed display case with mirrored wooden base bearing maker's plaque, a certificate of authenticity dated 1972, original packing crate and new packing crate for glass case.

(Qty)

£1,000 - 1,500

€1,300 - 1,900



81

81

A 1:12 SCALE MAX MORITZ RACING PORSCHE 934 MODEL GARAGE DIORAMA, BY LUIGI NIOLA,

custom modified plastic kit of the 1976 Nurburgring 1,000Km Porsche 934, finished in orange race livery with Jaegermeister and other sponsors' logos and wearing race number 24, with opening bonnet, boot and doors showing finely detailed engine and interior, and fitted with rubber tyres, 35cm long, displayed within a garage diorama scene with scratch-built miniature garage equipment, details and plaster 'mechanic' figurine, under a Perspex display case, 56 x 46 x 24cm overall.

£1,000 - 1,200

€1,300 - 1,600



82

82

A 1:12 SCALE MODEL DIORAMA OF NIGEL MANSELL'S 1992 RENAULT WILLIAMS FW14B, BY LUIGI NIOLA,

custom modified plastic model kit of the 1992 Formula 1 Season World Championship winning race car, depicting the car with body panels removed, with scratch-built modifications showing various engine, cockpit and other details, with rubber tyres fitted with tyre covers, displayed together with body panels finished in Renault Williams race livery with sponsors' logos and wearing race number 'Red 5', in a garage scene diorama with garage equipment, mechanic, race manager and Nigel Mansell figures, under a Perspex display case, measuring 66 x 51 x 24cm overall.

£1,000 - 1,200

€1,300 - 1,600



83

83

A 1:12 SCALE MODEL DIORAMA OF AYRTON SENNA'S 1991 MCLAREN-HONDA MP4/6, BY LUIGI NIOLA,

custom modified plastic model kit of the 1991 Formula 1 Season World Championship winning race car, depicting the car with body panels and front wheels removed, with scratch-built modifications showing various engine, cockpit and other details, wheels with rubber tyres, displayed together with body panels finished in Honda McLaren race livery with sponsors' logos and wearing race number 1, displayed in a pit scene diorama with miniature Ayrton Senna figure, under a Perspex display case, measuring 62 x 46 x 21cm overall.

£1,000 - 1,500

€1,300 - 1,900



84

84

A 1:8 SCALE MODEL OF D TYPE JAGUAR BY JAVAN SMITH,

hand built kerbside model, with detailed cockpit, on base painted as starting grid, with Perspex case.

£1,000 - 1,200

€1,300 - 1,600



85

85

A 1:8 SCALE MODEL OF THE 1953 TIMOSSI-FERRARI 'ARNO XI' RACING HYDROPLANE,

wood resin and metal construction, depicting the machine as adapted and raced by Nando Dell'Orto, on wooden display base raised on two metal posts with central wooden support, 80cm long.

£1,000 - 1,400

€1,300 - 1,800

Dell'Orto's boat was formerly commissioned from Ferrari by Achille Castoldi, and was dubbed 'Arno XI'. Built to a three-point hydroplane design by Timossi Azzano's Cantieri boatyard located on Lake Como. A beautiful example of form and function in equal parts, the hydroplane featured a solid wood-framed structure skinned by marine-grade plywood with a mahogany veneer, a strong separate metal subframe chassis to cope with the enormous power and the engine cover and cockpit exterior appropriately finished in Rosso Corsa.



86



89



92



87



90



93



88



91



94

86

A 1:8 SCALE MODEL OF A MCLAREN F1 BY AMALGAM,

limited edition number 14/199, finely detailed model 'Can Am' orange livery, with hinged rear panel opening to reveal engine bay, (one rear wing end-plate missing, one spoiler and end-plate detached), on display base mounted with two maker's plaques, under Perspex case, 67 x 33 x 22cm, (case requires repair).

£1,000 - 1,200

€1,300 - 1,600

87

A 1:8 SCALE MODEL OF THE 2005 SEBRING WINNING ASTON MARTIN RACING DBR9 BY AMALGAM,

limited edition number 10/50, finely detailed model of the Brabham, Turner and Ortelli's car finished in British Racing Green, number 57 and sponsors logos, on display base mounted with two maker's plaques, under Perspex case, 70 x 36 x 23cm.

£1,200 - 1,600

€1,600 - 2,100

88

A 1:8 SCALE MODEL OF THE 2005 LE MANS WINNING AUDI R8 BY AMALGAM,

limited edition number 09/199, finely detailed model of Lehto, Werner and Kristensen's car, finished in white with number 3 and sponsors logos, on display base mounted with two maker's plaques, under Perspex case, 70 x 36 x 24cm.

£1,200 - 1,600

€1,600 - 2,100

89

A 1:8 SCALE MODEL FERRARI FXX BY AMALGAM,

limited edition number 05/199, finely detailed model, finished in Rosso Corsa with central white stripe, with detailed engine compartment, (left window seal detached but present), on display base mounted with two maker's plaques, under Perspex case, 70 x 36 x 24cm.

£1,200 - 1,600

€1,600 - 2,100

90

A 1:8 SCALE MODEL OF THE 2006 LE MANS WINNING AUDI R10 TDI BY AMALGAM,

limited edition number 1/199, finely detailed model of Biela, Pirro and Werner's car, finished silver with red trim, number 8 and sponsors logos, on display base mounted with two maker's plaques, under Perspex case, 70 x 36 x 22cm.

£1,200 - 1,600

€1,600 - 2,100

91

A 1:8 SCALE MODEL OF THE 2003 LE MANS WINNING BENTLEY SPEED 8 BY AMALGAM,

limited edition number 56/99, finely detailed model of Capello, Kristensen and Smith's car, finished in British Racing green, number 7 and sponsors logos, on display base mounted with three maker's plaques, under Perspex case, 70 x 36 x 23cm.

£1,200 - 1,600

€1,600 - 2,100

92

A 1:8 SCALE MODEL OF THE 2008 LE MANS ASTON MARTIN RACING DBR9 BY AMALGAM,

limited edition number 07/199, finely detailed model of Brabham, Garcia and Turner's car, finished in Gulf livery with number 009 and sponsors logos, on display base mounted with two maker's plaques, under Perspex case, 70 x 36 x 24cm.

£1,200 - 1,600

€1,600 - 2,100

93

A 1:8 SCALE OF JUAN MANUEL FANGIO'S 1957 GERMAN GRAND PRIX WINNING MASERATI 250F LIGHTWEIGHT BY AMALGAM,

limited edition number 38/50, finely detailed model, finished in yellow nosed Rosso Corsa livery with driver's number 1, spoked wheels with rubber tyres on display base mounted with two maker's plaques, under Perspex case, 67 x 34 x 22cm.

£1,200 - 1,600

€1,600 - 2,100

94

A 1:8 SCALE MODEL OF THE 2007 TORO ROSSO STR2 BY AMALGAM,

limited edition number 01/99, finely detailed model of Vitantonio Liuzzi's car, finished in Scuderia Toro Rosso livery with driver's number 18 and sponsors logos, on display base mounted with two maker's plaques, under Perspex case, 66 x 33 x 21cm.

£1,200 - 1,600

€1,600 - 2,100



95



97



99



96



98



100

101



102

95

A 1:8 SCALE MODEL OF GILLES VILLENEUVE'S FERRARI 312T4 BY AMALGAM,

limited edition number 38/100, finely detailed model of the 1979 World Championship runner-up's Car, finished in Rosso Corsa with driver's number 12 and sponsors logos, on display base mounted with two maker's plaques, under Perspex case, 66 x 33 x 20cm.

£1,200 - 1,600

€1,600 - 2,100

96

A 1:8 SCALE MODEL OF MICHAEL SCHUMACHER'S FERRARI F2005 BY AMALGAM,

limited edition number 29/50, finely detailed model finished in Rosso Corsa with driver's number 1 and sponsors logos, on display base mounted with two maker's plaques, under Perspex case, 66 x 33 x 22cm.

£1,200 - 1,600

€1,600 - 2,100

97

A 1:8 SCALE MODEL OF LEWIS HAMILTON'S 2007 CANADIAN GRAND PRIX WINNING MCLAREN MERCEDES MP4-22A BY AMALGAM,

limited edition number 01/99, finely detailed model of the car raced by Hamilton at Montreal to his first Formula 1 victory, finished in silver with orange trim, driver's number 2 and sponsors logos, on display base mounted with two maker's plaques, under Perspex case, 66 x 33 x 21cm.

£1,200 - 1,600

€1,600 - 2,100

98

A 1:8 SCALE MODEL OF A PORSCHE 917 BY AMALGAM,

limited edition number 04/199, finely detailed model finished in Gulf colours and sponsor's logos, number 2, with opening doors and rear panel showing engine detail, display base mounted with two maker's plaques, under Perspex case, 69 x 36 x 24cm overall.

£1,200 - 1,600

€1,600 - 2,100

99†

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

kit-built, constructed from mainly metal parts, originally licensed by both Eon Productions and Aston Martin Lagonda Limited, finely detailed model with opening doors, bonnet and boot, loaded with James Bond 007 'Special Equipment' features including machine guns, bullet shield, removable roof section, cutting spinners, and finely modelled interior, approximately 60cm long, offered together with black vinyl car cover, and a complete set of 89 issues of the Eon Productions weekly publication, and four accompanying parts lists. (Qty)

£1,500 - 1,800

€1,900 - 2,300

100

A FINE 1:8 SCALE MODEL OF JUAN MANUEL FANGIO'S 1950 MONACO GRAND PRIX WINNING ALFA ROMEO 158 'ALFETTA', BY GLEN ENGLISH,

scratch-built hand made limited edition number 50 /50, kerbside model with full cockpit detailing, aluminium body hand painted with race number and cloverleaf design, on display base applied with numbered plaque with Perspex cover.

£2,500 - 3,500

€3,200 - 4,500

101Ω◊

A 1:6 SCALE LIMITED EDITION MODEL OF MICHAEL SCHUMACHER'S 2006 FERRARI 248 F1, BY APOLE,

limited edition No.8/200, resin-bodied model with carbon parts, detailed cockpit, rubber tyres, finished in red with sponsors' logos, of the single seater as driven by Schumacher during the 2006 F1 season, 78 cm long, mounted on a display base with plaque, under a Perspex display case (crack to one end), measuring 90 x 42 x 24cm overall.

£2,000 - 2,500

€2,600 - 3,200

102◊

A 1:5 SCALE MODEL OF KIMI RAIKKONEN'S FERRARI F2008 BY AMALGAM,

limited edition number 12/250, finely detailed model finished in Rosso Corsa with driver's number 1 and sponsors logos, on display base mounted with two maker's plaques, under Perspex case, 105 x 52 x 33cm.

£2,500 - 3,500

€3,200 - 4,500

103 ◊◊

A FINE 1:4 SCALE LIMITED EDITION LG SPONSORSHIP PROMOTIONAL MODEL OF A SINGLE SEATER RACING CAR, finely detailed static model, finished in black with multi-coloured pinstriping and 'LG' sponsors logo, detailed cockpit, plastic tyres and measuring 117cm long, fixed to a carbon-fibre display base, bearing plaque and Perspex display case with detachable legs, the case measuring 127 x 59 x 36cm overall, together with a fitted flight case.

(Qty)

£1,200 - 1,500

€1,600 - 1,900

104 †◊◊◊

AN ASTON MARTIN APPROVED '1959 LE MANS TRIBUTE' HALF-SCALE MODEL OF THE WINNING ASTON MARTIN DBR1, BY THE EVANTA MOTOR COMPANY OF HERTFORDSHIRE, ENGLAND,

chassis numbered EVANTA-DBR1-006 of a limited edition of 59 examples to be built, a static model of the car to commemorate the victory by Roy Salvadori and Carroll Shelby at the 24-hour race, fibre-glass body shell with removable bonnet and rear panel, plastic windscreens, chromed spoked fixed wheels with spinners fitted with pneumatic tyres, the cockpit with two canvas seats, dashboard bearing maker's plaque and with dummy instrument panel and wooden laminated steering wheel, bodywork finished in Aston Martin Californian Sage Green and bearing number '5' race roundel with drivers' details to each side, measuring approximately 203 cm long, 83cm wide and 53cm high, offered together with mock 'V5 registration document' and 'test certificate', sold together with a purpose built wooden packing crate, with decorated period appearance that doubles as a display base.

(Qty)

£7,500 - 9,500

€9,700 - 12,000



103



104

105 ◊◊◊

AN ELECTRICALLY POWERED BUGATTI TYPE 35 CHILD'S CAR,

custom built of recent construction, box section steel chassis, with aluminium body panels and finished in blue livery, with black leatherette interior, fitted with spoked wheels shod with pneumatic tyres, rack and pinion steering, hydraulic disc braking system to foot pedal, with working lights, powered by a 24 Volt motor with two 12 Volt rechargeable batteries, with forward and reverse speeds via accelerator pedal to achieve a top speed of approximately 8mph, with removable steering wheel to seat an older child or small adult, measuring 214 x 76 x 76cm overall.

£5,500 - 7,500

€7,100 - 9,700



105





107



107



106

106◊◊◊

A SCUDERIE CAMPARI 'MIRA MICRO BOLID' CHILD'S PEDAL CAR INSPIRED BY THE FERRARI 375 INDY, 2014,

'High Tech' design hand-built by Mira of Parma based in the Emilia Romagna region of Italy, one of a limited edition of 67 examples scheduled for production, each with 'one-off' customized livery, with carbon fibre chassis and body construction, pedal driven to rear wheels, with Kevlar foot protection, suspension and wheel support constructed in Ergal, fitted with semi-convex carbon fibre wheels, with single seat and fitted with cherry wood rimmed and alloy Nardi steering wheel, finished in red with black underside and wearing the number 12, inspired by the car driven by Alberto Ascari at the 1952 Indianapolis 500, to suit children aged 3-6 years, measuring approximately 150 x 50 x 49cm overall and weighing approximately 10Kg, offered together with certificate of ownership and with wooden transport crate.

£6,500 - 8,500

€8,400 - 11,000

107

THE CHECKERED FLAG AWARD WON BY GRAHAM HILL FOR HIS VICTORY IN THE 1966 INDIANAPOLIS 500 MILE RACE,

dated May 31 1966, the flag fitted to a mount in wood with copper plaques, engraved to read 'Presented To Graham Hill Winner Of The Indianapolis 500-Mile Race May 31 1966, This Flag Waved Graham Hill Into The Famed Victory Lane', the flag signed by many of the drivers and officials involved in the race including Carl Williams, Andy Granatelli, Johnnie Boyd, Larry Dickson, Rodger Ward, Greg Weld, Gordon Johncock, Roger McClusky, Al Unser, Cesar Romero, Joe Leonard and many others, some fading to signatures and discolouration to flag, with certificate of authenticity and other printed ephemera, copies of presentation photographs, together with the tie worn by Hill on the day of the presentation, a signed postcard with signed letter from Hill, an unsigned 1966 Hill Christmas card, and a 1968 menu to celebrate Graham Hill/Lotus 100th Grand Prix, addressed "To Glenda With Love..." signed by Graham Hill, Jochen Rindt, Juan Manuel Fangio, Jackie Stewart, Innes Ireland, Jack Brabham, Bruce McLaren, Denny Hulme, J-P Beltoise and Frank Gardner, with certificate of authenticity. (Qty)

£2,000 - 3,000

€2,600 - 3,900



107



108



109

108

A FERRARI-DUOSTOP LAP TIMING BOARD, CIRCA 1960, rare and unusual shaped opaque-Perspex timing board fitted with three single-button operated stopwatches with white dials and Arabic numerals comprising twin Minerva stopwatches, Swiss made, each with 0-100 seconds outer dial and half-hour subsidiary dial and a Minerva master stopwatch, Swiss made, with 0-100 dial and subsidiary dials for 60 minutes and 12 hours, held in bolt on cases, with chromed security caps, activated by a single lever mechanism on the left of the board with lock for transport and storage, the lever arm activating the stopwatches with three adjustable bars, (the master stopwatch with sliding bar), the board also fitted with two sprung timing sheet clips, brown leather neck strap, black plaque to the top left corner marked 'Ferrari-Duostop', the board 46 x 32cm.

£1,200 - 1,600
€1,600 - 2,100

In the days before the prancing horse became a familiar brand on everyday items other than just cars, the Ferrari-Duostop represented a rare, early instance of Ferrari lending their name to another product.

During the late 1950's and 1960's a number of timing devices were made for the factory Ferrari team, including the Duostop and the Tristop, which were neck worn devices to aid lap timing. Although all models of Ferrari lap timing boards are rare in their own right, the clipboard featured here is especially so with very little information available on other examples. With its original leather neck strap and the watch movements all in good working order, this lot is ideal for the Ferrari collector or for use on the pit wall at the Goodwood Revival.



110

109

A SIGNED DECLARATION OF OBJECTION TO THE USE OF THE MONZA BANKING AT THE 1964 ITALIAN GRAND PRIX, single sheet of A4 paper, with typed title and declaration, signed by 11 drivers and 5 team entrants, 4to, creased.

£1,000 - 1,500
€1,300 - 1,900

Formerly the property of Maurice Smith, Editor of Autocar, gifted to his secretary in the 1960s, obtained for him when Peter Garnier was Sports Editor and secretary of the Grand Prix Drivers Association.

110◊

THREE FORMULA 1 CAR FRONT END COMPONENTS, comprising Nelson Piquet 1987 Williams FW11B nosecone bearing Honda, Mobil and driver's number 6, damaged in accident in qualifying for the 1987 San Remo Grand Prix, with file of research and photographs; Alessandro Nannini 1988 Benetton B188 nosecone with Riello, Goodyear and Ford logos with drivers number 19 with file of research and a photograph; and Jarno Trulli 2001 Jordan EJ11 front wing with Benson Hedges logo and drivers number 12, with file of research and photographs.
(Qty)

£1,200 - 1,500
€1,600 - 1,900



111

111◊◊

**ASSORTED FORMULA 1 AND OTHER
MOTORSPORT CAR PARTS,**

comprising Alain Prost 1980 McLaren M30 roll hoop assembly, with certificate of authenticity, file of research and photo; Jody Scheckter 1976 Tyrell P34 rear wing (in two parts) with certificate of authenticity, file of research and photos; Ronnie Petersen/Jacky Ickx 1975 Lotus 72 rear wing end plate, with Lotus certificate of authenticity; Didier Pironi/Jean Pierre Jarier 1979 Tyrell roll over hoop shroud panel, with certificate of authenticity and photograph; Mario Andretti 1979 Lotus T79 rear wing end plate, with Team Lotus certificate of authenticity; Derek Warwick 1988 Arrows Megatron rear wing end plate, damaged during accident in Japanese Grand Prix, with certificate of authenticity, file of research; and Paul Stewart, 1990 Paul Stewart Racing F3 car front right wing, signed by the driver and Jackie Stewart, with certificate of authenticity.

(Qty)

£1,200 - 1,500

€1,600 - 1,900

112

**FORMULA 1 CLOTHING AND A DAMON
HILL VICTORY CHAMPAGNE BOTTLE,**

comprising a framed display housing a pair of gloves worn by Mark Blundell on 16 October 1994 at the European Grand Prix, with Certificate of Authenticity, a pair of Eddie Irvine's Ferrari racing boots by Sabelt, used at 1999 Imola Grand Prix, with Certificate of Authenticity, a 1979 issue McLaren team jacket for the US Grand Prix, with Certificate of Authenticity and a double magnum sized Moet & Chandon champagne bottle (empty) presented to Damon Hill on the podium after winning the 1995 Hungarian GP, signed on the label, with Certificate of Authenticity, together with a series of BRM photographs and stickers formerly from the collection of Roger Wallhead.

(Qty)

£1,000 - 1,500

€1,300 - 1,900

113

**A BLUE COTTON RACING SUIT USED AND
DESIGNED BY SIR STIRLING MOSS, LATE
1950S, TOGETHER WITH AN EXPIRED
BRITISH PASSPORT 1975-1985,**

signed by the driver, the suit with button neck and press-stud front bib with zip, elasticated wrist cuffs and button ankles, zipped front lower leg pockets, with sewn on BRDC cloth patch, together with re-print of a photograph of Moss with Hawthorn, and a later image of Moss at the signing of the suit, with a certificate of authenticity; the passport issued 27 March 1975 for 10 years, signed by the driver, with black and white photograph on page 3, cancelled 27 March 1985, upper corner of front cover cut-off.

(Qty)

£3,000 - 4,000

€3,900 - 5,200



112



113

114

A COLIN MCRAE RACING SUIT BY SPARCO FOR THE 2000 WORLD RALLY CHAMPIONSHIP, DATED 25.5.00,

white with blue legs, embroidered name and flag on belt, with Martini Racing Ford Focus embroidery and striped pattern on torso and left sleeve, together with sponsors embroidery and patches for Ford racing, Martini, Telefonica Movies and Valvoline, (Michelin patches removed), with embroidered www.colinmcrae.com and named logo patches on right chest, used.

£1,500 - 2,500

€1,900 - 3,200

According to information supplied by the vendor this suit was purchased at a charity auction in Ayr in 2001, at a Burns Supper in aid of the Hansel Village, organised by Neale Dougan, a fellow rally driver and friend of McRae. A similar suit was worn by McRae at each rally during the 2000 season, during which he celebrated his 100 rally when in Australia.



114



115

115

A CROMWELL HELMET SIGNED BY RACE DRIVERS,

open-face helmet in black, grey and silver with pop-stud peak, size 3, with ACU, British Standard and RAC stickers, signed in black marker by various racing drivers including Tony Brooks, Barry Sheene, Chris Amon, Jack Brabham, Bette Hill, and others, some signatures faded or smudged, displayed within a Perspex display case.

£1,000 - 1,500

€1,300 - 1,900



116

A HERBERT JOHNSON RACING HELMET IN ORIGINAL BOX, 1950S,

painted cream with matching peak, size 7 1/4, worn with canvas webbing and harness with leather chin strap, peak-fitted with Perspex visor, together with a pair of Luxor goggles, (elastic perished), the box worn but complete with lid bearing maker's label.

(Qty)

£1,000 - 1,500

€1,300 - 1,900

From the Estate of the late David John Peter Watson, equity card carrying professional driver. "Peter" Watson's first film role as a stuntman was in the 1961 film the Green Helmet. He was a professional driver then but was approached by a film crew who were lacking a stuntman at Silverstone. He duly obliged and had to drive a Le Mans Lister Jaguar for certain shots and then crash it. He was paid £50 a day and then £1000 for the stunt. And so his career as professional film stuntman was born. This helmet was worn during the filming. The archive image (not for sale with the helmet) depicts Watson (standing right) next to the star of the film Bill Travers wearing his own Herbert Johnson helmet.



117

A LEWIS HAMILTON 2009 FORMULA 1 SEASON REPLICA HELMET,

signed on the crown by the driver in black marker pen, with Mercedes-Benz, Vodafone, Johnnie Walker, SAP, Mobil 1 and Hugo Boss logos, with clear visor fitted with MM, Johnnie Walker, Santander logo strip, on display base with Perspex cover.

£1,000 - 1,500

€1,300 - 1,900



118

A REPLICA HELMET BASED UPON MICHAEL SCHUMACHER'S 2002 SCHUBERT DESIGN,

with Ferrari logo to rear, Marlboro, Tim, KeraKoll logos, with Scuderia Ferrari Marlboro Tic Tac logo strip, on display base under Perspex cover.

£1,000 - 1,500

€1,300 - 1,900



119

A LES LESTON "GRAND PRIX" CRASH HELMET, CIRCA 1958,

original silver-paint finish over fibreglass shell with canvas side and neck protection, matching detachable peak, maker's label to inside crown lining, size approximately 7 1/2.

£1,000 - 1,500

€1,300 - 1,900



120



121



122

JUAN MANUEL FANGIO'S SIGNED BELL HELMET, GOGGLES AND GLOVES WORN DRIVING THE MERCEDES-BENZ W125 AT THE GUNNAR NILSSON MEMORIAL MEETING AT DONINGTON, 1979,

white open-face Bell Size 7 R-T helmet with peak and black leather chin-strap, bearing Bell stickers to front and rear and British Standard BS5361 kitemark sticker to left side, with black padded interior bearing SHCA quality sticker and with some deterioration to foam padding to crown, signed to the front in black marker by Fangio and dated 3/6/79, with original Bell card box, instructions and spare stickers, offered together with a pair of Baruffaldi 'World Champion' racing goggles with Italian Tricolore elasticated headband, and a pair of blue Nomex driving gloves with black leather palms, all worn by Fangio while driving Neil Corner's pre-War Mercedes-Benz W125 at the memorial event held on 3rd June 1979, commemorating the Swedish race driver Gunnar Nilsson, who had sadly passed away the year prior to the event.

(8)

£8,000 - 10,000
€10,000 - 13,000

The Gunnar Nilsson Memorial Trophy event was staged at the Donington circuit in 1979 in memory of the Late driver and as a fundraising event for the benefit of the Gunnar Nilsson Cancer Foundation.

Although originally intended to be a Formula 1 non-championship race, this was not sanctioned by the FIA, resulting in many teams not participating, and was eventually billed as a Time Trial event with 20,000 spectators attending to view the proceedings. The five drivers and the Formula 1 cars that did compete in the main event, a 5-lap timed trial of the circuit, finished as follows:

1. Alan Jones in the Ex Monaco Williams FW07/003
2. James Hunt in the Ex Monaco Wolf WR8 (Hunt's last competitive race before announcing his retirement)
3. Mario Andretti in the Lotus 79
4. Nelson Piquet in the Ex 1978 Swedish GP Brabham BT46B 'Fan Car'
5. Rupert Keegan in the Ex-Patrese Works Arrows A1/06

Other events of the day included a BMW M1 celebrity race, a round of the F3 Championship won by Michael Roe in a Chevron, and a BMW Saloon Car race, won by Martin Brundle.

A special circuit run event was organised for former World Champions and celebrities driving their race cars and other cars from the Donington Collection including Jackie Stewart in his Tyrrell, Denny Hulme in his Brabham, and George Harrison in Rob Walker's Ex Stirling Moss Monaco-winning Lotus 18, however highlight of the day for many fans was 5-times World Champion Juan Manuel Fangio, in a solo demonstration, driving Neil Corner's Mercedes-Benz W125, impressing the crowd and fellow professionals alike with his mastery of the car, and wearing the helmet, goggles and gloves offered here.

The vendor, a member of the Donington management who knew Fangio personally, lent him the helmet, gloves and goggles for the demonstration. After the demonstration, the legendary driver returned the helmet to the vendor and signed it just before leaving the circuit to catch his flight home.

120

DONALD CAMPBELL'S 'BLUEBIRD' HELMET, 1963-1964,

MSA aviator type, American, with sliding darkened visor, decorated gold with blue wings to front of slider cover, worn, foam interior distressed, with chin strap and communication leads, together with a copy of World Challenge Proteus Bluebird Project 1963 booklet, showing Campbell in this helmet on page 3, a copy of John Pearson; Bluebird and the Dead Lake, and two Phil Edwards Record Models 1:72 models of the two bluebirds on one display base, two frames of photographs, a framed scan of a signed photograph, and a print, Donald Campbell CBE after Duncan Pittaway, limited edition 96/950, framed and glazed.

(8)

£3,000 - 5,000
€3,900 - 6,500

This helmet, appears in many publicity photographs of Campbell, including those published in the World Challenge Proteus Bluebird Project 1963 booklet. It was used during the launch of the CN7 Bluebird Land Speed Record car. At Lake Eyre, Australia in 1964, there was a military detachment from the Australian Army assigned to help with the record attempt. The officer in charge was Col. Lawrence Campbell (no relation), he and Donald became great friends and this helmet was gifted to him by Donald at the end of the successful record attempt.

121

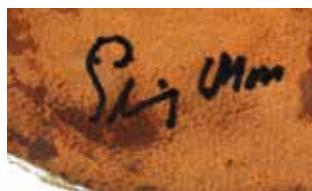
SIR STIRLING MOSS 'LES LESTON GRAND PRIX' HELMET, 1960S,

a 'rain' helmet, used by the driver in the late 1950s and early 1960s, with original leather harness and chin strap, the exterior re-painted white then used again more recently in historic racing, signed by Moss on the front and under the peak, cracked, together with a letter of authenticity dated 2008 and a photograph of the helmet being signed.

(3)

£5,000 - 6,000
€6,500 - 7,800

According to information detailed on the Certificate of Authenticity...."Stirling seems to remember the helmet was damaged probably in the early millennium in a sprint in an Austin Healey on the Tar Auto or Pirelli events".





122



122 (image not included for sale with the lot)



122



123

FORMULA 1 MEMORABILIA FROM AN IMPORTANT EUROPEAN COLLECTION

123

A SIGNED SET OF PATRICK WATTS, BTCC PEUGEOT 1996 SPARCO OVERALLS,

in red white and blue, with Peugeot Sport, 406, Michelin, Total, Horiba and Sparco embroidery and patches, drivers name and Union Jack on belt, signed and dated BTCC 1996 on left breast in black marker, used.

£1,000 - 1,200

€1,000 - 1,300

Provenance: Bonhams & Brooks 2-4 December 2000, Olympia lot 1834.

124

AN ALESSANDRO NANNINI BIEFFE HELMET, 1989-90,

Snell number M 14306/M85, silver and black with blue panels, Ford, Bieffe, Mobil 1 and Bulover logos, evidence of removal of other sponsors stickers, clear visor with Benetton logo strip, the visor faintly signed in blue marker, with modern helmet bag.

(2)

£1,000 - 1,500

€1,300 - 1,900



124

125

A SET OF CHRISTIAN FITTIPALDI 1993 MINARDI FORD OVERALLS BY LEARS,

white on blue with yellow collar, cuffs and banding, with Minardi, Ford, Agip, Marlboro (non-tobacco) World Championship Team and other embroidery and patches, driver's name and Brazilian flag to belt, used.

£1,000 - 1,500

€1,300 - 1,900



125



126



127



128



129

**126
A SET OF PAUL RADISICH FORD MONDEO BTCC OVERALLS BY SIMPSON,**

blue and white with light blue and red decoration, Valvoline, Mac Tools, Ford, Mondeo, Simpson and ICS, embroidered sponsors logos, drivers name on belt, used.
£1,000 - 1,200
€1,300 - 1,600

Provenance: Brooks, 4 December 2000, Lot 1836.

**127
A SET OF ALESSANDRO NANNINI 1990 BENETTON OVERALLS BY SPARCO,**

blue with green detailing, United Colors of Benetton, Ford, Autopolis, Mobil 1 and other sponsors patches, drivers name and Italian flag on belt, used.
£1,200 - 1,500
€1,600 - 1,900

Provenance: Bonhams, 2nd December 2002, Olympia, lot 750.

**128
A SET OF JOHNNY HERBERT 1992 TEAM LOTUS OVERALLS BY STAND 21,**

green with yellow, collar and cuffs, multiple sponsors embroidered patches including Team Castrol Lotus F1, Ford, Goodyear, drivers name and Union Jack embroidered on belt, used.
£1,200 - 1,500
€1,600 - 1,900

Provenance: Brooks 11-12 June, 1998, Goodwood Festival of Speed, lot 547.



130



131

**129
A DR JONATHAN PALMER ARAI HELMET, DATED 08-87,**

Snell number A2081332, painted blue with red and white decoration designed by Doug Eyre with JP stickers, visor removed for saloon car races, used, with modern helmet bag.

(2)
£1,500 - 2,000
€1,900 - 2,600

Provenance: Sotheby's, 26 February 1997, London, lot 202.

**130
A DEREK DALY BELL HELMET, POST 1985, USED AT THE 24 HEURES LE MANS**

Snell number SA 0073065/SA85, black and yellow, with Automobile Club de L'Ouest scrutineer's sticker to rear, Valvoline, Bell, Blackburn Daly and Goodyear logos, with drivers Pisces design, with water tube on right, and dark tinted visor, used.

£1,500 - 2,000
€1,900 - 2,600

Provenance: Brooks, 22 May 1998, Monaco, lot 16.

**131
A SIGNED SET OF EDDIE IRVINE 1996 FERRARI OVERALLS BY MOMOCORSE,**

Ferrari red, with Scuderia Ferrari, Marlboro, Shell, Goodyear and Asprey embroidered patches, named Marlboro patch to left breast, embroidered driver's name with shamrock design to belt, signed and dated 96 in black marker, worn.

£1,500 - 2,000
€1,900 - 2,600

Provenance: Bonhams, 2 December 2002, Olympia, lot 784.



132

132

**A SIGNED SET OF EDDIE IRVINE
MOMOCORSE 1996 RACE OVERALLS,**

Ferrari red, with Scuderia Ferrari, Marlboro, Shell, Goodyear and Asprey embroidered patches, named Marlboro patch to left breast, embroidered driver's name with shamrock design to belt, signed and dated '96 on back in black marker, worn

£1,500 - 2,000**€1,900 - 2,600**

Provenance: Bonhams & Brooks, 2-4 December 2000, Olympia, lot 1840.

133

**A SET OF GIANNI MORBIDELLI 1991
FERRARI OVERALLS BY SPARCO,**

Ferrari red, with white piping and cuffs, Marlboro named patch, Scuderia Ferrari, Agip, Goodyear and Sparco sponsors patches, used.

£1,500 - 2,500**€1,900 - 3,200**

Gianni Morbidelli, drove his only race for Ferrari in Australia 1991, after Alain Prost had left the team before the end of the season, where he scored 1/2 a point for 6th place after a rain shortened race.

134

A JOHNNY HERBERT 1996 ARAI HELMET,

Snell number SA 268816/SA90, decorated in red, black and white designed by Mike Fairholm, with Ford, Red Bull and Arai logos, fitted with tinted visor numbered 12/5 with Petronas logo strip, signed and dated 96 on the visor in white marker, used, with Arai helmet bag and modern helmet bag.

(3)

£2,000 - 3,000**€2,600 - 3,900**

132 (detail)



133

**135
A PHILIPPE STREIFF 1984 FORMULA 2
GPA HELMET,**

finished in red, white and blue, with drivers name and blood group A rh-, RMO, elf, GPA, Jacadi and Auto Hebdo logos, tinted visor with Candy logo strip, used, with modern helmet bag.

(2)

£2,000 - 3,000**€2,600 - 3,900**

Provenance: Brooks, 22 May 1998, Monaco, Lot 15. This helmet was worn during the 1984 F2 season and for his Formula 1 debut in Portugal in 1984.



134

**136
A KARL WENDLINGER 1994 ARAI HELMET,**

Snell number SA 221211/SA90, yellow with Austrian flag design, Sebring Auspuff, Konig Maschinen, BC Industrie-Montagen, Automotor und sport and Arai logos, the rear marked GP-3, Snell SA90, with tinted visor marked 9/3, used, with modern helmet bag.

(2)

£2,000 - 3,000**€2,600 - 3,900**

Provenance: Sotheby's, 24 September 1997, London, lot 330.



135



136



137



139



141



138



140



142

137

A KARL WENDLINGER 1992 ARAI HELMET, Snell number SA 0020888/SA90, yellow and blue with Austrian flag design, Kraft Walzen and Automoto und Sport and Arai logos, tinted visor number 1/2 with tear off strip, with Arai helmet bag and a modern helmet bag.

(2)

£2,000 - 3,000**€2,600 - 3,900**

Provenance: Brooks, 22 May 1998, Monaco, lot 43.

138

A RICCARDO ROSSET FORMULA THREE

1994 SHOEI HELMET,

Snell number SA 201567/SA90, white with bands of dark blue, green and yellow, painted by Spike'94, Shoei, Marlboro logos, drivers name and Brazilian flag, signed faintly to crown, dated 94, with dark tinted visor, plain logo strip, with Shoei helmet bag and modern helmet bag.

(3)

£2,000 - 3,000**€2,600 - 3,900**

Provenance: Brooks, 2-4 December, Olympia, 2000, lot 1843.

139

AN EDDIE IRVINE 1995 ARAI HELMET, Snell number SA 265888/SA90, decorated in orange and green hoops designed by Mike Fairholm, with Marlboro, Diavia, Discover Ireland, Kibon, Kremljovskaya Vodka, Auto Express and Arai logos, clear visor numbered 6/5 with green shamrock logo strip, fitted with radio equipment, microphone and cables, used, with fleece lined zip-up helmet bag.

(2)

£2,000 - 3,000**€2,600 - 3,900**

Provenance: Brooks, 22 May 1998, Monaco, lot 120.

140

A SIGNED THIERRY BOUTSEN 1993 ARAI HELMET,

Snell number SA 220271/SA90, in patriotic Belgian colour scheme designed by Mike Fairholm, with Barclay (non-tobacco), Oliveto, Daivia, Butan Gas and Arai logos, signed to the back in black marker (slightly rubbed), clear visor number 6/2 with black logo strip and Belgian flag, with modern helmet bag.

(2)

£2,000 - 3,000**€2,600 - 3,900**

Provenance: Brooks, 22 May 1998, Monaco, lot 37. This helmet is illustrated on page 186 of the 1993 Autocourse annual.

141

A DEREK WARWICK 1984 BELL HELMET, Snell number A 1788258, painted blue and white with Union Jack flags, Goodyear, Sergio Tacchini, elf and Bell logos, fitted with Bob Heath clear visor, used, interior padding worn, together with a modern helmet bag.

(2)

£2,000 - 3,000**€2,600 - 3,900**

Provenance: Christies, 22 May 1997, Geneva, lot 54.

142

A PATRICK TAMBAY 1979 GPA HELMET, decorated in blue and white with Marlboro and Goodyear logos, clear visor, oxygen plug to left side, used, with modern helmet bag.

(2)

£2,000 - 3,000**€2,600 - 3,900**

Provenance: Brooks, 22 May 1998, Monaco, lot 21, a photograph of Tambay wearing this helmet can be seen on the back dust-jacket of the 1979-80 Autocourse annual.



143



145



147



144



146



148

143

AN ANDREA DE CESARIS 1981 MONACO GRAND PRIX WORN BELL HELMET,

Snell number A1365377/1975, white with patriotic red and green colouring, Marlboro and Bell logos, clear visor with named Marlboro logo strip, used, with modern helmet bag.

(2)

£2,000 - 3,000

€2,600 - 3,900

Provenance: Brooks, 22 May 1998, Monaco, lot 17.

144

A SIGNED IVAN CAPELLI 1988 NOLAN HELMET,

decorated in white with bands of red, blue and green, with Nolan, Marlboro, Hugo Boss, Diavia and Philips car Stereo logos, signed on the crown in black marker, fitted with clear visor and BP Leyton House logo strip, the interior retains earphone and microphone plus radio jack lead, used, with modern helmet bag.

(2)

£2,000 - 3,000

€2,600 - 3,900

Provenance: Brooks, 22 May 1998, Monaco, lot 18.

145

A SIGNED MARTIN BRUNELLE 1995 BELL HELMET,

Snell number SA 295440, white with red and blue decoration, gold B&H crown hoop, designed by S.P.O.R.T.S. Europe, numbered 95.8, signed Nurburgring 1996, complete with tinted visor with one tear-off and Kremlyovskaya vodka logo strip, used.

£2,000 - 3,000

€2,600 - 3,900

Provenance: Brooks, 3 December 1998, London, lot 303.

146

A SET OF RENE ARNOUX, CIRCA 1983 FERRARI OVERALLS BY STAND 21,

dark blue with red decoration, with Ferrari, Champion and Agip embroidered patches, used.

£2,000 - 3,000

€2,600 - 3,900

Provenance: Bonhams, 2 December 2002, lot 882.

147

A SET OF MIKA HAKKINEN 1996 MCLAREN OVERALLS BY OMP,

red, with Marlboro McLaren International, Mercedes, Mobil 1, Hugo Boss, Loctite, Kenwood and Tag Heuer sponsors logos, embroidered driver's name with Finnish flag to belt, worn.

£2,000 - 3,000

€2,600 - 3,900

Provenance: Bonhams & Brooks, 2-4 December 2000, Olympia, lot 1841.

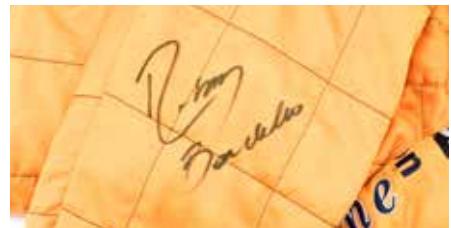
148

A SIGNED SET OF RUBENS BARRICHELLO 1996 JORDAN OVERALLS BY SPARCO,

yellow, with many embroidered and sewn-on sponsors patches including, Peugeot, Jordan, Benson and Hedges, Corona, Scania, Davene, Hertz and others, driver's name and Brazilian flag on right pocket, signed on left leg in black marker, used.

£2,000 - 3,000

€2,600 - 3,900



148 (detail)



149



151



153



150

149
A RENE ARNOUX 1986 GPA HELMET,
white with blue pinstriping, Best Company,
Loto, Pirelli, and Smeg logos, tinted visor with
Gitanes logo strip, used, with modern helmet
bag.
(2)
£2,500 - 3,500
€3,200 - 4,500

Provenance: Brooks, 22 May 1998, Monaco,
lot 16.

150
**A RENE ARNOUX GPA HELMET, MID TO
LATE 1980S USED WHEN DRIVING FOR
LIGIER LOTO TEAM,**
white with blue pin-striping, Best Company,
Elf, Loto, GPA logos, clear visor (some cracks
and crazing) with Gitanes visor strip, used, with
modern helmet bag.
(2)
£2,500 - 3,500
€3,200 - 4,500



152

151
**A SET OF SIGNED RUBENS BARRICHELLO
1997 STEWART OVERALLS BY OMP,**
white with blue cuffs, with embroidered patches
and sponsors logos including Ford, OMP,
HSBC, Sanyo, Hewlett Packard, Davene, Visit
Malaysia and Hugo Boss, drivers name and
Brazilian flag on belt, used, signed, signed on right
breast in black marker (faded but clear).
£2,500 - 3,500
€3,200 - 4,500

152
**AN EMERSON FITTIPALDI 1992 PPG INDY
CAR WORLD SERIES BELL HELMET,**
painted by SID Brazil, in blue and orange
geometric patterns, with Hugo Boss, Marlboro
and Bell logos, tinted visor with tear-off, and
Marlboro logo strip, fitted with radio leads and
microphone, used, with over painted chip on
top right side.
£4,000 - 5,000
€5,200 - 6,500

Provenance: Sotheby's, 24 September 1997,
London, Lot 341.



154

153
A SIGNED RUBENS BARRICHELLO 1996

ARAI HELMET,
Snell number SA 268862/SA90, decorated in
red, white and blue, designed by Mike Fairholm,
with Benson & Hedges, Radiobandeirantes,
Diavia and Senna S logos, signed and dated
'96 on the chin in black marker, with clear visor
number 1/6 and Kremllyovskaya logo strip,
used, with Arai helmet and modern helmet bag.
(3)

£4,000 - 6,000
€5,200 - 7,800

154
**AN EMERSON FITTIPALDI BELL HELMET,
1985, USED DURING THE CART PPG INDY
CAR WORLD SERIES,**

Snell number M 0543023, decorated in orange
and blue geometric patterns painted by SID
Brazil, with 7/11, Marlboro and Bell logos, fitted
with clear visor, water inlet tube to rear left,
air cooling system inlet to rear right, padding
deteriorating, used, with Bell fleece lined helmet
bag.
(2)

£4,000 - 5,000
€5,200 - 6,500

Provenance: Brooks, 3 December 1998,
London, lot 304.



155



156



157



158



158

155

GRAHAM HILL'S GRIFFIN CLUBMAN HELMET USED DURING THE 1974 RACING SEASON,

closed face in the colours of the London Rowing Club, dark blue finish with 8 ear flashes in white, with visor, lacking snap-on peak, leather chin cover partially detached, AAMVA specification sticker Z90.1 ANSI applied to the inside, RAC competitor sticker to lower left side, Griffin sticker to chin and logo to rear, used, with modern helmet bag.

(2)

£6,000 - 8,000

€7,800 - 10,000

Provenance: This helmet was previously purchased from the Guinness World of Records clearance auction, Trocadero Centre, London 1995, then consigned to auction, see Sotheby's, 26 February 1997, London, Lot 191.

156

A RONNIE PETERSON 1974-75 GRIFFIN CLUBMAN HELMET,

in blue with yellow pinstriping, complete with heatshield visor, sponsor's stickers removed, with RAC scrutineer's sticker, lacking yellow press-stud peak, used, with modern helmet bag.

(2)

£6,000 - 8,000

€7,800 - 10,000

Provenance: Sotheby's, 26 February 1997, London, lot 219.

157

A SET OF GILLES VILLENEUVE 1978 FERRARI OVERALLS BY LINEASPORT,

red with white detailing, Gilles Villeneuve A Rh + embroidered on right breast with later G. Saint-Louis A RH Pos patch sewn on top, stitching now missing, later patch partially detached, used.

£6,000 - 8,000

€7,800 - 10,000

Provenance: Bonhams, 11-12 July 2002, Goodwood Festival of Speed, Lot 439A.

158

THE BELL R-18 HELMET WORN BY MICHAEL SCHUMACHER WHEN DRIVING TO A FAMOUS FERRARI VICTORY IN THE ITALIAN GRAND PRIX AT MONZA, 8TH SEPTEMBER 1996,

Snell number SA296646/SA90, in German flag colour scheme, the back decorated with prancing horse and Italian flag, by S.P.O.R.T.S. Europe, blue star pattern to crown, with MS design, Marlboro, DVAG and Bell logos, evidence of radio leads once fitted, clear visor with tear-off and Asprey logo strip, used, with Automobile Club Milano Monza Circuit red material helmet bag and a modern helmet bag.

(3)

£20,000 - 30,000

€26,000 - 39,000

Provenance: Sotheby's, 24 September 1997, London, lot 346.

END OF COLLECTION

LOTS 159-162 ARE OFFERED ON BEHALF OF WINGS FOR LIFE



159

159

A RED BULL RACING AND ASTON MARTIN HYPERCAR PARTNERSHIP SIGNED CANVAS,

Red Bull Racing and British luxury sports car brand Aston Martin have announced a partnership which sees Red Bull Racing's Chief Technical Officer, Adrian Newey and Aston Martin's Chief Creative Officer, Marek Reichman collaborate to produce a ground-breaking Aston Martin hypercar. This was officially launched in Melbourne in March 2016 and as part of this a printed canvas, offered here today, of one of the preliminary sketches was signed by senior management from both parties, the canvas measuring 84 x 119cm.

Codenamed Project AM-RB 001, the new hypercar will represent the ultimate blend of cutting edge F1 technology with Aston Martin's signature sports car design. Combining the strongest elements of both parties, the new Innovation Partnership unites the world's best aerodynamics, composite experts and manufacturing masters, each offering different elite capabilities ensuring that Project AM-RB 001 promises to be an exciting prospect for customers and enthusiasts around the world.

£1,000 - 1,500
€1,300 - 1,900

Wings for Life provide funds for cutting-edge research projects and clinical trials across the globe aimed at accelerating progress towards a cure for spinal cord injury.

Since Wings for Life was first founded, 82 spinal cord research projects have been funded at the world's most well respected institutes and a number of vital breakthroughs have been made.

The charity is supported by many ambassadors who promote their work including Infiniti Red Bull Racing's Sebastian Vettel and Mark Webber.

The developments in research so far provide strong hope that treatment options are closer than they have ever been. However, intensive research work will be needed before a breakthrough in human medicine can be achieved.

When you support Wings for Life, 100% of the money you donate will go to directly to spinal cord injury research as the charity's founders generously cover all of the administrative costs.

Nikki Wilson
Head of Wings for Life UK
UK Registered Charity No.1138804



160



161



161



160

A 2013 F1 ELITE CONCEPT BOOK SIGNED BY 2013 SEASON F1 DRIVERS,

with introduction by renowned motor racing journalist David Tremayne, black leather binding with front cover Perspex panel with colour image, with card pages illustrated with full colour images of race scenes throughout the season, one of only seven books produced throughout the series and this example being one of three that were signed by drivers of the 2013 season including Sebastian Vettel, Daniel Ricciardo, Daniil Kvyat, Fernando Alonso, Lewis Hamilton, Jenson Button, Will Stevens, Pastor Maldonado, Kimi Raikkonen, Alexander Rossi and Valtteri Bottas, and contained in black leather fitted briefcase with key.

The second signed edition being gifted to the Schumacher family and the third to the Bianchi family, the books have never been publically sold and are not commercially available to buy.

The 2013 Formula One season and the Red Bull Racing team saw Sebastian Vettel successfully defend his World Championship for the fourth consecutive year.

£1,000 - 1,500

€1,300 - 1,900

161

DANIEL RICCIARDO:- AN ARAI GP-6 RC HELMET WORN DURING THE 2015 AUSTRIAN GRAND PRIX PRACTICE,

number DR-R-05/15-11, Snell number SH136478, matt satin finish Jens Munser design, signed #3 in black marker to the rear of the crown, Australian flag design to chin guard, with purple Infinity sponsors logos, number 3 with personal R design to crown, Red Bull logos to either side and Honeybadger "What would he do?" design to the rear, with HANS harness points, the front applied with clear Arai chin deflector and three vent covers to the front of the crown, clear visor with painted and stickered logo strip, complete with tinted tear-off, together with an Arai helmet bag, Perspex display case and Infiniti Red Bull Racing Certificate of Authenticity.

(3)

£5,000 - 7,000

€6,500 - 9,100

This helmet was worn by Ricciardo in the first practice session of the Austrian Grand Prix 2015.



162

162

DANIEL RICCIARDO:- AN ARAI GP-6 RC HELMET WORN DURING THE 2015 BRITISH GRAND PRIX PRACTICE,

number DR-R-03/15-11, Snell number SH135714, gloss finish with sparkling pin-striping Jens Munser design, signed #3 in black marker to the rear of the crown, Australian flag design to chin guard, with purple Infinity sponsors logos, number 3 with personal R design to crown, Red Bull logos to either side and front of crown and Honeybadger "What would he do?" design to the rear, with HANS harness points, the front applied with clear Arai chin deflector and three vent cover to the front of the crown, tinted visor with painted and stickered logo strip, complete with two clear tear-offs, together with an Arai helmet bag, Perspex display case and an Infiniti Red Bull Racing Certificate of Authenticity.

(4)

£5,000 - 7,000

€6,500 - 9,100

This helmet was worn by Ricciardo in the practice session of the British Grand Prix 2015.

OTHER PROPERTIES

163

A SUPERB COLLECTION OF MASERATI SPARKPLUGS,

new/old stock in original shop display boxes with bright decorative Maserati branded graphics, each individually packaged/boxed, comprising 12 x 3FL, in plastic tubes and yellow card shop display box, 12 x 3FM (2 stroke) in plastic tubes in orange card shop display box, 10 x Tipo NM225 in blue, white and red box, 10 x NM175, 10 x NM240, 10 x NM260 in red, white and blue boxes, 12 x 125SP, 12 x 175SP, 12 x 225SP, 12 x 230SP, in red, yellow and blue fold-open boxes and 12 x FM145, 12 x FC145, 12 x FC175 and 12 x 2FM 225 in orange, black, white and blue fold-open boxes, very slight wear to outer boxes.

(Qty)

£2,200 - 2,800

€2,900 - 3,600



163



164 (part)



165

164 THREE CHOPARD MILLE MIGLIA PRESENTATION ITEMS,
each in presentation boxes, comprising hallmarked silver cuff-links, 1992;
Chopard Limited Edition key-ring, 1989, in steel and 18 carat gold with
Sapphire crystal, in leather pouch; Chopard Limited Edition mechanical
Tachometer and Chronograph, 1990,
stainless steel, sapphire crystal; together with a boxed Alfa Romeo
chronograph, circa 1997.
(Qty)

£1,100 - 1,300
€1,400 - 1,700

165

A CHOPARD MILLE MIGLIA WATCH, 1991,
limited edition, black dial with white subsidiary dial at 6 and date window at 3,
with hand stitched leather strap and Chopard suede pouch.

£1,000 - 1,200
€1,300 - 1,600

166Ω

A BUGATTI WRISTWATCH BY JEAN PERRET, SWISS,
chromed bezel in shape of a Bugatti radiator, with black leather strap,
un-worn, with original sale tag, in presentation box with unissued guarantee
booklet
£1,800 - 2,200
€2,300 - 2,900

167

GIRARD-PERREGAUX FOR FERRARI.

a limited edition titanium automatic calendar chronograph wristwatch F2004,
Ref:80180, No.66/249, sold 9th September 2006, with brown leather strap,
box and case, with owner's card and paperwork.

£2,000 - 3,000
€2,600 - 3,900

168

GIRARD-PERREGAUX: A RARE LIMITED EDITION STAINLESS STEEL AUTOMATIC CALENDAR CHRONOGRAPH BRACELET WRISTWATCH 'FERRARI 275 GTB' EDITION NO. 167/275,

REFERENCE 27650, CIRCA 2004,

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

£5,000 - 7,000
€6,500 - 9,100



166



167



167



168



169



171



170

169◊

A LAMBORGHINI 5.2 LITRE V10 ENGINE CYLINDER BLOCK COFFEE TABLE,

from the engine type developed by Audi for use in Gallardo and later used in the Huracan and R8, the engine has been stripped down with studs removed, undergone a three stage chemical cleaning to remove all the old engine oil, then shot blasted and powder coated in chrome, highly polished finish, Lamborghini badge applied to top, raised on table feet, fitted with white LED lights, requires 3 x AA batteries, table is British Standard certified table top glass, 650mm x 750mm, positioned on mounting pins and four raisers secured to the glass.

£2,000 - 3,000

€2,600 - 3,900

170◊

A RARE 'MASERATI AUTOMOBILI SERVICE' ENAMEL SIGN,

single-sided in four main panel colours with black edging, 96 x 62 cm, slight loss of enamel in corners and on some edges.

£2,000 - 3,000

€2,600 - 3,900

171

A SUPERB SILVER ST. CHRISTOPHER DASHBOARD PLAQUE BY JACQUES CARTIER, LONDON 1933,

hallmarked sterling silver angular art deco styling, comprising brass metal mounting plate with fitting screws, mounted with sterling silver base plate decorated with black enamel cylinders and reeded machined patterns, fitted with sprung top-hinged pivoting panel, decorated with St. Christopher and inset with two polished coral cabochons, opening to reveal plain circular section on base plate, 6.8 x 5.7cm, in Cartier presentation case.

£1,500 - 2,000

€1,900 - 2,600

The plain panel was designed to be engraved with messages of luck and good wishes.



172



173

^{172†}
A CASED SET OF FOUR STERLING SILVER 'WHEEL' PLACE CARD HOLDERS, BY J C VICKERY OF REGENT STREET, 1906,
 each in the form of a ten-spoked motorcar wheel on a circular base, hallmarked John Collard Vickery, London 1906, each 24mm high, total silver weight approximately 60gms, contained within original fitted case, 16cm wide.
£1,500 - 2,000
€1,900 - 2,600

Provenance: Formerly the property of Sir Thomas Jasper Mytton More of Linley Hall, Shropshire.

173

GREGORY PERCIVAL, 'ENDURANCE',
 a patinated bronze sculpture of the 'Steve McQueen' 1970/71 Le Mans Porsche 917K, early edition of the sculpture produced in tribute to the twice Le Mans winning 24-Hours car as featured in the 1971 film Le Mans starring McQueen, constructed from seven hand patinated cast bronze sections giving a dynamic depiction of the car at speed with trailing stylised 'wake' in hand-polished clear glass resin, 37cm long, lightly inscribed 'Percival P008/010 2015' to inside of front section, measuring 76cm long overall including 'wake' and mounted on a slate display base.

£2,500 - 3,500
€3,200 - 4,500

This limited edition of 10 'patinated' bronzes is designed to show the Porsche after 24 hours of racing where the curves and forms of the 917 are now clothed in the muck and grime of the race track.

^{174†}
A FINE FARMAN COMPANY 'CONQUETE DE L'AIR' "ICARUS" BRONZE DESKPIECE BY GEORGE COLIN, CIRCA 1911,
 detailed cast bronze, depicting the mythical winged figure Icarus poised to take flight from a rocky outcrop, signed 'Colin George' to rear of drapery, marked 'Bronze' and bearing Contenot & Lelievre, Paris foundry stamp, to rear of base and further stamped '24 4452', measuring 36cm high overall with wingspan of 37cm, mounted on original black marble plinth.
£2,000 - 3,000
€2,600 - 3,900

This figural design was originally commissioned by the French Government to commemorate the achievements of famed Brazilian pilot Santos-Dumont and was adopted by the Farman Aviation Works and later used as the mascot for its cars.

(See illustration on page 54)



175[†]

**A FINE AND LARGE 'CONQUETE DE L'AIR' "ICARUS"
SHOWROOM BRONZE BY GEORGE COLIN FOR THE FARMAN
COMPANY, FRENCH, CIRCA 1911,**

finely detailed hollow-cast bronze depicting the winged mythical figure Icarus poised to take flight from a rocky outcrop, adopted by the aeroplane and automobile manufacturer Farman Company and believed to be one of only a small batch produced for display in Automobiles Farman showrooms, signed 'G.Colin' to left side of base and with 'Bronze Garanti Au Titre L.V. Deposee' cartouche foundry stamp and marked '(10) 5168' to rear of base, the figure with light bronze colour and darker bronze colour wings, wingspan 76cm, mounted on original marble base and measuring 77cm high overall.

£8,000 - 12,000

€10,000 - 16,000

175

36

This figural design was originally commissioned by the French Government to commemorate the achievements of famed Brazilian pilot Santos-Dumont and was adopted by the Farman Aviation Works and later used as the mascot for its cars.

An example of this showroom bronze is illustrated in the 1990 publication John J Zolomij: The Motor Car in Art; (see page 121).



176

176†

**A 1910 STERLING SILVER YORKSHIRE AUTOMOBILE CLUB
SALTBURN SPEED TRIALS TROPHY,**

twin handled trophy hallmarked Atkin Brothers, Sheffield, 1909, presented by Messrs Thomas Winn & Sons, Leeds, and engraved with event details, awarded for 'Event E', 18.5cm high, on a later wooden display base.

(2)

£1,000 - 1,500

€1,300 - 1,900



177

177†

A 1933 PARIS-MADRID RALLY SILVER MOTORING TROPHY,

ornate trophy with French silver marks and numbered '5289' to edge of base, one panel engraved 'A.C.I.F. Rallye Paris-Madrid', on marble base, 34.5cm high.

£5,000 - 6,000

€6,500 - 7,800



178

**A BRITISH RACING DRIVER'S CLUB GOLD STAR AWARDED TO
'F. R. GERARD, ROAD RACES, 1947-1949'**,

made by Toye & Co, London, gold plated silver, hallmarked London 1960, the obverse with enamelled BRDC badge, the reverse engraved with presentation details, makers stamp and hallmarks, 6cm high overall, in presentation Toye & Co box.

£3,500 - 4,500

€4,500 - 5,800

Frederick Roberts Gerard (1914-1990) was known to all as 'Bob'. A well respected campaigner in club races, hill climbs, trials and sprints in Riley cars before the war, he purchased ERA R4A from Reg Parnell for £1000 towards the end of hostilities and got the car up and running by 'borrowing' parts of ERA R6B in time for the Cockfosters Demonstration in mid 1945. In 1946 he purchased ERA R14B, which he modified and rebuilt for circuit racing, the changes including the fitting of a more angled radiator and the lowering of the bonnet line. Over the next five years 'Bob' Gerard used R14B to great effect. He scored three consecutive victories in the Empire Trophy and two victories in the Jersey Road Race between 1947 and 1949, as well as regularly finishing in the top ten in many international standard events. In the 1948 British Grand Prix, Gerard drove the decade-old R14B to third place, beaten only by the brand new works' Maserati 4CLT/48s of Italian greats Luigi Villoresi and Alberto Ascari. The following year he went one better, taking second, again to a Maserati, this time driven by Swiss ace Toulo de Graffenreid. His two road race wins and a Grand Prix second placing, along with seventh place in the 1949 International Trophy race at Silverstone, earned Gerard the British Racing Drivers' Club's prestigious Gold Star award for 1949. He drove R14B at the inaugural FIA World Championship race at Silverstone in 1950, finishing in 6th place, and R4A at later events that year including finishing 6th at the Monaco Grand Prix. Gerard continued with R14B during the 1951 season, did not compete in Grand Prix in 1952 or 1955, racing in his own Cooper T23 for 1953-54 and 1956 and Cooper T43 for his final Grand Prix season in 1957, while continuing to race at most British circuits too. The owners of Mallory Park named the circuit's most prominent bend Gerard's in his honour. Gerard continued to compete in a Turner sports car into the 1960s, and then used his preparations skills to assist young upcoming drivers into the 1980s. Bob Gerard passed away one week after his 76th birthday in 1990.

179+

**A SUPERB MOTORING AND
AVIATION THEMED STERLING SILVER
PRESENTATION CASKET BY EDWARD
DIMES OF LONDON, 1916, PRESENTED TO
JAMES ARMSTRONG WILDING,**

specially commissioned by Lionel Walter Rothschild, 2nd Baron Rothschild, sterling silver casket of rectangular form, with classical architectural decoration and case figures of Britannia holding tridents to either end, the whole raised on claw feet, with hinged lid surmounted by Lion Passant finial, the front decorated with four fine enamelled armorial and monogram emblems 'SW' and 'JAW' with central arched panel engraved with presentation details:

'Presented to James Armstrong Wilding - As a Token of Esteem & Affection - From a few of his many friends on the occasion of His Jubilee Birthday 1866 - 12th August-1916 - And also to commemorate His Silver Wedding 1891- 19th September-1916 - Long Life, Happiness & Prosperity is their sincere wish.'

the rear of the casket decorated with two silver panels with designs in relief, one depicting a 1915 open tourer motorcar, the other depicting an early 'pusher' biplane, the lid opening to reveal purple watered silk re-lined padded interior, the case clearly hallmarked in various places, measuring 39 x 22 x 25cm high and weighing approximately 3,160gms.

£12,000 - 18,000

€16,000 - 23,000

James Armstrong Wilding, was an innovator and pioneer of engineering, motoring and aviation aids during the first part of the 20th Century. Wilding, a friend of Baron Rothschild (1868-1937), was a consulting engineer and member of the Institution of Automobile Engineers 1909-1911, and later Director of Harper Bean a motoring manufacturing company, and was co-inventor and patentee on various motoring and engineering applications including improvements on carburettors for internal combustion engines, and spring dampening systems for gun carriages and was a highly respected figure within the early motoring fraternity.



VEHICLE REGISTRATION NUMBERS

IMPORTANT NOTICE

Before bidding on Lots 180 - 189, 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 accordingly. When the change has been done and the form has been forwarded to Bonhams and then onward to the buyer it is most important that they ensure that the registration number is assigned to an age appropriate vehicle within 1 month of the date of receipt of the signed and completed V778 listing their nominee details, Bonhams will not be held responsible for the consequences of any buyer failing to do so.

HEM 15

180

HEM 15

UK vehicle registration number held on DVLA V778 Retention Document, expires 4 August 2025.

£14,000 - 17,000

€18,000 - 22,000

HEM 8

181

HEM 8

UK vehicle registration number held on DVLA V778 Retention Document expires 16 November 2025.

£15,000 - 18,000

€19,000 - 23,000

1 ETC

182

1 ETC

UK vehicle registration number held on DVLA V778 Retention Document expiry date 24 07 2025.

£30,000 - 40,000

€39,000 - 52,000

FPN 1

183

FPN 1

UK vehicle registration number held on DVLA V778 Retention Document, expires 26 August 2025.

£35,000 - 45,000

€45,000 - 58,000

IMPORTANT NOTICE

Please note that buyer's premium rates on registration numbers are as per the Motor Car section, which will be 15% on the first £50,000 of the hammer price and 12% on the balance thereafter.

184

WWF 1

UK vehicle registration number held on DVLA V778 Retention Document,

expires 01 August 2025.

£50,000 - 60,000

€65,000 - 78,000



WWF 1

185

SKY 1

UK vehicle registration number held on DVLA V778 Retention Document,

expires 04 February 2026.

£50,000 - 70,000

€65,000 - 91,000



SKY 1

186

SLY 1

UK vehicle registration number held on DVLA V778 Retention Document,

expires 29 June 2025.

£50,000 - 70,000

€65,000 - 91,000



SLY 1

187

WTF 1

UK vehicle registration number held on DVLA V778 Retention Document

expires 26 September 2016.

£20,000 - 30,000

€26,000 - 39,000



WTF 1

VEHICLE REGISTRATION NUMBER 'FU2'**FU 2**

UK vehicle registration number, currently assigned to a year 2000 Mercedes-Benz A190 Elegance, *offered for sale as part of the lot*. The car a 5 speed semi-automatic petrol 5-door hatchback, chassis number WDB1680322J357204. Finished in red with grey fabric interior, offered with MoT certificate and V5C registration document.

£140,000 - 180,000

€180,000 - 240,000

Noel Woodall: Car Numbers 1904-1974, lists 'FU 2' as owned by Paul Raymond, Club Continental, 2 Bolt Court, London EC4. It was assigned to a primrose yellow Jaguar E-Type Series 3 Roadster owned by his then girlfriend Fiona Richmond.

VEHICLE REGISTRATION NUMBER 'T6'**T6**

UK vehicle registration number held on DVLA V778 Retention Document,
expires 21 March 2026.

The T series of vehicle registration numbers were issued by Devon Council, to comply with the new Motor Car Act which was due to take effect on 1 January 1904. Devon began issuing numbers on 2 December 1903, odd numbers to motor cycles and even numbers to motor cars. T 6 was the third number issued to a car, being assigned to a 10Hp MMC, a tonneau body of dark blue with a yellow line, privately owned by John Charles Grundy Still of Tavistock, the number then transferred with the car to a Mr Thomas Cowell of Honiton on 16 March 1908 and the vehicle was registered as 'Used for Trade Purposes'.

£140,000 - 180,000
€180,000 - 230,000

190 - 200
No lots

END OF AUTOMOBILIA SECTION





MOTOR CARS

14.00

Lots 201 - 289

Further images of each lot can be found at:
www.bonhams.com/23593



201

1963 JAGUAR MK2 3.8-LITRE SALOON

Registration no. YCV 891A

Chassis no. 219324BW

One of the most readily recognised cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal Mark 2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. With the advent of the Mark 2, the 3.8-litre version of Jaguar's XK six became available for the first time in the company's medium-sized saloon, which in top-of-the-range, 3.8-litre, manual/overdrive configuration was a genuine 125mph car capable of reaching 60mph in 8.5 seconds, outstanding figures for a saloon of its size even by today's standards. Although there was a slight performance penalty with the optional Borg-Warner automatic transmission installed, the '3.8' in this more user friendly form was an increasingly popular choice, particularly in the North American market. We are advised that this automatic-transmission example of Jaguar's perennially popular Mark 2 in its ultimate, 3.8-litre configuration is a California 'black plate' (sold new in that State) car that remained with its original owner until purchased by the current vendor in 2015. Imported from California into the UK, the Jaguar has been kept garaged and not driven since its arrival here last year. While still in the USA the car underwent a comprehensive mechanical and cosmetic restoration (in 2007), which included a full repaint, new interior leather and woodwork, new chrome, and an overhaul of the engine and transmission. Only some 4,000 miles have been covered since the restoration's completion. Described by the vendor as in generally excellent condition, this well restored Mark 2 comes with MoT to August 2016, a V5C registration document, and all restoration receipts (totalling \$44,000).

£20,000 - 30,000

€26,000 - 39,000

No Reserve



202

1979 ROLLS-ROYCE CAMARGUE COUPÉ

Registration no. JKH 132T

Chassis no. JRK33115

Styled by Pininfarina of Italy, the Camargue was launched in 1975 to a mixture of awe and disbelief. Was this audaciously styled car, its lines reminiscent of the Continental sports saloons of the past, really worth almost twice as much as the Silver Shadow on which it was based? The company's flagship, the Camargue was priced at 50 percent above the Corniche and, like the latter, used an up-rated version of Rolls-Royce's dependable, 6,750cc pushrod V8 engine. Camargue production was shared between Mulliner, Park Ward in London and the Crewe factory for the first few years before being concentrated at the later plant from 1978. Produced at the rate of around one a week, the Camargue was an exclusive model even by Rolls-Royce standards, output totalling just 531 units by the time production ceased in 1986. This left-hand drive example was delivered new to the USA in 1980 and while in that country spent all its time in California. The current (second) owner purchased the car in 2000, by which time it had covered a mere 9,000 miles (the current odometer reading is 16,624 miles). Modifications made since acquisition include a Nardi steering wheel, modern Alpine audio system, and alloy wheels from a 2000 Silver Seraph. Wheel adapters have been fitted also, widening the track by 5" (front) and 8" (rear) and improving both looks and handling. Repainted in 2006 from original orange to the classic Dove Grey, the car is described by the vendor as in generally excellent condition. Accompanying documentation consists of a V5C registration document and MoT to 26th June 2016.

£25,000 - 35,000

€32,000 - 45,000

No Reserve



203

1965 FIAT 500 SALOON

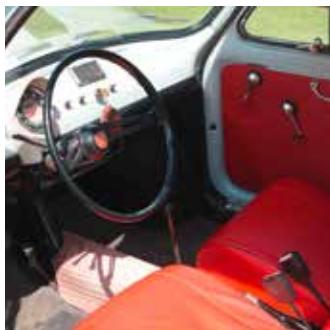
Registration no. to be advised
Chassis no. 110F0946758

Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof, and all-independent suspension, while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switch-gear stalks, and hubcaps. In 1965 the 500D was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and only a few years ago was voted 'Sexiest Car' by the readers of *Top Gear* magazine. Restored six years ago and benefiting from a more recent re-spray, this left-hand drive FIAT 500 currently displays a total of circa 58,000 kilometres on the odometer. Described by the vendor as in generally good condition, with very good bodywork and paint, the car is offered with ten expired MoTs and a V5C registration document.

£5,000 - 8,000

€6,600 - 11,000

No Reserve



204

1985 ROLLS-ROYCE CORNICHE II CONVERTIBLE

Registration no. B510 YBX
Chassis no. SCADZD42AXFCX10112

Recalling the firm's glamorous Grandes Routières of pre-war days such as the Phantom II Continental, these final coachbuilt models were limited to just two, a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year. Construction involved shuttling bodyshells between the Crewe factory and MPW's Willesden plant, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. These exclusive cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality including Wilton carpeting, Connolly hide and burr walnut veneers, such painstaking attention to detail resulting in a price some 50% higher than that of the standard Silver Shadow. Nevertheless, demand for these more glamorous alternatives to the much more numerous four-door model was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971. In Corniche form Rolls-Royce's well-tried 6.7-litre V8 produced around 10% more power than standard and proved capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match. This left-hand drive Corniche II convertible was delivered new to the USA, residing at first in Colorado and subsequently California. The car was imported into the UK in 2015, MoT'd and registered in this country and then sent to Chelsea Coachworks in London for a comprehensive mechanical and electrical restoration to 'as new' condition. The rebuild was completed in January 2016 and there are related bills totalling £15,000 on file. Described by the vendor as in generally excellent condition, the car is offered with a V5C document and MoT to October 2016.

£30,000 - 40,000

€39,000 - 52,000

No Reserve



1940 ALVIS 12/70 2.8-LITRE SPECIAL SPORTS

Registration no. DGD 520
Chassis no. 15882

- Constructed between 2004 and 2007
- Fitted with a Alvis Silver Crest six-cylinder engine
- Extensively campaigned in VSCC events
- Well documented
- Good spares package



Engineer T G John founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminium pistons – ‘Alvis’. Manufactured by T G John Ltd, the first Alvis car - the 10/30hp - appeared in 1920. The 12/70hp Alvis was well balanced and handled well, and many survivors have re-bodied as sports-racers, as seen here. Built by previous owner the late Robin Everal, the attractive, two-seat, polished aluminium body is carried on a totally rebuilt 12/70 chassis, which has been re-engineered to accommodate a 2.8-litre Alvis Silver Crest six-cylinder engine and close-ratio synchromesh gearbox. Chassis modifications include torsional stiffening and the fitting of front and rear radius rods; the standard track and wheelbase are retained, and both axles and the steering box are standard Alvis. Heavy duty André Hartford friction dampers are fitted at the front, Girling hydraulic units at the rear, while the brakes have been converted to hydraulic operation with twin leading shoes.

The engine too has been extensively modified, incorporating a fully counterbalanced, shell-bearing crankshaft; lightweight flywheel; forged aluminium racing pistons, lightweight con-rods; special pushrods; and special valves and springs. Induction is via triple SU bronze-bodied carburettors, while the spent gasses exit via a tuned-length stainless steel exhaust system. Other noteworthy features include a large-capacity aluminium radiator, high-capacity water pump, and an hydraulic racing clutch. A full specification listing is available together with a complete photographic record of the car’s no-expense-spared construction.

Following its completion in 2007, ‘DGD 520’ was extensively campaigned in hill climbs and circuit races by Robin Everal, who was an enthusiastic and respected VSCC member. Well known within the Club and also to the wider historic racing community, the Alvis has been highly successful in the many prestigious events contested, winning at Mallory Park, Silverstone and Prescott. It was also a member of the winning team at the 2008 2-hour relay race at Donington, and in 2009 won the ‘Ruth Holbert Memorial Trophy’, the premier Alvis racing award, with a record haul of championship points. In 2010 ‘DGD 520’ received the VSCC’s ‘Silver Con-Rod Trophy’ for the best presented car.

Containing all race results, the comprehensive history file also testifies to the immense amount of time and money spent on both regular maintenance and mechanical updates. Robin also left instructions on how to start the engine and how to set up the car for different types of competition.

The current owner acquired ‘DGD 520’ in 2013 and has maintained the car and competed with it at the MAC’s Shelsley Wash hill climb. Offered with a comprehensive spares package, this unique Alvis competition car is ready to continue its successful racing career.

£80,000 - 120,000

€100,000 - 160,000

No Reserve

206 N

C.1935 FIAT 508 BALILLA SPORT SPIDER

Registration no. not UK registered
Chassis no. 508 071328

- Rare and sought after pre-war Italian sports car
- Restored in 2013
- Mille Miglia eligible
- Offered with Italian registration papers



Based on the highly successful 508 Balilla saloon of 1932 - the first FIAT of the inter-war years to be named as well as numbered - the 508 Balilla Sport competition version was inspired by an original design by Carrozzeria Ghia. FIAT purchased the rights, manufacturing two versions: the Coppa d'Oro (Gold Cup) and lightweight Mille Miglia, named after successes gained in these demanding long distance events. Clothed in stylish open two-seater bodywork with finned tail, the original Balilla was powered by a tuned version of the saloon's 995cc four-cylinder sidevalve engine.

The 508 Balilla Sport was well received by the motoring press and historians. 'The Balilla Sport to my mind is the ancestor of the small sports car,' opined Michael Sedgwick, while *Light Car*'s Dennis May praised its acceleration, steering and 'decidedly naughty exhaust note'. *Motor Sport*'s Bill Boddy reckoned the 508 Sport, "a much sought-after car that left a very profound mark on the sports scene to which many British drivers turned to for competition." Tested by *Autocar* in 1935 a Balilla Sport raced through the quarter mile at 73.77mph. Seventeen years later the magazine re-tested, lapping modern Goodwood, chicane included, at 68.7 mph, an extraordinary feat that speaks volumes about the Balilla Sport's cornering power. Despite its age the car was still winning races in the immediate post-war years, adding to a formidable reputation built on numerous victories in classic events in the pre-WW2 era, including the Mille Miglia, Monte Carlo Rally, Targa Florio, Spa Francorchamps 24-Hour, Ulster TT, and Le Mans.

This FIAT 508 Balilla Sport had been in single Italian ownership since 1957 when it was purchased by the current vendor in 2011 and brought to the UK.

Believed to have contested the Mille Miglia in the 1950s, the car was in un-restored condition when purchased, and since acquisition has undergone a complete, chassis-upwards restoration. Undertaken with no-expense-spared, the latter was intended to prepare the little FIAT for entry into the Mille Miglia and ensure that it would finish that gruelling event without any problems.

On strip-down the car was found to be in relatively rust-free condition, making it possible to retain most of the body's original wood and sheet metal; repairs and new sections being made only where necessary. The chassis was restored and strengthened, and the steering, suspension and brakes overhauled. The engine has been re-bored and completely rebuilt with new pistons, valves and bearings, while the transmission likewise has been fully overhauled. Stripped back to bare metal, the body has been repainted in FIAT Racing Red and the seats re-trimmed in finest-quality tan leather. Other noteworthy features include a new (foam filled) fuel tank, upgraded period-correct lighting, and an electronic speedometer and fuel gauge. The history file contains a photographic record of the car before and during its restoration, together with two period photographs of it participating in what appears to be an Italian road rally (location and date unknown).

Offered with sundry restoration invoices and Italian registration papers, this beautiful Balilla Sport represents an opportunity to acquire one of the rarest, most charismatic and highly sought after of FIAT's pre-war sports cars, eligible for a wide variety of prestigious historic events.

£70,000 - 90,000
€91,000 - 120,000
No Reserve

1963 JAGUAR E-TYPE SERIES 1 3.8-LITRE COUPÉ

Registration no. 2338 DG
Chassis no. 861292

- Single family ownership from new
- Desirable 'Series 1' model
- Highly original
- Re-commissioned and MoT'd prior to sale



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

The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor. Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance did not disappoint: firstly, because it weighed around 500lb less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub-frame that supported the engine. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle.

Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. Only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

Despite the E-Type's gorgeous appearance, taller drivers could find its interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. Today, the E-TYPES graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This E-Type coupé was purchased new in November 1963 by the vendor's uncle, the late Mr J B King of Cheltenham, and is the third of the three E-TYPES he owned; his first had won 'Car of the Show' at the Cape Town Motor Show. The vendor inherited the Jaguar in 2012. '2338 DG' is described as cosmetically very good for its age and is said to start and run well, with transmission and electrics working properly. The original passenger's seat shows some signs of wear but the driver's does not, suggesting that it has been reupholstered at some time. Re-commissioned, serviced and MoT'd immediately prior to sale, '2338 DG' represents a wonderful opportunity to acquire an example of the Jaguar E-Type in its earliest and purest form.

£60,000 - 80,000

€78,000 - 100,000

1985/88 LISTER JAGUAR 7.0-LITRE LE MANS MKIII COUPÉ

Registration no. LYS 73R
Chassis no. SAJJNAEW3BC119369

- Rare and exclusive 200mph supercar
- Extensively upgraded with no expense spared
- Fully documented
- Restored in 2006
- Driven to the sale



Following six years of development, the Lister Le Mans burst onto the supercar scene in 1989. Named in honour of Jaguar's successes at La Sarthe in the 1980s, the Le Mans featured a 7.0-litre version of Jaguar's V12 engine, comprehensively re-worked to cope with its now 500-or-so horsepower maximum output. A similar torque figure ensured stupendous acceleration in any gear. Needless to say, the suspension, brakes, wheels and tyres were up-rated to cope, while a purposeful-looking body kit ensured that the car remained stable at its 200mph maximum speed. The price? A cool £160,000.

Based on a 1985 XJ-S, this rare Lister supercar was delivered new to first owner Laurence Ronson on 26th June 1988. The car was originally finished in Wallis Blue with blue-piped Savile Grey interior, and carried the registration 'MIA 339'. We are advised that this car is one of approximately two dozen Le Mans models produced with the full body kit, which in this one's case also includes the rare modified bonnet air intakes. Shortly after completion, 'MIA 338' featured in 'Autocar & Motor' magazine (February 1989 edition, copy on file) appearing on the front cover and in an article within entitled 'XJ Excess'. 'A&M' achieved a 0-60mph time of 4.5 seconds, declaring: 'no Ferrari owner will ever know what it is like to have so much power'. Since this test the car has had a further considerable power increase courtesy of twin superchargers, a conversion only carried out on the 7.0-litre engine (see below). We are advised that it is one of only three built to this ultimate specification.

Two original Lister service books record servicing carried out and the upgrades installed, all works being undertaken by the manufacturers, WP Automotive. Upgrades include the 7.0-litre engine; Le Mans wheels; Le Mans rear wing; Le Mans rear suspension; Le Mans exhaust; '200mph' speedometer; twin superchargers; heavy duty Getrag six-speed gearbox; 1991 dashboard, instruments and steering column; colour change to black; and an interior re-trim in Magnolia/Burgundy leather. In total, some £250,000 has been spent.

Following five years of work, the Lister's restoration was completed in 2006 by the current vendor, the refurbishment including a repaint in the black livery chosen by one of the previous owners. All paperwork - invoices, MoTs, etc - is contained in two large lever-arch binders documenting the car's history in full. It should be noted that although the current odometer reading is 12,500, the actual distance covered from new is a little over 26,000 miles. The difference being due to the fitment of the 200 mph speedometer during the final upgrade.

MoT'd to March 2017 (no advisories), 'LYS 73R' represents an exciting opportunity to acquire a powerful car possessing an exceptional specification, as well as a direct link with one of the greatest of all Jaguar exponents, Brian Lister. The car will be driven to the sale.
£40,000 - 60,000
€52,000 - 78,000

C.1965 MGB EX234 PROTOTYPE ROADSTER COACHWORK BY PININFARINA

Registration no. REW 314R

Chassis no. EX234

- Unique MG prototype
- Single family ownership ex-factory
- 6,400 miles from new
- Well documented



The unique car offered here is one of the many fascinating ‘might have beens’ in the history of the MG marque. Its planning began in 1964 when Abingdon’s engineers’ thoughts turned to a ‘next generation’ MGB that would have better chassis dynamics: specifically, the new car would incorporate the independent rear suspension intended for the original but abandoned as too expensive. Designer Syd Enever’s team was responsible for constructing the prototype, code named ‘EX234’, raiding the BMC parts bin for the 1,275cc A-Series engine and gearbox, Austin Champ rear axle, and Hydrolastic suspension units. Suspension was by upper and lower wishbones all round, steering was by rack and pinion, and there were disc brakes on all four wheels.

Once completed, the rolling chassis was despatched to Pininfarina in Italy for bodying, and the result contains hints of the master coachbuilder’s FIAT 124 Sport Spider and Alfa Romeo Duetto, while at the same time incorporating the sawn-off ‘Kamm’ tail that would later appear on the Alfa Romeo 1750. EX234 was intended to replace both the Midget and the MGB, and despite being more compact than the latter offered a more generously sized interior. The exterior trim on either side was different: one style being for the GT version, the other for the open roadster.

Back in the UK, EX234 was enthusiastically received by all who drove it. In his book ‘MG - The Untold Story’, David Knowles has this to say on the subject: ‘Roy Brocklehurst took the EX234 prototype to Silverstone where, according to Jim Stimson, it was driven by a few trusted experts... including John Surtees. Roy said they told him that the roadholding was as good as any car they had driven.’

So why didn’t EX234 make it into production? At the time of its inception both the Midget and the MGB were still selling well, and it was felt by senior management that there was no pressing need for a replacement. The project was shelved. Following BMC’s merger with Leyland to form British-Leyland, the balance of power shifted within the reconstituted group in favour of Triumph, at least as far as thoughts of a new sports car were concerned, and when the time came it was the Triumph TR7 that was chosen, despite the MG marque’s greater popularity in the USA, B-L’s most important export market.

In 1977, with only 100 miles on the odometer, EX234 was acquired by the long established MG dealer Syd Beer, becoming part of his MG Museum collection in Houghton, Cambridgeshire. While there it was driven by motoring journalist John Sprinzel, who had been a works MG driver back in the 1950s. In the resulting magazine article (copy on file) he observes that the Hydrolastic suspension ‘kept the car beautifully flat and smooth through the corners, with none of the usual lurch over uneven bits of the surface.



There was also no rear-end steer, and I felt that even without any development input that the handling was far superior to the current Spridget. 'The interior was vast, and for my six foot three inches of height, there was space for legs, knees, arms, and elbows. The small steering wheel was set amongst excellent instrumentation, and occupants were surrounded by interior trim far better than has been normal on Abingdon products, with comfortable seats and two compact extra back seats with better legroom than in the MGB GT. There was excellent visibility and really good braking...

'All in all, I concluded my little road test by thinking this would have been a delightful successor to both the B and Midgets, with good looks, great performance, and probably the continued money-making record of many years of Abingdon sports cars.'

Offered for sale by the Beer Family Trust, this unique and historic MG prototype comes with a current MoT certificate, its original V5 registration document, and a copy of the original factory specification sheet. The car also comes with a factory hardtop, intended for use on the GT version, and has a folding convertible hood made of an attractive flocked material rather than the vinyl used for contemporary MGBs and Midgets.

This vehicle is quite simply a 'must have' for the serious MG collector.
£35,000 - 45,000
€45,000 - 58,000



A rare outing for EX234, pictured here at an MGCC event in 1977.

1968 MERCEDES-BENZ 280SL CALIFORNIA COUPÉ

Registration no. KSA 378F
Chassis no. 11304410004019

- Rare California Coupé model
- Delivered new in France
- Manual transmission, power assisted steering, air conditioning
- Complete with hardtop
- Recently serviced



This left-hand drive 280 SL is an example of the 'California Coupé', a 2+2 version (first introduced on the 250 SL) that came with a rear bench seat occupying the space hitherto reserved for the convertible top. A removable hardtop provided the weather protection.

The last of a popular and extremely successful line begun with the 230SL 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 Top' 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.

'Some cars don't change, they just get better,' enthused Road & Track after testing a 280 SL in 1968. 'The Mercedes-Benz 280 SL, latest version of a line that began as the 230 SL in 1963, is the same as ever, just better. For those who value engineering finesse and high quality construction, it's alone in the field.'

The car offered here was originally ordered and delivered in France, and has an unusual and desirable specification, being equipped with the four-speed manual gearbox, power assisted steering, and air conditioning. The 280 SL was subsequently exported to the USA, returning to Europe in 2000. Its new owner was Mr Van Eerd, a well known collector and racing driver.

Registered in the UK in 2015, this 280 SL benefits from a recent full service and MoT test. In addition, the carpets have been replaced and the rear seat and door cards re-trimmed. Rarest of all the Pagodas, this beautiful California Coupé comes complete with a V5C document, MoT to March 2017, and its original handbooks, wallet and sales brochure.

£75,000 - 85,000
€98,000 - 110,000

1984 FERRARI 400I GT COUPÉ COACHWORK BY PININFARINA

Registration no. A162 WHK
Chassis no. ZFFEB7S000050811

- Originally owned by Peter Livanos
- Resident in the USA 1987-2015
- Rare manual-transmission model
- Original paintwork and interior



Launched at the 1976 Paris Salon, the 400GT had acquired a 4.8-litre version of Ferrari's four-cam V12 engine but otherwise differed from its 365GT/4 2+2 predecessor only in detail. The 400GT re-affirmed Ferrari's determination to compete with the world's finest luxury sports saloons and was intended to attract the type of mature yet discerning customer who previously might have opted for a Bentley or Mercedes-Benz. This latter requirement made the option of automatic transmission a necessity.

The unit chosen - General Motors' three-speed Hydramatic - was widely regarded as the world's best, having been used by Cadillac and subsequently by Rolls-Royce and Jaguar among others. Ferrari's splendidly equipped 2+2 featured self-levelling independent rear suspension, power-assisted steering, electric windows and optional air conditioning. Sadly, even after it received fuel injection, the 400GT - now the 400i GT - remained effectively a Europe-only model because of the expense involved in crash-testing two cars for US safety assessment. By the time production of the final 412 version ceased in 1989, Ferrari's finest 2+2 had been in production for a remarkable 17 years, though its exclusivity meant that there were seldom more than 200 sold in any one year.

We are advised that this left-hand drive 400i GT was privately imported into the USA in 1987 by first owner Peter Livanos, the Greek shipping magnate and former financial backer of Aston Martin. A rare manual-transmission model, the Ferrari was purchased in Florida by the present owner in 1994, by which time it had covered 11,000 miles (the current odometer reading is 29,976 miles). Impeccably maintained, the car received a new clutch in 1995 and a full Borla stainless steel exhaust system in 1999, increasing maximum power from 340 to 370bhp.

From 2000 to 2015 the Ferrari resided in California; imported into the UK in 2015, it has been kept in dry storage since arriving here. The car retains its original paintwork and full leather interior, and has been upgraded with an Alpine audio system (with Bluetooth) and improved power windows (now rack-and-pinion operated). Described by the vendor as in generally excellent condition, this rare Ferrari Gran Turismo is offered with a V5C document and MoT to 19th July 2016.

£30,000 - 40,000

€39,000 - 52,000

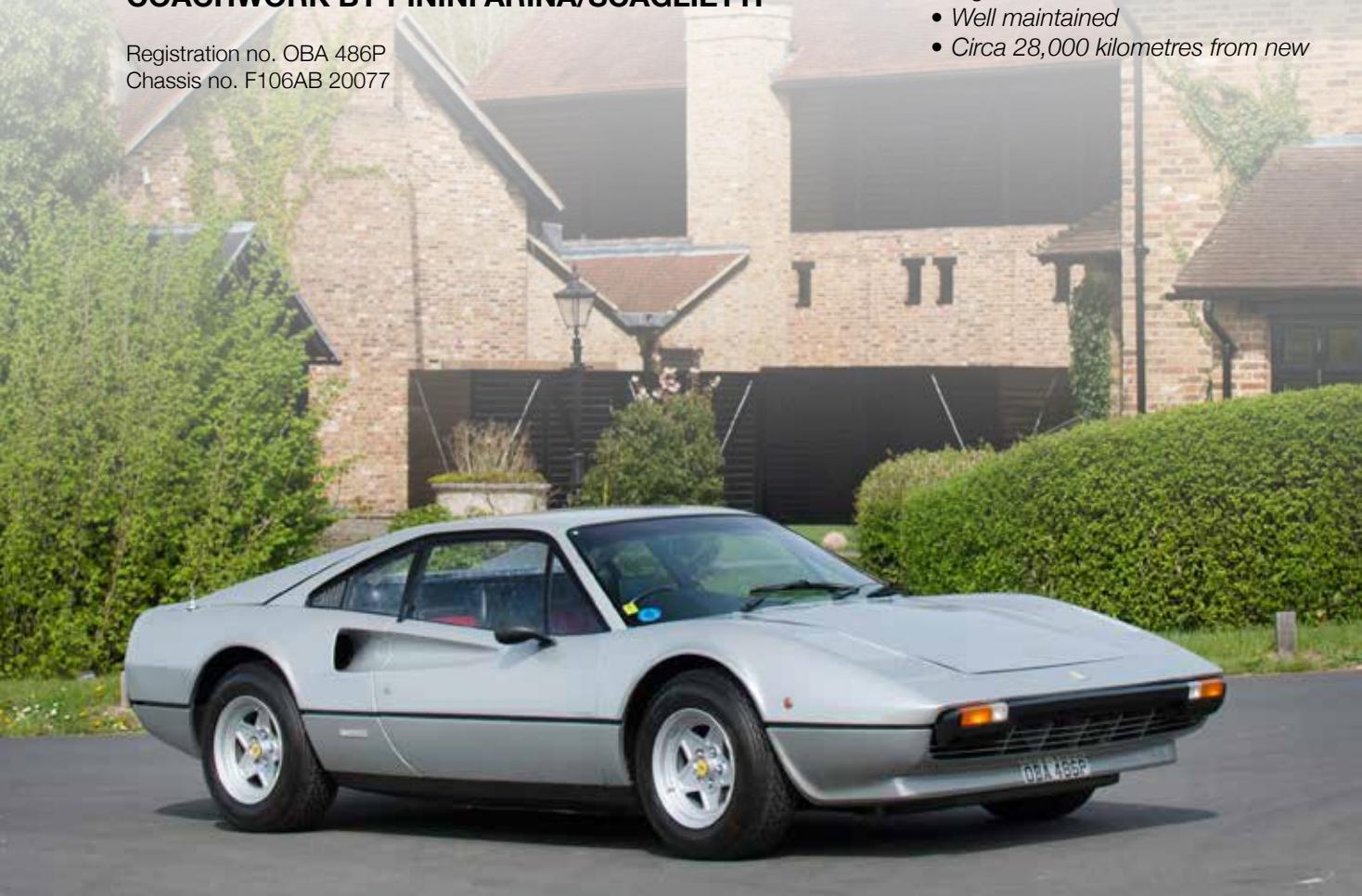
No Reserve

212

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

Registration no. OBA 486P
Chassis no. F106AB 20077

- Rare early glassfibre-bodied model
- Right-hand drive
- Well maintained
- Circa 28,000 kilometres from new





The 308GTB offered here has lighter glassfibre (*vetroresina*) bodywork 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 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. Further developments included the introduction of an open GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

One of 712 308 GT *Berlinetta vetroresina* models produced, chassis number ‘20077’ is one of only 154 built in right-hand drive configuration, and has wet sump lubrication. The car was delivered new to Australia and exported in 1986 to New Zealand where it was placed on museum display. In November 2012 the Ferrari was purchased by Mr Mark Johnson, who imported it back to Australia where the car arrived in February 2013. While in New Zealand ‘20077’ was serviced by Continental Car Services of Newmarket, Auckland (Ferrari NZ) and following its return to Australia was maintained with no expense spared by Speed Works of Ringwood, Victoria and Larini Systems of French’s Forest, New South Wales, as evidenced by invoices on file.

The Ferrari was imported into the UK in early 2015 and has been registered in this country with all VAT and duty paid. Serviced by Radley Motors in the summer of 2015, the car is described by the vendor as in generally very good condition, while conversion of the cylinder heads to unleaded compatibility 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, ready to enjoy.

£120,000 - 160,000
€160,000 - 210,000

214

**1991 ALFA ROMEO SZ COUPÉ
COACHWORK BY CARROZZERIA ZAGATO**

Registration no. H14 JUL

Chassis no. ZAR16200003000338

- Number '290' of 1,000 made
- Delivered new in the UK
- One owner
- Circa 4,267 miles from new





Reviving its tradition of building special-bodied Alfa Romeos, including the original SZ (Sprint Zagato) competition coupé of the late 1950s, Carrozzeria Zagato unveiled its outrageous new SZ at the 1989 Geneva Salon. Built at Zagato's factory at Terrazano di Rho, the SZ was a joint project that also involved the styling departments of both Alfa Romeo and its parent company, FIAT, whose Robert Opron was responsible for the initial sketches.

Originally typed 'ES 30' (Experimental Sports 3.0-litre) but known popularly as 'Il Mostro' (The Monster) the aggressive-looking two-seater coupé eschewed the rounded styling and aluminium-alloy coachwork hitherto associated with Zagato's high-performance Alfias in favour of an angular bodyshell crafted in lightweight moulded plastic - alloy roof excepted - by Carplast, which was bonded to the floor pan of the existing Alfa 75. Lessons learned from the latter's IMSA racing programme influenced the SZ's suspension, which endowed the car with superlative handling and roadholding, some drivers recording lateral cornering forces of up to 1.4G during testing. Suspension development was overseen by engineer Giorgio Piatta, formerly team manager of the FIAT and Lancia works rallying teams. There was power assisted steering but no ABS.

Powering the SZ to its highly respectable 152mph top speed was a 210bhp version of Alfa's superb 3.0-litre four-cam V6, widely recognised as one of the finest power plants of recent times. This excellent performance was achieved thanks partly to the body's exceptionally low drag coefficient of 0.30 Cd, the product of many hours spent in FIAT's wind tunnel.

Demand for the 1,000-or-so Szs scheduled for series production greatly exceeded supply, and today this rare and highly individual supercar is much sought after. There was also an even rarer open spyder version: the RZ.

The limited edition Alfa Romeo SZ was only manufactured in left-hand drive form, and this pristine example was purchased new by the current owner from Barfordia Motors in 1991. Serviced regularly, the Alfa has been used sparingly, covering only some 4,000 miles over the course of the last 25 years, and has been kept in a heated garage protected by an original SZ car cover. The only notified deviations from factory specification are the provision of superior Brembo brake discs, the installation of an alarm, and replacement of the original battery. The original brake discs have been retained.

Finished in red with beige leather interior, 'H14 JUL' is described by the vendor as in generally excellent condition, with 'as new' interior, and comes complete with its original beige leather bag for the car cover. Accompanying documentation consists of a V5C registration document and three MoT certificates (1997, 2010 and 2016). A wonderful opportunity to acquire one of these ultra-rare Zagato-built Alfa Romeos that can only become increasingly collectible.

£60,000 - 70,000

€78,000 - 91,000

1976 JENSEN INTERCEPTOR MARK III CONVERTIBLE

Registration no. HAB 347S
Chassis no. 2340/1848

- Owned originally by John Bonham of Led Zeppelin
- Recorded as the sixth from last Convertible completed
- Circa 50,600 miles from new



Arguably the most glamorous and prestigious of all Interceptor variants, the Convertible represented the West Bromwich manufacturer's highest aspirations at the time of its introduction in 1974. With the Interceptor sports saloon's introduction in 1967, Jensen had switched from glassfibre to steel for its car bodies. Underneath, the preceding C-V8 model's robust chassis, running gear and 6,276cc Chrysler engine remained substantially unchanged. With around 280bhp on tap, performance was more than adequate, *The Motor* recording a top speed of 140mph with 100mph arriving in 19 seconds. Leather upholstery, reclining front seats and walnut veneer were all standard features, while automatic transmission was the choice of almost all buyers.

The Mark II incorporated revised front suspension, Girling brakes and a redesigned interior, while the Mark III, introduced in 1971, came with a 7.2-litre engine, better seats, central locking and alloy wheels. For 1974 Jensen adopted an improved, 330bhp version of the 7.2-litre Chrysler V8 on the 'J Series' Mark III, which also gained all the equipment, including air conditioning, that had been standard issue on the now-discontinued Interceptor SP. The major development that year though, was the introduction of the Convertible, which debuted at the Geneva Motor Show in March.

By this time most other manufacturers had abandoned the convertible ahead of an expected US ban. When the latter failed to materialise, Jensen was left in a strong position, selling a recorded 456 Convertibles, of which only 91 were right hand drive, in the next two years. Jensen Motors were, however, hit badly by the oil shocks of the early 1970s and, having called in the receivers in September 1975, ceased trading in May 1976. Today the Interceptor Convertible is one of Jensen's most sought after models.

This superb example of Jensen's timeless classic, chassis number '2340/1848', was bought by Led Zeppelin's legendary drummer John Bonham, and first registered in Jersey, Channel Islands in March 1976. The car is recorded as leaving the factory finished in white with red leather interior and matching tonneau cover. It also, reputedly, had chromed wire wheels. Richard Calver's book of Jensen chassis data, widely recognised as the authority on the subject, indicates that, after this car, only five convertibles left the Jensen factory before it ceased trading. Of this five, only two were right-hand drive, one of which remained in the UK, the other going to Hong Kong. The remaining three were left-hand drive: two going to Canada and one to the USA.



'2340/1848' was imported into the UK in April 1978, by which time it had been repainted black and had a matching leather interior and tonneau cover. It was registered 'JB 7' in July 1979 and remained in John Bonham's ownership until his death on 25th September 1980. His widow, Patricia, took ownership of the Jensen and entered the date of her husband's death as the date of transfer.

The car left Patricia Bonham's ownership in 1986 having covered 23,121 miles. The registration number was transferred in 1988, at which point the car gained its current registration 'HAB 347S'. Ownership has transferred a further three times, the most recent change being in October 2009.

Invoices, included in the sale, indicate that the car has been maintained as required over the years including a bare metal re-spray at the Jensen Car Company in October 1989. There is evidence that the car retained its chromed wheels until 1991 when Jensen, it would appear, were unable to refurbish them.

The fourth owner had an Edelbrock inlet manifold and Holley carburettor fitted together with a Series 4 Moto-Lita steering wheel. The originals have been retained, as has the original fuse board, which was replaced with circuit breakers at some point. In 1996 the rear seating was modified by Jensen specialists Jencraft to provide an additional central seat position together with three seat belts. No original trim panels were modified and the original centre piece has been retained.

The fifth owner, who worked abroad, bought the car in 1994 and kept the vehicle at Tigastor where it was professionally dry-stored and maintained as required. The car was used as family transport, including three children, during vacations and made regular trips to Scotland. The sixth owner, a Jensen Owners' Club member since 1987 who has owned a total of four Interceptors since 1993, has used the car gently but regularly in dry conditions only.

Contained within a lever-arch file, the accompanying history includes copies of previous registration documents supplied by the DVLA; a substantial quantity of MoT certificates and tax discs dating back to 1986; The Jensen Owners' Club magazine featuring the car on the front cover (December 2010 edition); sundry maintenance invoices; plus sales invoices and valuations issued by Jensen Motors at various times. The car also comes with original Jensen workshop manual; separate Chrysler engine manual; the original steering wheel; the original inlet manifold and Carter Thermoquad carburettor; the original rear centre console and trim; the original fuse board; and the supposedly original red leather tonneau cover; sheepskin headrests and chrome wheel studs.

£45,000 - 55,000

€58,000 - 71,000

216 N Ω

2003 BMW Z8 ALPINA V8 ROADSTER

Registration no. not UK registered
Chassis no. WAPBA48003GF50075

- Rare and exclusive limited edition model
- One of 555 built
- Delivered new in the UK
- One owner
- 9,480 miles from new





'Burkard Bovensiepen's Alpina company has for more than 30 years produced the niche models that BMW itself does not want to make. Based in the Bavarian town of Buchloe, an hour or so from BMW's Munich headquarters, Alpina creates cars for connoisseurs. They are expensive and not necessarily more powerful or faster than standard BMWs, but they do offer combinations not available from the factory.' - *Car & Driver*.

In recent times many motor manufacturers, particularly those with a significant sporting heritage, have felt the need to reference iconic models from the past when launching their latest. BMW has proved adept at exploiting this 'retro' trend, commencing in 1996 with the Z3 coupé and convertible, the styling of which brilliantly recalled its fabulous '328' sports car of pre-war days. Its next effort along similar lines - the 'Z07' concept car of 1997 - took its inspiration from the post-war Alfred Goetz-designed '507', a luxurious limited-edition roadster.

The sensation of the 1997 Tokyo Auto Show, the Z07 was received so enthusiastically that BMW took the decision to press ahead with a production version: the Z8. For the most part the Z8 remained remarkably faithful to the original concept, retaining the 507-like twin-nostiril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8.

The Z8's body panelling and spaceframe chassis were fabricated in lightweight and corrosion resistant aluminium, while the 32-valve 4,941cc V8 engine, shared with the M5 saloon, was built by BMW's Motorsport division. With 400bhp on tap, the Z8 raced to 100km/h (62mph) in 4.7 seconds and only the built-in rev limiter stopped it from exceeding 250km/h (155mph). Power reached the run-flat tyres via a Getrag six-speed manual gearbox. Needless to say, the Z8 also came with all the modern appurtenances one would expect of a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible hood all being included in the package.

The fact that the Z8 was a low-volume model assembled, for the most part, by hand, enabled BMW to offer customers considerable freedom in personalising their cars. Further enhancing its appeal to collectors, the factory announced that a 50-year stockpile of Z8 parts would be maintained. Despite a (US) launch price of over \$128,000, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of that figure. By the time production ceased at the end of 2002, 5,703 of these fabulous cars had been built.



But that was not quite the end of the Z8 story, for BMW tuning specialist Alpina then introduced its own, even more exclusive version: the Alpina V8 Roadster. Alpina's product was less hard-edged and considerably more refined than the original, being equipped with a 4.8-litre engine from the 5-Series Alpina B10 V8 S and an Alpina-specified ZF five-speed 'Switchtronic' automatic transmission with paddle-shift operation. With a maximum of 375bhp on tap, the Roadster's slightly smaller engine was re-tuned for greater torque at lower revs, which better suited the automatic transmission. Top speed was limited to 161mph, with 60mph coming up in 5.0 seconds, only a couple of tenths slower than the original Z8.

The suspension was revised to provide a more supple ride, and the original 18" wheels and run-flat tyres replaced with 20" rims and tyres with taller sidewalls. Re-trimmed in softer Nappa leather, the interior boasted many Alpina-specific touches including the steering wheel, gauges, and gear selection display. As its specification suggests, the Alpina V8 was targeted at the North American market, which took 450 units out of the 555 scheduled for production.

Car & Driver reckoned the car was well suited to its newly acquired persona: 'In fact, some of us, who regard the Z8 more as a design icon than a serious sports car, reckon the Alpina Roadster V8, with its easygoing power delivery and automatic transmission, is what this car should have been all along.'

The limited edition Alpina V8 offered here is one of only a tiny handful brought to the UK and was purchased new by the current vendor from Sytner, an official Alpina dealer. We are advised by the vendor that it is also one of only 11 finished in the same Alpina Blue livery as the Geneva Motor Show cars.

Superior to those of the original Z8, this car's special features include Xenon lights; soft-feel blue interior upholstered in Nappa cream leather and blue Alcantara; limited edition plaque; wind deflector; Auto Stability and Traction Control (ASC-T); Corner and Dynamic Braking Control (CBC and DBC); Alpina 20" 'turbine' wheels; and new Michelin Pilot tyres. It has also been fitted with a vehicle tracking device.

Driven and maintained irrelevant of cost, the car has covered only 9,500 miles from new and is described by the vendor as in generally excellent condition. Fully serviced, it comes complete with hardtop, stand tool kit, all soft accessories, all handbooks, and an extensive file of invoices and receipts.

Should the vehicle remain in the EU, local taxes of 20% will be applied to the hammer price.

£220,000 - 280,000

€290,000 - 370,000



1968 MERCEDES BENZ 280 SL COUPÉ

Registration no. TGR 10K
Chassis no. 113.044-22-006002

- Delivered new to the UK
- Automatic transmission
- Restored and maintained by Roger Edwards Motors
- Renovated in 2015



'Some cars don't change, they just get better. The Mercedes-Benz 280 SL, 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.

First registered in the UK in December 1968 and owned by the current vendor since September 2011, this right-hand drive 280 SL has been sympathetically restored and carefully maintained by renowned marque specialists Roger Edwards Motors. Undertaken in 2015, the restoration (to the manufacturer's specifications) involved a re-trim by D-Class Engineering and a professional repaint by an H R Owen-approved workshop. Finished in light blue with navy blue leather interior, the car is described by the vendor as in generally excellent condition. Accompanying paperwork consists of a current MoT certificate (expires May 2017), a V5C registration document, and sundry restoration invoices. The provision of electronic ignition is the only notified deviation from factory specification.

£90,000 - 120,000
€120,000 - 160,000

1957 VOLKSWAGON TYPE 2 SAMBA 23-WINDOW MICROBUS

Registration no. 248 UYK
Chassis no. 268029

- Classic 1950s motor caravan
- Restored between 2014 and 2015
- Photographs and all receipts available
- 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 windscreens, 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) Samba 23-window microbus was imported by the vendors from the USA in 2005. It is registered as 1958 model, the date being taken from the USA title.

In 2014 the vehicle was completely stripped down, media blasted, and the bottom 12" replaced. The metal fabrication and bodywork renovation, which included repairs to the skylights, was carried out by Irv's VW Restorations of Barrow in Furness, who also repainted the Samba in its original colours: Sealing Wax Red and Chestnut Brown.

All the seats were media blasted and painted, and then re-trimmed in the original light brown colour, while the headlining, door cards and sunroof, again in the original colours, were made and supplied by West Coast Classics in California. All the original deluxe trim was polished and reinstated together with the headlights and rear lights, coat hooks, 'jail bars', and seat grab handles. New glass was installed (with the correct logos), while originals were reused for the skylights and corner glass.

The 1.5-litre engine was stripped down, cleaned, line-bored and rebuilt, while all tin wear was cleaned, media blasted, and repainted together with the fuel tank. The steering box and front spindles were restored in the UK, and the steering wheel by Koch's in the USA. The braking system was overhauled with new brake lines, flexi hoses, cylinders, master cylinder, and brake shoes. New wheel bearings were fitted all round, and the clutch, handbrake, and throttle cables replaced. Photographs of the works undertaken and all related receipts are on file.

Since completion in June 2015, the Samba has only been to a few shows, covering relatively few miles. It remains in commensurately excellent condition, and there can be no better way in which to enjoy the Goodwood gatherings and this summer's other historic motor sports events.

£80,000 - 120,000
€100,000 - 160,000

219 N

1938 JAGUAR SS100 3½-LITRE ROADSTER

Registration no. not UK registered
Chassis no. 39064

- One of only 116 3½-Litre cars
- Delivered new to the Netherlands
- Present ownership since 1959
- Registered in the Netherlands



Launched for 1936, the S.S. 100 was the first real high-performance model produced by S.S. Cars Limited and used a new Weslake-developed overhead-valve engine in a shortened S.S.I chassis. The introduction of the OHV unit was considered to justify the adoption of a new name for the series, S.S. Cars boss William Lyons later recalling 'I immediately pounced on Jaguar as it had an exciting sound to me.' ('Jaguar' would be adopted as the marque name in 1943, 'S.S.' having by then acquired a somewhat tarnished reputation).

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

By the time the S.S. 90 sports car arrived in 1935, William Heynes had joined as Chief Engineer. Based on a shortened S.S.I chassis, re-engineered by Heynes, the S.S. 90 again demonstrated Lyons' consummate skill as a stylist, its long bonnet, smoothly flowing wings, cut-away doors and truncated tail making it every inch the epitome of the 1930s sports car. Although good for 90mph, the S.S. 90 was handicapped by the limitations of its sidevalve engine, a deficiency that would soon be rectified by another of Lyons' new recruits, gas-flow consultant Harry Weslake. Launched in 1936 alongside the 2½-Litre saloon, the S.S. 100 Jaguar sports car marked the company's first use of the 'Jaguar' name. Beautifully styled in the manner of its S.S. 90 predecessor, the newcomer employed a shorter, 102"-wheelbase chassis and a revised version of the 2,663cc Standard six which, equipped with Weslake's overhead-valve cylinder head and breathing through twin SU carburettors, now produced 104bhp.

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





Offered for restoration, this S.S. 100 is one of three originally imported into the Netherlands. Ever since his father accepted a 1934 S.S.I fixed-head coupé in part-exchange for an unpaid bill in 1948, the late owner has collected S.S. cars and early post-war Jaguars. He owned a variety of both and was involved in restoring them in the 1960s and '70s. The S.S. 100 we offer was purchased in the late 1950s and is the only S.S. car to have stayed with the late owner for the rest of his life. He passed away last spring, aged 83.

Since its acquisition, this S.S. 100 has been used in the way intended by William Lyons: not as a show car but as one to be driven fast, in sporting events or elsewhere. Up to last year it regularly participated in various rallies: Tulip Rally, Scheveningen-Luxemburg-Scheveningen Rally and others for historic cars, as well as track days and charity events.

When this car was purchased in the late 1950s it had no great value other than being a rare old sports car. Hence it was never intended as an investment but rather as a car to be driven and enjoyed. Over the years various parts have been replaced due to normal wear and tear, but generally this S.S. 100 is in un-restored condition apart from a re-spray in British Racing Green carried out circa 1967. Maintenance has almost exclusively been carried out by the owner; documentation is therefore sparse.

The engine block was exchanged circa 1960 for one taken from a 3½-litre Jaguar Mark V. However, the cylinder head is still the original high-performance S.S. unit, cast in bronze. The gearbox is likewise original. Intended for sporting use, this S.S. 100 is equipped with two spare wheels. Out of the six wheel rims, four are original pre-war S.S. and two are post-war Jaguar.

The bodywork is in need of restoration. There are dents in the mudguards, while the paintwork is chipped at the front and cracked in various other places. In order to reinforce the timber body frame, a steel arch has been welded underneath the dashboard. The original fuel tank has been exchanged for a stainless steel item that lacks the distinctive ribs of an original.

The brightwork too is in need of attention. Various parts were re-chromed in the 1960s and are now in need of replacement or another re-chroming. In the case of the headlights, the profiled Jaguar crests on top of them are worn, while the lens of the left-hand side fog light is cracked. Unusually, the often missing chromed plug for the starting handle hole is still with the car.



The interior was re-upholstered in the 1970s and is in generally good condition apart from a rip in the driver's seat. A new hood was fitted at that time. The side windows are missing; however, the original pocket behind the seats for storing them when the top is down is still there. Dashboard instruments and dials are original and functioning. As the car was intended for the Dutch market, the speedometer and odometer are calibrated in kilometres. The hands of the dashboard clock are missing, as is the clock mechanism.

The S.S. 100 was one of the fastest and best-handling sports cars of its day, as its competition record both before and after the war bears witness to. Representing a rare opportunity to acquire an example of the model that can be said to have started the Jaguar legend, '39064' is eligible for a wide variety of the most prestigious historic motor sports events. All it requires is sympathetic restoration.

£180,000 - 260,000
€230,000 - 340,000



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

Registration no. 676 EWV
Chassis no. 850028

- The 28th RHD roadster produced
- Featured in various books on the marque
- Restored in the mid 1980s
- 11,236 miles since restoration



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

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Introduced in 3.8-litre form in 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. While, inevitably, the car's stupendous straight-line performance and gorgeous looks grabbed the headlines, there was nevertheless a lot more to the E-Type beneath the skin.

The newcomer's design owed much to that of the racing D-Type; indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor. Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine.

The latter was the same 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe that supported the engine. The rear suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. Only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

Despite the E-Type's gorgeous appearance, taller drivers could find its interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962.



But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

This wonderful example is the 28th right-hand drive roadster built (the chassis number sequence commenced at '850001') and has the flat floor and various other features that characterise these early models. Chassis number '850028', with body 'R1180', was despatched to Henlys on 14th July 1961 and photographed outside the Jaguar factory at Brown's Lane, Coventry. Its subsequent history is not known prior to 1980 when the E-Type was purchased by the current vendor. At that time it was in a dilapidated condition and had been fitted with engine number 'R 9255-9', which appeared to have been in the car for some considerable time. It retains many features of the early 3.8-litre E-Type engine.

The E-Type was then restored over a four-year period to virtually factory-original specification (see photographic record on file). At the beginning it was decided to go down the 'modified route', incorporating various enhancements developed since the car was first built, but this decision was overturned as '850028' was such an early and unmolested example. The only items changed were the cylinder head, which is fitted with 'W' camshafts and D-Type valves, and the gearbox, which is a later all-synchromesh unit from a 4.2-litre E-Type (the original camshafts and gearbox have been retained).

All parts used in the rebuild were genuine Jaguar - not reproduction - but five years ago the original radiator expired and was replaced with a more efficient aluminium unit. '850028' retains many original and now rare features, including the in-tank fuel pump.

Following the restoration's completion, '850028' was driven to Switzerland in 1986 for the 25th anniversary celebrations of the E-Type's launch at Geneva. Some measure of its excellence may be gained from the fact that this car features in three books on the marque: 'Jaguar E-Type: The Definitive History' by Philip Porter, 'Jaguar E-Type' by Dennis Jenkinson, and 'E-Type Jaguar' by Andrew Morland.

The car has been used sparingly over the last 30 years, covering a little over 11,000 miles as evidenced by the unbroken sequence of expired MoT certificates on file. It also comes with its original tools and handbook (the latter now very rare), an old-style logbook, and current V5C document. Finished in Carmen Red with matching leather interior, this beautiful early 'flat floor' E-Type is worthy of the closest inspection.

£200,000 - 250,000

€260,000 - 320,000

1960 MASERATI 3500 GT COUPÉ COACHWORK BY CARROZZERIA TOURING

Registration no. 861 XUF
Chassis no. AM101-1132

- One of 12 right-hand drive models
- Delivered new to Switzerland
- Circa 90,600 kilometres (approximately 56,300 miles) from new
- Highly original
- Recently extensively restored at a cost of over £120,000



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 3500 GT, its first road car built in significant numbers. A luxury 2+2 featuring beautiful Superleggera aluminium coachwork by Carrozzeria Touring, the 3500 GT 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 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.

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 1960-model Maserati 3500 GT was extensively restored recently but remains highly original with matching chassis and engine numbers, Borrani wire wheels and all-round disc brakes. Throughout its life the car has retained its original and very attractive combination of Nero (black) bodywork with Rosso (red) leather interior. It is one of only 12 right-hand drive models and comes with a Maserati Certificate of Origin.





Chassis number '1132' has had five identified owners since it was first registered in 1961. The car was ordered in October 1960 by Martinelli & Sonvico of Chiasso, Switzerland as a right-hand drive model, presumably for Swiss alpine driving for which right-hand drive was commonly favoured at that time as it enabled the driver to view the edges of narrow mountain roads more easily. This was supported by the impression of a 'St Moritz' sticker that was visible in the rear window when the current owner purchased the car.

'1132' left the factory in late December 1960 and was first registered early in January 1961 to Fa Kuderli & Co of Zurich, Switzerland. The car was subsequently sold to Dr Walter Meier of Walo Bertschinger AG, Zurich sometime between 1966 and 1983. It remained in Dr Meier's ownership until it passed in June 1990 to his daughter Ruth Meier of Erlenbach, Germany, who sold the car to Oldtimer, the classic car dealer in Aarler, Belgium. The Maserati was purchased from Oldtimer by Karl Heinz Kostal of Pirmasens, Germany in July 1998. Herr Kostal then sold the car to The Gallery, the classic car dealer in Brummen, Netherlands from whom it was bought by the current English owner in February 2008. The Maserati was registered as '861 XUF' in the United Kingdom in June 2008, since when the current owner has used the car very infrequently, covering 5,939 kilometres (3,690 miles) on short journeys, over the course of the last eight years.

The car's history file contains a Maserati S.p.A. Certificate of Origin, certified Internal Factory Order, certified Delivery Note and certified Technical Data Sheet. The file also has extensive maintenance and repair receipts dating back to 1983, together with a collection of Swiss and German registration documents. The current owner has had the car comprehensively restored at a total cost of over £120,000. The well known Maserati marque specialists Bill McGrath Ltd of Kimpton, Hertfordshire undertook the refurbishment of the engine, brakes, suspension, steering and wheels in 2008. The interior was re-trimmed and the windscreen replaced at that time, while a new stainless steel exhaust system was fitted by Classic Performance Engineering Ltd of Long Buckby, Northamptonshire in 2013. During 2015 and 2016 the bodywork was completely restored by the well known Aston Martin, Ferrari and Maserati bodywork specialist Prestige Restoration of Chertsey, Surrey. Very minor bodywork repairs were made and a bare metal re-spray carried out, while all rubbers were replaced and all the brightwork re-chromed. The wheels were refurbished also. Fully serviced, the car is offered with the aforementioned Maserati factory paperwork, sundry restoration invoices, an MoT certificate valid until April 2017, and a UK V5C registration document.

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.

£180,000 - 220,000

€250,000 - 310,000



The ex-works, W H Green, Ards Tourist Trophy

1928 LEA-FRANCIS 1½-LITRE S TYPE HYPER SPORTS TWO-SEATER

Registration no. WK 7492
Chassis no. 14005

- Raced by the winning works team at the 1928 Ards TT
- Known history
- Restored condition
- Offered for sale by the Green family



'The engine is the usual 1497cc 4-cylinder Meadows unit with No. 9 Cozette blower (one size larger than standard) ... The big-end bearings have roller bearings, the crankshaft being built up and running in three white metal bearings ... the car has done 70mph quite comfortably in normal circumstances ...' - Leonard Potter (then owner of 'WK 7492') writing in '*The Autocar*', 1942.

Already established as a maker of bicycles of the finest quality, Coventry-based Lea-Francis turned their expertise to motor car manufacture in 1903 followed by motorcycles in 1911. Serious motor car production commenced in 1922 when Lea-Francis offered their C Type model, a light car powered by an 8.9hp Coventry Simplex side-valve engine. The Coventry Simplex engine was soon replaced by a 1,247cc overhead-valve Meadows unit with the introduction of the D Type while two 12/40hp models powered by Meadows' famous 1,497cc 4ED engine were additions to the range for 1926.

More powerful than its predecessors, the 4ED necessitated the introduction of a redesigned chassis, which was longer, wider and equipped with semi-elliptic springing all round, and a stronger, spiral bevel rear axle, both of which arrived in 1927 on the P-Type. The result was one of the finest small sporting cars of the late Vintage period, and the model continues to be raced successfully at VSCC events today.

The Lea-Francis S Type Hyper Sports was the first 'blown' British production car, distinguished by its attractively sloping radiator and rakish two-seat bodywork. In 1928 the RAC's Tourist Trophy long-distance race was revived at Ards in Ulster where Kaye Don's Lea-Francis won by 13 seconds, beating first-rate opposition from the likes of Alvis, Austin, Bentley, Frazer Nash, Lagonda and Riley.

Despite the manifest quality of its products and the many sporting successes, Lea-Francis was making a loss by the decade's end and went into receivership in 1931. Production continued at a trickle for the next few years before the firm re-emerged under new ownership in 1938.

The long established Coventry firm recommenced production after WW2 with its 1939 range and it was not until 1947 that a new model arrived in the shape of the 14hp Sports. Sadly however, Lea Francis finally ceased production in 1952. There have been various attempts to revive the brand since then, most recently in 1998 when a '30/230' prototype was displayed at the Birmingham Motor Show, but nothing came of it. With a membership of around 350, the Lea-Francis Owners' Club (LFOC) actively promotes the marque, which is still supported by specialist engineers and parts manufacturers.

1

As found when offered at Brooks' Motor Show Sale at Earls Court in October, 1993





The Lea-Francis Hyper offered here is significant, being one of the 1928 TT team of four such cars, and was driven by in that race by Mr W H Green - father of leading British historic racing driver Willie Green - alongside such great names as Kaye Don (who won the race outright in its sister car), George Eyston and S H Newsome. W H Green apparently ran the car for some time after the TT, competing at Brooklands and elsewhere. It is recorded as being the first car to lap Donington Park (in October 1931) as part of the circuit's accreditation for racing, before being laid up for two years from 1933. A 10hp engine was then fitted, unsuccessfully, before A C Molyneaux rescued the car in 1936, using it with some success in road racing at Donington and in sprints at Wetherby. Leonard Potter then acquired 'WK 7492', and a letter from him was published in '*The Autocar*' of January 9th 1942, describing the car's history and contemporary capabilities (see above).

W H Green's Lea-Francis then disappeared from view, re-emerging some 40 years later in 1993 when Brooks Auctioneers' James Knight got a call from an elderly lady whose husband had recently passed away. She knew very little about the Lea-Francis but her husband had always said it would provide useful income should he pre-decease her. She didn't really know what the car was but understood that it was quite special. James Knight went to a trailer home park near Bracknell and met the lady who was evidently of limited means. She took him to a lock-up containing what transpired to be one of the works Lea-Francis Hypers: the car Willie Green's father used to race.

The continuation logbook traces the car's history via five owners (following Leonard Potter) to the aforementioned lady vendor's late husband, who purchased it in 1956 when he paid £50 in two instalments of £25 each. In 1958 motor car specialists Hoffmans of Henley re-metalled its engine bearings and serviced the roller-bearing crankshaft. 'WK 7492' was then garaged by the late owner, circa 1959/1960, and would remain out of sight for the next 30-plus years.

This ex-works Lea-Francis was duly auctioned at Brooks' Motor Show Sale at Earls Court in October 1993, and the circle was completed when the Green family successfully acquired the car. At that time it appeared to be complete and rolled freely, despite being in need of mechanical and cosmetic restoration, as illustrated on these pages.

'WK 7492' was then restored and has been driven by W N Green (the vendor's father) and his uncle M W 'Willie' Green, who are two of the four sons of W H Green, the vendor's grandfather. The vendor's father and Willie Green carried out and supervised the sympathetic restoration, the engine being rebuilt by Meadows specialists Blakeney Motorsport Ltd, while keeping as much of the original as possible. Related bills are on file. It should be noted that the control pedals have been converted to the conventional layout, and that the engine currently runs a plain-bearing crankshaft inside a replacement crankcase (the original crankcase and roller-bearing crankshaft are offered with the car).

2

The Lea-Francis works entries for the 1928 Ulster TT.
© David Burgess-Wise



Since the rebuild's completion the 'Leaf' has been driven sparingly. Outings have included being driven by W N Green at the Ards Revival, and to and around Donington Park on several occasions, once notably in the company of Tom Delaney in his sister car. We are advised that Mr Delaney approved the restoration work.

Hypers compare very well to other British marques who offered models of similar capacity such as Aston Martin, Riley, MG and Frazer Nash, and this genuine ex-works supercharged Hyper looks tremendous value against an Ulster, Le Mans, MPH, K3 or a TT Replica.

Ex-Works racing cars from the 1920s rarely come to market and this historic S Type Hyper is of considerable importance and highly recommended.

£160,000 - 220,000
€210,000 - 290,000



223 N

**1970 FERRARI DINO 246 GT BERLINE
TA COACHWORK BY PININFARINA**

Registration no. not UK registered
Chassis no. 01118

- Delivered new to Belgium
- Four owners from new (all in Belgium)
- Unused since recent restoration (2013-2016)
- Registered in Belgium





It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredino Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino – the 246 GT – in 1972, the authoritative American motoring magazine *Road & Track* enthused, ‘it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino’s reason for being.’

The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high... ‘Truly a driver's car par excellence.

As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupés and 1,274 GT Spyders by the time the model was deleted in 1974.

This left-hand drive Dino 246 GT was sold new in Belgium via Garage Francorchamps, Brussels and has had only four owners, all in that country. The car's original colour scheme was Giallo Fly (yellow) with Nero (black) interior. ‘01118’ was acquired by the current vendor in 1998 and over the course of the last three years has been undergoing restoration, the mechanicals being completely overhauled by Garage High Performance (a Ferrari dealership in Antwerp) and the bodywork refurbished by Ferrari specialists Carrozzeria Lombardo, also in Antwerp (bills available). This beautiful Dino has not been used since the restoration's completion and is presented in commensurately good, ‘like new’ condition.

£180,000 - 240,000

€260,000 - 320,000

1936 BENTLEY 4½-LITRE VANDEN PLAS-STYLE TOURER

Registration no. CXR 5
Chassis no. B200GA

- First registered to Sir Norman Watson Bt
- Desirable style of coachwork
- Formerly the property of the late Ivor Silverstone
- Fitted with a Payne Overdrive



Although Rolls-Royce's acquisition of Bentley Motors in 1931 had robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby' Bentleys continued the marque's sporting associations, but in a manner even more refined than before.

Based on the contemporary Rolls-Royce 20/25, the 3½-Litre Bentley was slightly shorter in the wheelbase at 10' 6" and employed a tuned (115bhp), twin-SU-carburettor version of the former's 3,669cc overhead-valve six-cylinder engine. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless high performance in almost absolute silence. 'The Silent Sports Car', as it was quickly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

By the end of the 1930s the 'Derby' Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings. This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio and a more 'sporting' camshaft. Thus the new 4½-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear change and servo-assisted brakes. As before, bespoke coachwork was the order of the day, owner-driver saloon and drophead coupé bodies, mostly by Park Ward, being the norm.

First registered to Sir Norman Watson Bt, to whom it was delivered on 4th June 1936, this particularly stylish Derby Bentley on the 4½-Litre chassis has been clothed in well-proportioned open touring coachwork in the style of the rare and desirable tourer by Vanden Plas. Boasting distinctive period features including polished aluminium dashboard, cut-away rear wheel spats and polished Ace wheel discs, this car is a splendid example of a type favoured by the motoring élite of its day; Prince Bira, Malcolm Campbell, Captain George Eyston and Raymond Mays all being devotees.



It is believed that the immediately preceding owner, the late Ivor Silverstone, commenced its restoration circa 1969/1970, a replacement body in Vanden Plas style being fitted. We are advised that this body is of high quality, and it has been thought that it may have come from another VDP Tourer. It should be noted that it is not a Malcolm Campbell-designed Tourer; although very similar, the front wings are different. 'CXR 5' has the rare pontoon-style wings and is essentially identical to Vanden Plas's Earls Court Show car.

The current vendor purchased the Bentley at Bonhams' Olympia Sale in December 2009 (Lot 527) when Ivor Silverstone's private collection was dispersed. Since then 'CXR 5' has been mechanically maintained by Tony Fabian of Blackmore Engineering (receipts available). It has also benefited from the addition of a Payne Overdrive, enabling the car to be driven comfortably at 70mph, at which speed the engine is turning over at a leisurely 2,500 revs.

The Bentley has successfully completed a number of tours including a 3,000-mile run to Rome via the Alps and Heidelberg. 'CXR 5' was also on display at the Brooklands Motor Museum in 2011 for six months. Serviced and MoT'd in September 2015, this most handsome Derby Bentley is now ready to take on its next 3,000-mile adventure.

£150,000 - 180,000

€200,000 - 240,000



The ex-Tommy Clapham, Geoff Breakell

1965 ALFA ROMEO GIULIA SPRINT GTA COMPETITION SALOON COACHWORK BY CARROZZERIA BERTONE

Registration no. LWY 39D

Chassis no. AR 752638

- Rare factory-built Alfa Romeo competition car
- Right-hand drive
- In-period race history
- Recently overhauled and upgraded in Italy
- Valid HTP



Introduced in 1965, the GTA (the 'A' stood for Alleggerita - lightened) was the official competition version of the Giulia Sprint GT and was produced in both road and race variants. The latter, as usual, was the responsibility of the factory's Autodelta competitions department, which had been founded in 1961 as an independent company by Carlo Chiti and Ludovico Chizzola, and subsequently absorbed by Alfa Romeo.

Visually almost indistinguishable from the road-going Sprint GT, the GTA differed by virtue of its aluminium body panels, Plexiglas side and rear windows, and lightened interior fittings and trim. As a result the GTA tipped the scales at around 200 kilograms lighter than the stock steel-bodied car. Alfa's classic twin-cam 1,570cc four underwent extensive modification for the GTA, the angle between the valves being reduced from 90 to 80 degrees and the valve sizes substantially increased; there no longer being room between them for a central spark plug, a change was made to twin-plug ignition. In road trim the revised engine produced 115bhp with up to 170 horsepower available in race tune.

The GTA made its racing debut on 20th March 1966 at Monza where Andrea de Adamich and Teodoro Zeccoli triumphed in the Jolly Club Four-Hour Race. From then on the Autodelta-prepared GTAs enjoyed outstanding success, winning the European Touring Car Championship three years running from 1966-68.

The Championship's 1,300cc class had long been the preserve of the Mini Cooper but that would all change in 1968 with the arrival of the GTA 1300 Junior, which for the next few years would enjoy dominance equal to that of the Mini in the early 1960s.

This particular car, chassis number '752638', was delivered new to Alfa Romeo dealership owner and racing entrant, Tommy Clapham. Driven by Geoff Breakell of Keighley, Yorkshire, this car won the BRSCC Snetterton two-hour endurance event on 9th July 1967, as reported in 'Motor' magazine and 'Autosport' - including a photograph - the following week. Remarkably, the front page of the 'Daily Express' of Monday 29th May 1967 featured that day's Oulton Park meeting, under the heading 'Roses car bids to beat Italians', relating how Messrs Clapham and Breakell were taking the fight to the official Alfa team. The story shared the front page with an article headlined 'A proud welcome – well done Sir Francis', celebrating Sir Francis Chichester's completion of his single-handed around-the-world voyage.

The immediately preceding owner – respected preparation specialist and racer Nick Smith of Swallow Engineering fame – acquired the GTA, which was in need of work, in the late 1990s. Its previous ownership list included Tommy Clapham, David Prophet, C Roberts, and Nils Peter Nielsen.



Nick Smith restored the car to racing specification, retaining many of the original components including the sliding-block rear suspension and magnesium cam covers. We understand the car is effectively to Autodelta specification with some Autodelta items incorporated. With most circuits running clockwise, right-hand drive as provided here is the ideal configuration. In 2007 the engine was freshened up and 'topped and tailed', the block being replaced while retaining the original cylinder head. Nick Smith actively campaigned the GTA in the early/mid 2000s in both the UK and Continental Europe.

The current (Italian) vendor purchased '752638' at Bonhams' sale at Olympia, London in December 2007 (Lot 655). Its new owner kept the car in the UK for the following racing season and the beginning of 2009, and raced it with Nick Smith as co-driver in various events of the Masters Series in the UK and in Belgium (Spa Francorchamps). During that period a spare engine was purchased from Nick Smith and has since been rebuilt (see following Lot).

In the late spring of 2009 the GTA was brought to Italy in time for that year's Coppa Intereuropa at Monza, and was raced regularly thereafter until 2015 in various events of the Campionato Italiano Autostoriche and Alfa Revival Cup in Italy and France (la Ronde du Ventoux). The car's most recent racing success was at Mugello during the Alfa Revival Cup in April 2014 (1st in Period F Touring Cars).

The car has not been raced extensively since then and holds a valid HTP for 'Competition Touring Cars – Period F', issued by the MSA in the UK on 22/8/2012.

Since its arrival in Italy, the GTA has been completely overhauled and extensively upgraded mechanically by Alfa Delta, the renowned specialist of post-war racing Alfa Romeos, and its on-track performance has significantly improved. Alfa Delta completely rebuilt the engine with a new cylinder head while retaining the original twin-spark distributor, Weber 45 DCOE carburetors, magnesium oil pan and engine covers. Other works included overhauling the gearbox; installing a new competition clutch; fitting a stainless steel exhaust system; and reconditioning or replacing the suspension, brakes, steering box, and rear axle (9/43). In addition, the original Campagnolo magnesium wheels were powder coated, and a new roll cage, racing seats and safety belts installed. The car also has a lightweight racing gel battery. Cost of the aforementioned works was circa €60,000.



Presented in generally very good mechanical condition and ready for racing, the GTA comes with the majority of its original bodywork (wings have been replaced over time) and original Plexiglas side and rear windows. '752638' is offered with some special components from its 1960s racing history, which have been kept with it for almost 50 years: the Autodelta sliding block (recently disassembled in order to obtain a 'Period F' HTP); the original racing exhaust; the original large-capacity fuel tank used in long endurance races; and the original aluminium air intake. The car also comes with a UK V5 registration document and the aforementioned HTP papers.

Surviving Alfa Romeo GTAs are rarely offered for sale and are much sought after in racing trim because of their continuing competitiveness in Historic events. An appreciating modern classic and tremendous fun to drive, '752638' represents a rare opportunity to purchase a right-hand drive GTA possessing in-period racing history.

£175,000 - 225,000

€230,000 - 300,000



225 A

ALFA ROMEO 1600 GTA ENGINE

Engine no. AR00502/A-18494

This engine has been totally rebuilt by Alfa Romeo racing specialists Alfa Delta, a company located near Varese in Northern Italy. The cylinder block and original twin-plug head have been fully refurbished, and the engine also incorporates new forged pistons and cylinder liners (78.8mm); new con-rods; an original (standard) crankshaft; original twin-spark distributor; original lower oil pan in magnesium; and new valves, valve springs, cam followers, timing chains, water pump, and engine studs. Other noteworthy features include twin Weber 45 DCOE carburettors (made in Italy); Sprint Filter intake trumpets; and a competition flywheel with lightweight clutch. Everything is either new or refurbished. The engine will be offered with the results of a recent dynamometer test.

£18,000 - 22,000

€24,000 - 29,000



226

1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

Registration no. GSJ 708

Chassis no. 878238

- Sold new in the USA
- Left-hand drive
- Present UK ownership since 1997
- Highly original
- 11,498 miles recorded





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. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. With a claimed 265bhp available E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962.

This superb E-Type 'Series 1' Roadster was manufactured on 27th September 1962 and despatched in October '62 to Jaguar Cars, New York where it was retained for demonstration and publicity purposes. Its unusual colour combination - Opalescent Dark Blue with Shadow Pale Blue interior - attracted the attention of Steve McQueen, who was pictured with this car in December 1962, possibly on the occasion of a test drive. It may well have been intended for McQueen but in the event was sold new to one Barbara Potter, its first owner. Ms Potter purchased the car at the Jaguar sales day held on Long Island during the spring of 1963. Second owner Beth Chance owned the E-Type from 1964 to 1983; she was followed by Phil Elsworth (1983-1988), Martha Gibbons (1988-1990), Jose Serio (1990-1991) and then Daryl Mooney (1991-1997).

The current (seventh) owner purchased the car in February 1997 and registered it in the UK on 23rd September of that year. Since then it has been maintained by the same mechanic - a Vintage and classic car specialist - while all parts have been supplied by Jaguar specialists S N G Barrett. While in the present ownership the car has also featured in some fashion shoots (photographs on file).

Kept as original as possible, this E-Type has never been fully restored and the engine has not been rebuilt. We are advised that the gearbox has been swapped for the superior all-synchromesh 'box from a 4.2-litre E-Type; headlights and sidelights changed to the UK type; and twin-pot front brake callipers fitted. The original Moss gearbox, US type lights, and single-pot callipers are included in the sale. Other noteworthy features of this highly original car include the Dunlop bellows-type brake servo, single-blade radiator fan, and the survival of production line markings on the bulkhead.

Accompanying documentation consists of sundry invoices, a dating certificate, current MoT, and a UK V5C registration document. 'GSJ 708' also comes with its original Shelley car jack and tool kit (with rare Jaguar adjustable spanner), sales brochure, owner's handbook, '3.8' service manual, parts catalogue, and some service spares: fan belt, air filter, etc.
£100,000 - 140,000
€130,000 - 180,000

227

1972 BMW 3.0 CSL COUPÉ

Registration no. LMB 4L

Chassis no. 2285033

- Original, right-hand drive, UK model
- 'Drive Back' car collected October 1972
- Matching chassis, engine and registration numbers
- An older restoration



1973 was a landmark year for BMW, for not only did the German manufacturer power Jean-Pierre Jarier to the European Formula 2 Championship, it also captured the European Touring Car Championship using one of the most iconic racing 'saloons' of modern times: the 3.0 CSL, known popularly as the 'Batmobile'.

BMW had returned to six-cylinder power for its range-topping models in 1968 with the launch of the 2500 and 2800 saloons. Also new was the 3.0 CSL's forerunner, the 2800CS coupé, though the latter's running gear had more in common with the existing, four-cylinder 2000C/CS. The introduction of the similarly styled 3.0-litre CS in 1971 brought with it numerous improvements, including four-wheel ventilated disc brakes, and with 180bhp on tap the model was good for around 130mph. For racing purposes there was the lightweight 3.0 CSL.

Visually indistinguishable from its more 'run of the mill' relations, the CS and CSi, the 3.0 CSL (Coupé Sport Leicht) was creative homologation at its best. The BMW engineers' solution to the marketing department's requirements was to develop a limited production run 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations. By removing the trim; using thinner steel for the main bodyshell; aluminium alloy for the doors, bonnet and boot lid; and Perspex for the side windows a valuable 300lbs (136kgs) in weight was saved – 'Leicht' indeed.

Homologated initially with a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-litre class) the 3.0 CSL came with 206bhp for road use and well over 300 horsepower for the track. In 1973 the engine's stroke was increased, upping capacity to 3,153cc (nominally 3.2-litres) and from mid-season onwards the racing CSLs used the so-called 'Batmobile' aerodynamic package, developed at Stuttgart University, which consisted of a front chin spoiler, large rear wing and various other devices. Illegal for road use in Germany, the wings were left in the boot for final installation after purchase.

Thus the equipped 'Batmobiles' were able to defeat the previously all-conquering Ford Capri RS2600s, Toine Hezemans capturing the 1973 European Touring Car Championship for BMW at the wheel of a 3.0 CSL and co-driving one to a class win at Le Mans that year with Dieter Quester. Ford bounced back in 1974 but from 1975 onwards the BMW 'Batmobiles' won five consecutive European Touring Car Championships, a quite unprecedented run of success.



This right-hand drive BMW 3.0 CSL is one of the so-called 'Drive Back' cars that were collected directly from the Munich factory by UK distributors in October 1972 and driven back to this country for sale. In September 1989 the BMW was offered for sale at an auction in Brighton where it was purchased by the immediately preceding owner, Mr Mark Miller. The car had previously been restored over a three-year period by Homesdale Motor Traders Ltd of Bromley, Kent, who completed the rebuild - using genuine BMW parts - in 1987. When purchased in 1989, 'LMB 4L' had covered fewer than 300 miles since the restoration's completion. Homesdale's work schedule is on file together with a copy of the auction catalogue.

The current enthusiast owner purchased the BMW from Mr Miller in August 2015, since when it has formed part of his private collection, being regularly serviced but used only sparingly. 'LMB 4L' benefits from a new full exhaust system - a genuine BMW part supplied by Cooper Cobham BMW. Finished in Verona Red with black interior, this well presented car is offered with sundry bills, MoT to May 2017, and a V5C registration document.

With only 1,039 CSLs produced between 1972 and 1975 compared to over 19,000 standard CS/CSi models, these 'specials' will always be relatively rare and today this ultimate BMW coupé is highly sought after.
£100,000 - 150,000
€130,000 - 190,000



1966 FERRARI 275 GTB/6C BERLINETTA COACHWORK BY PININFARINA/SCAGLIETTI

Registration no. JJJ 11D
Chassis no. 08647GT

'The 275 GTB is... a superlatively vigorous, very agile and quick automobile. Its comfort, the quality of its finish, the original lines of its bodywork all justify its exceptionally high price, for it is an exceptional automobile. It is a thoroughbred, with luxury devoid of excess, and a fiery temperament...' Jose Roskinski, *Sport Auto*, July 1965.

When Ferrari's highly successful '250' series was superseded in 1964 by the '275', Pininfarina was once again called upon to work his magic for the Maranello concern, creating a true classic of sports car design for the 275 GTB. Penetrative nose, long bonnet, purposeful side vents, high waistline and short be-spoilered tail: these were all ingredients of the recipe, yet the result was so much more than merely the sum of its parts. The tail spoiler and cast-alloy wheels echoed developments first seen on Ferrari competition cars, while beneath the skin there was further evidence of racing improving the breed, the independent rear suspension - seen for the first time on a road-going Ferrari - employing a double wishbone and coil-spring arrangement similar to that of the 250LM racer. The adoption of a rear-mounted five-speed transaxle combining the gearbox and differential in a single unit helped improve weight distribution, and this feature would characterise future generations of front-engined Ferrari road cars. Body construction was entrusted to *Carrozzeria Scaglietti*, Ferrari's close neighbour in Maranello.

- The 43rd of 48 right-hand drive 275 GTBs built
- Long nose body; six carburettors
- Delivered new to the UK
- First owned by Mark Konig
- Recent engine rebuild







Now enlarged to 3.3 litres, the 60-degree V12 engine remained the familiar Colombo type, in standard form producing 280bhp at 7,600rpm. A higher - 300bhp - state of tune employing six Weber carburettors was available, and this was used for the handful of aluminium-alloy bodied 275 GTB/C (*Competizione*) models built, though customers purchasing a 275 GTB for road use could also specify aluminium coachwork and/or the six-carburettor engine.

Despite its near-perfect appearance, revisions to the original 275GTB were not long in coming: a longer nose, enlarged rear window and external boot hinges being introduced towards the end of 1965. Mechanically the only major change was the adoption of torque tube enclosure for the prop shaft. The prototype Series 2 'long nose' was built on chassis number '07707GT' and the last 'short nose' on '07827GT'. Approximately 250 of the latter were produced.

The model's ultimate incarnation - the 275 GTB/4 - appeared in October 1966, the '/4' suffix denoting the presence of four, rather than the original's two, overhead camshafts. Sadly, by 1968 the progress of automobile emissions legislation had effectively outlawed the 275 GTB and its like from Ferrari's most lucrative export market, the United States, and the model was phased out later that same year after a total of only 460 cars had been completed.

Chassis number '08647' has the long-nose steel bodywork and is the 43rd of only 48 right-hand drive Ferrari 275 GTBs built. The car was ordered new by Colonel Ronnie Hoare's Maranello Concessionaires and was delivered to them on 17th January 1966. Its original colour scheme was Celeste Chiaro (bright sky blue) with Nero (black) upholstery and light grey carpets and roof, and the car also came equipped with the six carburettors, cast alloy wheels, full leather seats, and instruments in miles.

This car's first owner was Mark Konig, gentleman racing driver and co-founder, together with Bob Curl, of the Nomad marque. Founded in 1967, Nomad built only three cars, all sports racers: two of the spyder/barchetta type and a closed coupé. The open Nomads were powered by 2.0-litre BRM V8 engines and enjoyed considerable success in international sports car and endurance races in the early 1970s, often with Konig himself sharing the driving.

Following Mark Konig's ownership, '08647' was sold to Lord Mexborough and in 1987 was listed in the Ferrari Owners Club England Registry as once owned by B J Smallthwaite of Burton, South Wirral. In 1997 Parragon published Mark Konig's book '*Ferrari The Legend*', which features '08647' on page 36, painted red. The Ferrari's next known owner, from 1998, was Toby Ward. The current vendor purchased '08647' from Duncan Hamilton Ltd in 2004.





There are bills on file for a 'last nut and bolt' restoration carried out by Maranello Concessionaires in 1991 at a cost of £97,000, together with others for an engine rebuild by marque specialists GTO Engineering undertaken in 2009 at a cost of £37,000. Some 20,000 miles have been covered since the 1991 restoration, and only 1,300 or so since the engine rebuild. Following the rebuild, the engine was dynamometer tested and found to produce 287bhp at circa 7500rpm and 220lb/ft of torque: excellent figures for one of these units, regardless of the output claimed by Ferrari!

Serviced prior to sale, the car also comes with an old-style logbook, MoT to March 2017, and a UK V5C registration document. The provision of modern safety belts is the only notified deviation from factory specification (original Irvine belts with car). Described as in generally excellent condition, '08647' represents a rare opportunity to acquire what many consider to be the finest road-going Gran Turismo ever produced by Ferrari.

£1,600,000 - 1,900,000
€2,100,000 - 2,500,000



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The ex-John Buffum, Hannu Mikola, David Sutton
Motorsport Audi Rally Team

1981 AUDI QUATTRO 2.2-LITRE RALLY CAR

Registration no. BRP 223X
Chassis no. 85CA900146

- Originally a VAG press car
- Converted for rallying in period
- Present ownership since 1995
- Ready to use





'BRP 223X' being prepared in the David Sutton Motorsport stable, 1981

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

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

This particular car is reputed to be the first Audi Quattro brought into Great Britain by Volkswagen/Audi Group (UK) and was used as a press test and demonstrator car featuring on Audi adverts (see picture) before being assigned to David Sutton Motorsport's official Audi Rally Team.

Sutton converted it to rally specification for use as the team's back-up and reconnaissance car. While the German-built rally Quattros used Matta roll cages, a Safety Devices full roll cage was built into this one. Special BBS rally wheels were also part of the comprehensive conversion.

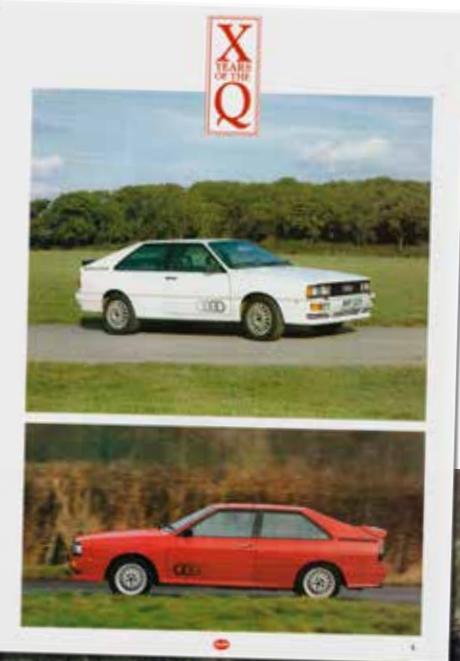
This Quattro was used primarily as a practice and recce car, being assigned to the North American Champion John Buffum as official practice car for the Acropolis Rally in Greece, and then to Hannu Mikkola in preparation for the Manx Rally.

In 1985 Sutton sold this car to the Madeiran rally driver Jose Barros, who then used it as a private entry in international events.

The car was later rebuilt by Ripponden Garages' Colin Parkinson, a former rally crew chief with many works teams. It has taken part in the 'Beaujolais Run - A Race for Wine' with Radio 1, and is featured in Graham Robson's book '*Audi Quattro*' and '*Audi Quattro the Development and Competition History*' by Jeremy Walton. It also features in the DVD '*The World's Greatest Rally Cars*' presented by Tony Mason and produced by Duke Video in 2000. The current vendor purchased the car at Brooks' Earls Court Sale in October 1995 (Lot 878).



Chatsworth, 2010



Cornbury Park, 2011

'BRP 223X' now has an engine built by the recognised Audi specialist Dialynx of Swindon. Since then the car has competed in the 2009 Trackrod Rally and two Welsh rallies in 2010, and was used for demonstrations at the British Rally Shows at Chatsworth in 2010 and Cornbury Park in 2011.

Earlier this year the Quattro was returned to its 1981 body specification, using the original parts that had been kept and was prepared for the MoT test by rallying specialist Francis Tuthill, being refitted with its straight-through exhaust and correct headlamps and spotlights. The engine has been remapped appropriately by Dialynx and develops circa 300 horsepower. Offered with the car is a set of wheels shod with 'gravel' tyres and another additional set with tarmac competition tyres, a later grille and lights with a larger rear spoiler, a tailored cover, and the silenced exhaust and turbocharger restrictor (required to comply with current MSA rules).

An original survivor from one of international rallying's most evocative periods, this 'turnkey' Quattro is offered with MoT to April 2017, a V5C registration document, and its MSA Competition Car Logbook.

£120,000 - 150,000

€160,000 - 190,000



1989 FERRARI 328 GTS TARGA COUPÉ COACHWORK BY PININFARINA

Registration no. G690 EVH
Chassis no. ZFFWA20C000082624

- One of 292 RHD UK-supplied cars
- ABS equipped model
- 5,550 miles from new
- Recent major service
- Cam belts changed



Representing the second generation of Ferrari's V8-engined road cars, the entirely new 308 GTB debuted at the Paris Salon in 1975. This particular model line had begun in 1973 with the Dino-badged 308 GT4 2+2, which took over from the preceding V6-engined Dino 246 GT. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but the performance of the midships-mounted, double-overhead-camshaft 3.0-litre V8 certainly was, and a dry-sump version of the same power unit was used for the 308 GT4's two-seat successor.

Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling. Further developments included the introduction in 1977 of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

The 308 was superseded by the mechanically similar but larger engined 328 GTB in 1985. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons and an improved Marelli engine management system, lifted maximum power to 270bhp at 7,000rpm. Top speed was raised to within a whisker of 160mph (258km/h) with the sprint to 60mph covered in 5.5 seconds.

On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat by the addition of Testarossa-style moulded bumpers incorporating both sidelights and indicators, deeper rear valance and an unobtrusive roof spoiler. Its underlying beauty though, could not be disguised. 'If the sublime purity of the original shape has been corrupted, its striking appearance has not,' declared *Motor* magazine. 'In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car.'

Beneath the skin the tubular steel chassis remained much as before, with all-round independent suspension by double wishbones, four-wheel servo-assisted disc brakes and aluminium-alloy wheels, though the latter were increased in size. The interior too had come in for subtle revision and now featured improved instruments switch gear and heating. The 328 GTB/GTS continued in production until 1989, by which time almost 22,000 308/328s of all types had been sold, making the model the most commercially successful Ferrari of all time.



Right-hand drive chassis number '82624' is an ABS-equipped model fitted from new with the optional body-coloured rear spoiler - both these features adding considerably to the more than £49,000 list price - and is one of only 292 right-hand drive examples supplied new to the UK. A few years ago the Ferrari, which had been in storage for a long time, was sold by DK Engineering who carried out a major service at 5,455 miles (bill on file). The car was then prepared again for long-term storage and has just undergone another major service - including a change of cam belts - at Meridien Modena. Modena's bill is on file and the car also comes with its tool roll, jack, and a history file containing invoices and expired MoTs.

Described by the vendor as in exceptional condition throughout, this '82624' represents a rare opportunity to acquire a well documented, low mileage example of this iconic Ferrari.

£120,000 - 160,000
€160,000 - 210,000



1952-53 HWM FORMULA 2-BASED SUPERCHARGED 'TASMAN' RACING SINGLE-SEATER

Chassis no. 52/107

- Run as a Works entry in Grand Prix races in period
- Converted in 1954 to ultra potent Twin-blown Tasman specification
- Regarded by company founder as the best car HWM ever built
- Recent expenditure of circa £60,000 with specialist



Macklin competing in the Coronation Trophy race at Crystal Palace, 1953, in which he finished fourth

© The GP Library

Here we are delighted to be able to offer this supercharged Alta-engined HWM single-seater as an iconic survivor from this charismatic specialist British manufacturer. Hersham & Walton Motors (HWM) came to prominence immediately postwar. Based in New Zealand Avenue, Walton, where the business still thrives today – not least as a leading Aston Martin dealership – the company was a partnership between two great motor racing enthusiasts – driver George Abecassis and engineer John Heath. The former had made his name with a single-seat Alta pre-war, and when motor racing resumed after 1945 both Abecassis and Heath campaigned a variety of Alta single-seat and sports-racing cars. John Heath developed Alta-based sports-prototype cars in 1948-49 and since George Abecassis had been campaigning his postwar GP Alta internationally – with some success – the pair laid plans to build a team of dual-purpose Formula 2/sports-racing cars to campaign both at home and abroad in 1950.

The duo were quick to spot the emerging talents of young racing drivers, including Stirling Moss, Lance Macklin and later Peter Collins. In 1950 the new HWM works team of three, sometimes four, HWM-Alta 'F2' cars – with their distinctive offset-seat configuration – were entered in a hectic programme of motor racing throughout Europe, in the UK and in Eire. The team was well organised, and its cars competitive with all but the best Continental factory machines. HWM's mechanics, including such now prominent names as Alf Francis and Rex Woodgate, were incredibly capable, committed and entirely dedicated to putting their team cars on the starting grids with the best possible chance of success.

Working horrendous hours, transporting their cars from race to race in epic journeys overcoming all odds, these unsung heroes helped the likes of Moss and Macklin to build their burgeoning racing careers.

That most critical of motor racing experts, Denis Jenkinson of 'Motor Sport' magazine, would later declare that "...in an era when the initials BRM – despite all its big industry funding – became a laughing stock, those of HWM became a hallowed name". HWM always fulfilled its entries, always placed its cars on the starting grids, and nearly always produced a decent result. Start, prize and trade-bonus money (for worthwhile results) from one weekend's racing would finance the next. The team lived hand-to-mouth, and under John Heath's common-sense and pragmatic technical direction HWM built a fleet of true Formula 2 single-seater team cars for 1951, followed by developed variants into 1952-53. In face of Ferrari and Maserati opposition, plus that from the better-funded British Connaught syndicate and the lighter, simpler Cooper-Bristols, HWM results deteriorated as time passed. But in 1952 Lance Macklin and Tony Rolt drove their HWMs home first and second in the important BRDC International Trophy race at Silverstone.

Lance Macklin, media-mentioned as the 'playboy' son of Sir Noel Macklin of pre-war Invicta sports cars and wartime Fairmile MTB/MGB programme fame, was the most stylish and glamorous British racing driver of that period, and team-mate Stirling Moss credits him with having taught the new boy "an enormous amount, not just about racing, but also about how to enjoy life in general....".



This well-presented late-series HWM, built originally in 1952 with unsupercharged 2-litre 4-cylinder Alta engine for Formula 2 racing, was later re-equipped with its present supercharged GP Alta power unit specifically for what would become known as free-Formula 'Tasman' racing in New Zealand, 1954. Contemporary team driver Tony Gaze – the wealthy Australian ex-RAF fighter pilot who had previously prompted creation of the Goodwood Motor Circuit – took the car 'down under' both to race it in the New Zealand Grand Prix, and to find a buyer upon HW Motors' behalf. He recalls the car as having been Macklin's 1952-53 mount and, indeed, the photographic record – since no HWM team records were either kept or survive – supports this proposition.

Amongst the extensive documentation offered with this car today are most illuminating hand-written letters from a former owner. In part they read:

"HWM had to be well organised to contest so many events across Europe - Lance Macklin was relaxed about which car he drove – too relaxed according to George Abecassis. Each of the drivers had specific and often very different requirements; tyre pressures, final-drive ratios, seat position (these were bolted-down – not adjustable), even steering wheels, etc. Macklin retained the pre-selector gearbox for the early part of '53 as opposed to the 'C' Type Moss box adopted on the other cars. There is evidence of this on chassis '52/107' not seen on '52/112' the sister car. Macklin also had his logo 'LM'... – the letters superimposed – "...painted on the side of his car at some time in 1953.

Finally the mechanics recorded plug types, pressures and gearing race by race for future use... Heath and Abecassis only appeared briefly for practice/racing and returned to the UK without corporate records. Our car is lucky to have the mechanics' notes, scribbled in hand in a school note book. Finally, the car is recorded as Macklin's car in several books and this was confirmed to me personally by Tony Gaze during his stay with us in 1998.

"Why did George send the Macklin car with Gaze to New Zealand – simple expediency. He had..."(Alta) "...GP3" in the workshop. The engine was a potential winner with Gaze in an F2 chassis. The 'GP3' chassis with a Jaguar engine was also saleable. Enough money to pay for 2 uprated F1 engines. Macklin was moving to sports cars and George was frustrated with him – time to move on!

"There are distinct and major differences between the postwar Alta GP engine and the Formula II engine.

"The GP engine is dry-sump with the crankcase going right down to the bottom of the engine with virtually a flat plate bolted to the base.

"The Formula II engine is wet sump with the crankcase split in half along the centerline of the main bearings. There is a deep pan beneath the engine.

"The GP engine has a different crankshaft, extended at the front to drive the blowers. The ancillary drives for magneto(s) and oil pump(s) are completely different.

John Horton, New Zealand GP, 1955



Heath & Abecassis testing the car at Silverstone.



Tony Gaze, Wigram Trophy, 1954



"The engine in the HWM is clearly a GP dry-sump engine. The crankcase is marked 'GP3' in two places which is compatible with Joe Kelly's 'GP3' as are the two blowers which were unique to 'GP3'. We are confident that the whole unit came from 'GP3'. This is very much in line with HWM policy in 1953. The writing was on the wall for the single-seaters. The 2½ (litre) Climax (V8) engine was not forthcoming and Geoffrey Taylor (of Alta) had contracted exclusively with Connaught for his 2½-litre. The name of the game was sports cars and HWM were making money out of converting both HWM and Alta single-seaters into sports cars powered by Jaguar engines, with whom (sic) they had a special relationship."

"Accordingly, a Jaguar engine was fitted to 'GP3' and a sports body built which made the GP engine spare on the workshop floor! HWM never let anything go to waste. As a 'blown' engine it was ideal for the Tasman series fitted into the modern HWM chassis. It was a potential winner and as such saleable. When George writes about 'the two-stage supercharger unit' I am confident he is referring to the whole unit as being the combined blowers, engine & accessories. The engine was upgraded by Taylor to 2-litres of the same bore & stroke as the F1 units to improve reliability and power at the same time maximizing commonality of parts i.e. bearings, pistons etc. A new crankshaft was required and ordered from Laystall. Tony Gaze did a good job with the car and sold it on behalf of HWM to Sybil Lupp for John Horton to drive."

In New Zealand in January/February 1954, Tony Gaze drove this car to finish third in the New Zealand Grand Prix at Ardmore aerodrome outside Auckland, North Island, before trailing the car to Christchurch, South Island, for the Lady Wigram Trophy event – in which he finished second. Indeed until the end of his long adventurous life Gaze was adamant that the car was so quick he would have won the Grand Prix, had it not been for difficulty finding the correct alcohol fuel for the car.

In John Horton's hands the car then took two second places – setting fastest lap both times – at Mairehau and then the NZ Championship Road Race at Dunedin. In the 1955 NZ GP back at Ardmore, Horton struck trouble and was classified only 15th.

It seems that the HWM did not reappear in New Zealand racing until 1956, when Horton placed tenth at Dunedin, second again at Mairehau and Ryall Bush. The car then passed to Tom Clark who began his career with the car by setting FTD in a hill-climb at Whangarei before – that October – notching a good second place at Levin. He then shipped the car to Australia for the Australian GP in Albert Park, Melbourne – finishing 11th following various delays, having run strongly early on in a world class field. Ninth place followed in the 1957 NZ GP.



In the later years of its active New Zealand life, it was driven by both Jim Boyd and Tom Clark before in 1958 being campaigned by Johnny Buza at Dunedin and Teretonga. Jim Boyd – more famous for his Lycoming Special – campaigned the HWM in 1960-61, and in 1962 it was driven by Lindsay Gough to win a beach race at New Brighton... J.G. Alexander also appeared in the car while Lindsay Gough raced it into 1963. By 1980 the car had been acquired by Russell Duell in New Zealand and we understand that it passed to Colin Gilttrap in 1989.

Also included within the documentation file accompanying '52/107' here is a letter on HW Motors-headed paper from George Abecassis, reading in part: "I have often wondered what happened to the supercharged HWM which we sent to New Zealand, because it was undoubtedly the most exciting and fastest HWM that we ever made."

He continued: "It was one of the 1952 two-litre team cars and we fitted it with a two-stage supercharger unit especially for the Tasman series of races, and we lent it to Tony Gaze on the condition that he sold it to us in New Zealand, which he succeeded in doing". He concluded: "If ever you should get tired of the car, I would always be pleased to buy it back from you! I think it was the best car we ever made..." .

Numerous paid invoices are on file for some £100,000 invested in the car's mechanical preparation and restoration within its previous ownership. Purchased by the present owner at Bonhams Goodwood Festival of Speed auction in 2013. Following this it was immediately entrusted to respected specialists in post War single seaters Setford & Company, with instructions for whatever necessary to be done to ensure it would be a safe and competitive motor car. To this end the following work was carried out- full suspension overhaul including crack testing, new De Dion links, chassis checked over and repaired wherever necessary, new set of Borroni wire wheels, new fuel tank, new fire extinguisher system, supercharger, oil pump, magneto drive, water pump and brake system all rebuilt, shock absorbers replaced and much other work done, at a total cost of circa £60,000, see invoices on file. Since which point it has only been raced once at the Goodwood Members Meeting.

Only for sale due to the owner living abroad and not being able to use the car as much as he would like. This is a most noble and supremely evocative old warrior; a very-British racing car from an honoured and pioneering marque – since HWM was the first great postwar predecessor of modern Formula 1's specialist independent racing teams.

£160,000 - 200,000

€210,000 - 260,000

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1992 LAMBORGHINI DIABLO COUPÉ

Registration no. D12 BLO

Chassis no. ZA9DE07A0NLA12779

- Delivered new to Dubai
- Left-hand drive
- Current owner in UK last 17 years
- Maintained by marque specialists Carrera Sport





After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. Nobody can have been surprised to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon-fibre composite panels, first seen in the Countach Evoluzione model, was extended in the Diablo, which also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension.

This particular Diablo was originally registered in Dubai by its first owner, then shipped to California and subsequently brought to the UK. When the current owner purchased the Lamborghini in 1999 it had only 6,700 miles recorded on the odometer, so in the first six years of its life had covered more miles at sea than on land! The car was inspected for the current owner in 1999 by Lamborghini specialists Carrera Sport (Mike Pullen), who confirmed the excellent condition while also making a note of the carbon fibre engine surround (a standard feature on the later models). Other noteworthy features include a sports exhaust system and a MoMo steering wheel (original with car).

This car is part of a small private collection and has been looked after mainly by Carrera Sport. Recent works have included fitted a new crown wheel/pinion (within the last 300 miles) and changing the original clutch at the same time (see £10,220 bill on file). Mike Pullen/Carrera Sport can be contacted to verify the Diablo's history and condition. The current odometer reading is 34,851 kilometres (approximately 21,600 miles). 'D12 BLO' was entered in the Lamborghini Club GB Concours d'Elegance on one occasion, winning the 'Pride of Ownership' award, and was featured in the studio (not driven) on BBC Television's 'Top Gear' motoring programme when the Murciélagos LP640 was launched. This car also features on the soundtrack of the Xbox game 'Juiced 2', though the professional sound recording equipment was unable to cope with the mighty V12 engine when the revs exceeded 4,500! The recording session was conducted at the Austec Racing rolling road facility where a power run the same day confirmed that all 500 horses were still available.

All 1999-onwards MoT certificates are in the comprehensive history file, and the car also comes with all handbooks, an original brochure, driving gloves, and a tailor-made Lamborghini car cover. One of the finest Diablos currently available, this car - offered with its most appropriate 'D12 BLO' registration - represents an exciting opportunity to acquire a little used, limited edition example of one of the defining supercars of its era.

£100,000 - 120,000

€130,000 - 160,000

**1929 ROLLS ROYCE 40/50HP PHANTOM II
CABRIOLET DE VILLE
COACHWORK BY BARKER & CO**

Registration no. OF 8118

Chassis no. 121XJ

- Originally a limousine by Thrupp & Maberly
- Body from New Phantom '31HC'
- Professionally restored between 2000 and 2002
- Body restored by the owner



Reputedly the last model that Henry Royce designed himself, the Phantom II was introduced in 1929 as a successor to the New Phantom (retrospectively known as the Phantom I) with deliveries commencing in September of that year. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150", the former being used for the Continental models - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminium cylinder head common to both blocks - were retained, but the combustion chambers had been redesigned and the 'head' was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI. The result of these engine changes was greatly enhanced performance, particularly of the Continental model, and the ability to accommodate weightier coachwork.

Highly favoured by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day and this example wears handsome Cabriolet de Ville coachwork by Barker & Co, of London, one of the finest of all British coachbuilders and a firm associated with Rolls-Royce from the latter's earliest days. Old established coachbuilders, Barker had shown an example of their work to the Hon C S Rolls as early as 1905; so impressed was he that the firm was viewed as the 'official coachbuilder' to Rolls-Royce for the next 25 years.

This particular body started life on the New Phantom long chassis '31HC'. The latter had been ordered in 1929 by Captain J F C Kruse, who commissioned Amhurst Villiers - of 'Villiers Vauxhall', 'Blower Bentley' and 'Bluebird' world record-holder fame - to supercharge the engine. Extensively modified, '31HC' was the only Rolls-Royce to undergo this conversion. In 1932 '31HC' was re-bodied by James Young, and its original body was later re-deployed on the car offered here, '121XJ', which had been originally completed as a limousine by Thrupp & Maberly in February 1930.



A long-chassis model, '121XJ' had been ordered by Rootes and appears to have been delivered via Jack Barclay to George Heath Ltd of Birmingham, its first owner. Copy chassis cards are available, a particular point of interest being the dynamometer power graph, which shows that the original engine ('IY45') produced a maximum of 90bhp at around 2,400rpm. Only one additional owner is listed: Messrs Hodgson & Sons Ltd, Undertakers of Hockley Hill, Birmingham. The change of ownership is dated 1942, so it would be safe to assume that '121XJ' was still a limousine at this time.

Between 2000 and 2002, this beautiful Phantom underwent extensive restoration at marque specialists Wildae Restorations of Braunton, Devon at a total cost of £30,000. Wildae carried out work on the engine, gearbox, axles, suspension, and exhaust, while more recently the body was fully restored by the car's owner. Trimmed in red hide with beige cloth headlining, the beautiful interior boasts piano ebony dashboard and capping rails, and rear vanity mirrors complete with small bottles, glasses, and decanters. '121XJ' comes with an extensive very interesting history file including the aforementioned chassis cards, a Phantom II parts catalogue, a V5C registration document, and numerous invoices for works carried out. Worthy of any collection, this most handsome car is presented in magnificent condition both inside and out.

£100,000 - 140,000
€130,000 - 180,000



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**2002 FERRARI 550 BARCHETTA PININFARINA
COACHWORK BY PININFARINA**

Registration no. KW02 BYP
Chassis no. ZFFZR52B000124262

- 1,200KMS from new
- One of only 448 built
- Delivered new to Germany
- Left-hand drive
- Fiorano Handling Pack
- Michalak Design soft-top





'The 550 Barchetta Pininfarina was designed to recall the glories of successful road racers of the past, such as the 166MM, and thoroughbred front-engined 12-cylinder Ferrari roadsters of the calibre of the 250GT California and 365GTS/4 Daytona. Ferrari has always created very special runs of cars, and the 550 Barchetta Pininfarina was developed with the aim of being a unique Ferrari - one that deliberately seeks to be more provocative and less rational than the rest of the range.' - Ferrari.

The long association between Ferrari and Pininfarina has been responsible for the creation of some of the most sublime fusions of art and automotive technology, and to mark the world renowned Carrozzeria's 70th Anniversary in 2000, Ferrari supremo Luca di Montezemolo invited Sergio Pininfarina to submit designs for a front-engined roadster embodying the spirit of past Maranello classics.

Choosing the 550 Maranello coupé as the basis, the maestro proposed a return to the traditional barchetta style. In Ferrari's own words: 'Functional and unadorned with a simple manual soft-top, the barchetta-style solution has enabled Ferrari's engineers to offset the additional weight gained by reinforcing the chassis and fitting rear roll bars. Consequently the 550 Barchetta Pininfarina weighs no more than the 500 Maranello.'

The heart of any Ferrari is its engine, and the Barchetta Pininfarina's 48-valve, 5.5-litre V12 is the same as that of the 550 Maranello, developing 485bhp at 7,000rpm. All main engine castings of this state-of-the-art power unit are in light alloy, the aluminium wet liners are Nikasil coated and the connecting rods are titanium alloy. The design of the inlet and exhaust systems is derived directly from that of Ferrari's Formula 1 engines, providing the optimum balance between volumetric and combustion efficiency. Variable intake geometry helps increase both torque and maximum power as its manufacturer explains: 'Ferrari's patented system incorporates a third plenum in the intake manifold which varies the fluid dynamic characteristics. Air is taken in via 12 electro-pneumatic throttle valves which are governed by the engine's CPU. This control ensures optimum performance at all engine speeds, guaranteeing excellent torque delivery throughout the rev range.' One expects nothing less from Ferrari.

Standard equipment included electric windows and door mirrors, air conditioning, remote alarm and central locking, and split-rim alloy wheels. The production run was limited to 448 cars, each individually numbered and carrying a plaque inside with its own serial number and Sergio Pininfarina's signature. The result was an instant classic, with production reserved for a handful of faithful *Ferraristi*.





This left-hand drive example, number '262', was supplied new in Germany to a well known collector, being an 'invitation only' car. It is one of the very few fitted with the Fiorano Handling Pack (FHP), which is highly prized by collectors. It then moved on to the Spanish collector - at date unknown - who sold it to a friend of his when he decided to reconfigure his collection around more selective and older Ferraris: 500 Testarossa, 250 GT SWB, etc; he also disposed of his F40, F50 and so on at the same time. The collector's Spanish friend subsequently registered the car in the UK.

The current vendor purchased the *Barchetta* from him through a dealer of his choice. By this time most of the service history had been lost together with the service book and some original documents, though the incomplete original pouch and a replacement service book from Ferrari North Europe (FNE) are with the car. It is understood that the *Barchetta* was serviced in both Germany and Monaco but no details are available. Nevertheless, '262' was inspected by Ferrari and confirmed as a genuine 700 kilometres car at the time of inspection.

Since its acquisition by the current owner in 2012, the *Barchetta* has been in the care of Ferrari Egham, which has looked after most of his cars for the last 20 years. It has been stored and serviced by Ferrari Egham, which also fitted the rare Michalak Design convertible hood upgrade (no longer available and worth £20,000), enabling the car to be driven at higher speeds than with the standard hood. '262' has now covered some 1,200 kilometres from new.

Even rarer than most *Barchettas*, with its Fiorano Handling Pack and Michalak top, '262' is in beautiful condition and as close as one can get to the feel of what a 550 was like to drive when new. This most exclusive modern Ferrari would be a credit to any private collection.

**£270,000 - 320,000
€350,000 - 420,000**

1934 BENTLEY 3½-LITRE TOURER

Registration no. AVM 207
Chassis no. B120AH

- Originally bodied as a saloon by Thrupp & Maberly
- Re-bodied circa WW2
- Previously in the USA
- Mechanically overhauled



Based on the contemporary Rolls-Royce 20/25, the 3½-Litre Bentley was slightly shorter in the wheelbase at 10' 6" and employed a tuned (115bhp), twin-SU-carburettor version of the former's 3,669cc overhead-valve six-cylinder engine. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless high performance in almost absolute silence. 'The Silent Sports Car', as it was quickly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

As ever, bespoke coachwork was the order of the day, owner-driver saloon and drophead coupé bodies, mostly by Park Ward, being the norm. Chassis number 'B120AH', though, was delivered on 9th May 1934 to Thrupp and Maberly. Foremost among the three dozen or so other coachbuilders responsible for bodying the Derby Bentleys, the respected London-based firm of Thrupp & Maberly was noted for a succession of coachbuilding innovations during the 1920s and 1930s. Thrupp & Maberly could trace its origins back to the 18th Century and was responsible for some of the earliest motor car bodies built in England. It became part of the Rootes Group in 1925 but continued to build bodies for Rolls-Royce, Bentley and Humber chassis; of their 214 Derby Bentley bodies, 161 were of the saloon type. The firm also famously bodied Sir Henry Segrave's land speed record contender, 'Golden Arrow', in 1929.

'B120AH' had been ordered by Central Garage of Bradford, West Yorkshire. Bodied by Thrupp & Maberly as a saloon, the car was sold new in September 1934 to one Herman Rawlinson of Horncliffe, Lancashire. Subsequently - believed immediately pre- or post-WW2 - the Bentley was re-bodied with the open tourer coachwork it carries today. The coachbuilder's name is not known. Thrupp and Maberly's maker's plate is on the sill alongside the dealer plate of David Scott-Moncrieff & Son of Leek, the well known marque specialists, so it seems that this Bentley passed through their hands at some time. It is understood that 'B120AH' spent some time in Germany before travelling to the USA. It was rediscovered there circa 2005, dry stored in Minnesota where it had been for some 30 years. The car was then offered for sale and purchased at auction near San Francisco, returning to the UK shortly thereafter.

We are advised that the mechanicals have been overhauled, the engine receiving a new cylinder head gasket and new exhaust valves, while the clutch was replaced recently by marque specialists Fiennes Restoration Ltd (bill on file). In addition, the fuel tank has been refurbished and the twin SU carburettors carefully tuned, and the car also benefits from a recent service and has good tyres. The aluminium bodywork is well preserved and benefits from a recent hood in excellent condition; the Bentley could easily be used 'as is' or alternatively, the new owner may feel that a cosmetic restoration is justified. Said to run well, the car is offered with copy chassis cards, current MoT certificate, and a V5 registration document.

£50,000 - 70,000
€65,000 - 91,000

1935 MG MAGNETTE KN 'UNIVERSITY SPECIAL' SPEED MODEL

Registration no. MG 4314
Chassis no. KN/0440

- One of around 20 KN chassis sold by University Motors
- Fitted with an Arnott supercharger
- Maximum power output: 101bhp
- Extensively raced and hill-climbed
- Very good history file



Chassis number 'KN0440' is one of the series of around 20 KN chassis sold by University Motors, the well-known London MG agent, as the 'University Special' Speed Model. The original 'K' series of Magnette sports cars had been announced at the London Motor Show in 1932, comprising the long-wheelbase K1 and short-wheelbase K2, the latter sharing its chassis with the racing K3. The K-Series used an overhead-camshaft six-cylinder engine similar to that of the existing Magna series but downsized to 1,087cc to gain entry into racing's 1,100cc Class G, success in which was considered vital by MG boss Cecil Kimber. For the K-Series, MG's long-stroke 'six' received a cross-flow cylinder head and in the K3's case induction was by means of a Power Plus supercharger driven off the crankshaft nose and fed by a single SU carburettor.

Retaining its original chassis, body and 'MG 4314' registration mark (University Motors used the 'MG' prefix on all of their pre-war and many post-war sales) this KN Magnette was purchased by the immediately preceding owner in 1975 and has been in continuous use for the last 40 years. Reputedly, the body has never been off the chassis, while extensive mechanical modifications have been made over the years to improve the car's capabilities as a high-speed tourer, all of which could be reversed if a future owner so desired.

Incorporating a new cylinder block, crankshaft, con-rods, valves, etc, the engine has been bored out to 1,680cc and was rebuilt in 2012 by Harding Autos of Woking, Surrey. It has been supercharged for over 30 years, the unit fitted initially being a Volumex.

The chassis has split-system hydraulic brakes, an up-rated (Ford) rear axle and 72-spoke wire wheels shod with Blockley 19" tyres, while the electrics have been upgraded with an alternator. An overdrive unit is fitted to the original 'crash' gearbox, which has been rebuilt with new gears by Transmission Services of Guildford and fitted with a modern clutch. The hood and tonneau are in good order and the car boasts a fold-flat windscreen, which is complemented by a pair of Brooklands 'aeros'.

The current vendor purchased the MG in 2014, since when it has been fitted with an Arnott supercharger considered more appropriate for the engine capacity. In addition, the car has been fitted with replacement front hubs, new compression springs in the steering arms, and a set of four new Blockley tyres. The supercharger installation and various other works were carried out by Malcolm Harding, who had worked on the car previously (invoices on file). 'MG 4314' has recently been to the rolling road dynamometer where the maximum power output was measured at 101bhp, which is not at all bad!

A much used car, though not concours, 'MG 4314' has been raced and hill-climbed with the MG Car Club and the VSCC, and has also competed at Angoulême. It has been said that this is perhaps the fastest road going 'Triple-M' car out there. Possessing a wonderful patina and driving well, this sensibly upgraded MG Magnette comes with an old-style logbook, V5C document and a very good history file containing bills for work carried out over the years.

£70,000 - 90,000
€91,000 - 120,000

1970 MASERATI GHIBLI SS 4.9-LITRE COUPÉ COACHWORK BY CARROZZERIA GHIA

Registration no. JYY 382J

Chassis no. AM115/49 1854

- One of eight right-hand drive models
- Delivered new to Australia
- Matching chassis and engine numbers
- Exceptional history files
- 61,000 kilometres from new



'It differs from many cars of similar performance in that it is equally as suited to going to the opera as blasting down to Palermo on the Autostrada.' – *Road & Track*.

A strong contender for the 'most handsome car of the 1960s' title, Maserati's Ghibli debuted in coupé form at the Turin Motor Show in November 1966. Styled at Carrozzeria Ghia by Giorgio Giugiaro and named after a Sahara Desert wind, the Ghibli rivalled the Ferrari Daytona for straight-line performance - its top speed was close to 170mph (275km/h) - while beating it for price and, arguably, looks. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it. Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tyres did not foul the wheelarches. The roofline fell away from the top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli's contemporaries, albeit one with restricted headroom for rear passengers.

Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon's tubular steel chassis in its live rear axle form. Perhaps surprisingly, the Ghibli set-up used leaf springs and a single locating arm in preference to the more complex suspension arrangements favoured by its rivals. The power unit was Maserati's venerable, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-litre form up to 1970 when it was superseded by the 4.9-litre 'SS' version in order to meet ever more stringent emission laws. The gain in horsepower was minimal but in either case performance was stunning, with 100mph (160km/h) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8's enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari 'Daytona' and represents exceptional value for money today, just as it did 40 years ago.

The car offered here is an extremely rare right-hand drive Maserati Ghibli SS; it is one of only 12 right-hand drive SS models made, eight of which were coupés and the remaining four spiders. Right-hand drive chassis number '1854' was originally delivered to Alec Mildren PTY Ltd, of Pacific Highway, Pymble, NSW, Australia in September 1970. Ordered in Verde Gemma, a typically 1970s lime green metallic, with Bianca (white) leather interior, the car resided in the sunny climate of New South Wales until



it was shipped to the UK in 1990. MoT'd that same year, it was first registered in the UK in June 1991.

From late 1994 through to May 1995, Windmill Classics carried out a body restoration at a cost of some £9,500, which included the replacement of both sills and foot well panels. The rubbers were replaced on refitting and the car fully serviced before being returned to its owner. In 1996 the car was sent to marque specialists Bill McGrath Ltd for a strip and rebuild of the engine (£10,300) and a full mechanical and detail refreshment (£3,669). McGrath continued to maintain the car, there being further bills on file including one for rebuilds of the suspension, brakes and steering in 2000 at a cost of some £6,500.

By late 2000 the Ghibli had been sold to Maserati UK for their Heritage Collection, and during their ownership through to 2005, somewhere in the order of £10,000 was spent internally at the Maranello Egham workshops. 2004 saw the engine removed once again and returned to McGrath for a complete strip and rebuild (£18,000) while additional sums of £9,000 and £4,200 were spent on further restoring and perfecting the car, including the installation of a stainless-steel exhaust system. In 2005 the chromework was re-plated and refitted together with new rear number plate lights.

Since its arrival in the UK, '1854' has been enhanced in every respect and all of the foregoing information is substantiated by invoices or documents contained within the comprehensive file that accompanies it. In addition to the invoices, the file contains a copy of the car's original dispatch note; letter dated 1993 signed by Giordano Casarini of Maserati SpA, Modena confirming build details; Australian registration documents; shipping and customs documents; previous and current registration documents; expired tax discs; parts manuals and maintenance books; numerous photographs and a copy of *Classic Cars* magazine (see below). There is a separate file of the car's provenance, engine/body rebuilds and MoTs.

Now refinished in red with tan leather upholstery, '1854' remains in generally very good condition following its comprehensive restoration, wanting for nothing; although not a '100-point' concours car, it could be quite easily. It has graced the cover of *Classic Cars* magazine (September 2007 issue) and sits on restored and correct Campagnolo alloy wheels shod with Pirelli tyres. The car has recently formed part of an important private collection of only the finest classics. Taxed, MoT'd and ready to form the centrepiece of any collection, this is the finest Ghibli we have encountered in some time and certainly the best right-hand drive example.

£210,000 - 240,000

€280,000 - 320,000

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1968 ASTON MARTIN DB6 SPORTS SALOON

Registration no. ANK 184G

Chassis no. DB6/3471/R

- *Last-of-the-line model*
- *Automatic transmission*
- *Present ownership for 22 years*
- *Restored circa 1994-1995*





Introduced at the 1965 London Motor Show, the DB6 was recognisably related to the Touring-styled DB4 but abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. At 8' 5¾" the wheelbase was now ¾" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows. The result was significantly increased interior space, making the DB6 a genuine four-seater and greatly extending its appeal. Opening front quarter lights reappeared but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

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

Last-of-the-line models are always sought after by discerning collectors, and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins.

This particular DB6 was sold directly from the factory to Mr Charles E Robert of Morningside, Transvaal, South Africa, residing in that country for many years before returning to the UK in 1994. The accompanying copy guarantee form records that '3471/R' was manufactured with Borg Warner automatic transmission and originally finished in Aquamarine with black Connolly leather interior. Non-standard equipment fitted by the factory comprised power assisted steering, chrome road wheels, heated rear screen, three-ear hubcaps, safety belts, and a power operated aerial. The car was registered in the UK as 'TLK 105G' before being exported to South Africa.

The Aston has been owned by the current vendor since its return to the UK in 1994, and was restored shortly after its arrival in this country (circa 1994-1995). Re-sprayed Silver Birch (from white) in 2004, the car is said to be in good condition mechanically - the engine running well and displaying good oil pressure, and the transmission working properly - while the body and brightwork would benefit from some relatively minor cosmetic improvements. The red leather interior has been partially re-trimmed, the rear seat squab being new and the front seats re-upholstered. A stainless steel exhaust system was fitted in 2015. Accompanying documentation consists of a V5 registration document, current MoT certificate, and the aforementioned copy guarantee form.
£175,000 - 205,000
€230,000 - 270,000

239

Property of R M 'Bob' Gilbert; highly successful historic racing
**1936 BENTLEY 4½-LITRE RACING TWO-SEATER
COACHWORK BY SHAPECRAFT**

Registration no. JR 5544

Chassis no. B186HK

- Rebuilt as a competition car in the late 1980s
- Extensively campaigned in VSCC and BDC events
- Podium finisher at Le Mans in 2006
- Well known and well documented



In Bob Gilbert's ownership for the last 33 years, chassis number 'B186HK' was originally completed by Park Ward as a four-door sports saloon and first registered on 27th October 1936. The last evidence of its full road use is an MoT certificate dated 28th April 1965. After that the car was left in an orchard in Wythall near Birmingham for 18 years. It was acquired by the present owner on 28th March 1983.

The Bentley was in a very sorry state and was completely beyond restoration in its then condition. At the same time a friend and colleague of the present owner acquired a similar car in a similar state. With the help of much loved and much missed VSCC member Mr Bruce Spollen (subsequently the Club's President) work started on building two identical cars with the aim of competing in VSCC and other historic racing events. The other car was subsequently sold to a German competitor who reputedly wrote it off at the Nürburgring.

The aim was to build cars that were both beautiful and looked the part, and the 'bare metal' restoration of 'JR 5544', which is fully documented and photographed, took some six years to complete. The car retains its original engine, gearbox and drive-train while incorporating minor modifications as suggested by Rusty Russ-Turner in an article in the VSCC bulletin. Hass Motorsport completely rebuilt the engine. Chassis modifications involved a reduction in wheelbase of 10", while the front and rear track were widened by 1½" and 2" respectively. The original-pattern lever-type shock absorbers were retained, as were the standard drum brakes, though the original lever/rod mechanism was replaced by a twin-circuit hydraulic system.

A most attractive and stylish aluminium two-seater body was produced by Shapcraft of Northampton to Mr Gilbert's design and specification, using the original cast bulkhead and reconstructing the engine cover and bonnet around the original item. The car was granted a VSCC eligibility certificate in August 1991.

'JR 5544' was subsequently campaigned extensively in VSCC hill climbs and race meetings by Bob Gilbert, being always very competitive and much admired. Over the years it has been considerably modified as a racing car, although it is still road registered and road legal. The modifications include 2" SU carburettors, gas-flowed stainless steel inlet and exhaust manifolds and, finally, the installation of a set of 'Scalded Cat' cast pistons similar to those used in the works Bentley 4½-Litre that was driven by Eddie Hall into 3rd place at Le Mans in 1936. These pistons gave very high compression and the original cylinder head did not last long under their onslaught. A new cylinder head was specially manufactured by Bentley specialists, Finess Engineering. The car has since been extremely quick and trouble-free.

'JR 5544' has competed extensively in VSCC and Bentley Drivers' Club events, nearly always being in the top three of any race in which it competed and often winning. It was also part of the winning team for two successive years in the VSCC's endurance race at Donington Park.



This car is featured in Ray Roberts' book 'Bentley Specials and Special Bentleys'. Despite competing, the car regularly won the BDC's Concours d'Elégance prize at its annual race meeting, and on many occasions won the award for the car BDC members would most like to take home.

The car's last major competitive outing was in 2006 when it was invited to run in the 100th Anniversary race at Le Mans where, fittingly, it repeated the result of the works entry driven by Eddie Hall in 1936 by finishing 3rd and on the podium.

The car comes complete with a photocopy workshop manual and all the special Bentley tools to remove the hubs and access the brakes. It has two complete sets of 16"x5J wheels shod with Dunlop racing tyres, and a set of original (and virtually brand-new) 20" wheels also shod with Dunlop racing tyres, which were used to raise the gearing to enable it to compete successfully at Le Mans.

'JR 5544' has VSCC eligibility papers and an FIA passport (which will require renewal) making it eligible to race in many historic events overseas. Numerous photographs exist of its original restoration and competition outings together with all the original documentation relating to expenditure on the car over the years of the current ownership.

£80,000 - 100,000
€100,000 - 130,000



Bob Gilbert at speed on the Monthlery banking

1929 H.E 16/60HP SIX SPORTS TOURER

Registration no. RM 6487

Chassis no. HE C6035

- Ultra-rare Vintage-era thoroughbred
- One of a believed three made
- Present ownership for 25 years
- Restored condition



The H.E. was one of a number of high quality fast tourers introduced after WWI. Produced in limited numbers at their workshops in Wolsey Road, Caversham, Reading by the Herbert Engineering Co Ltd, the H.E. offered lusty performance and very handsome sporting bodywork, albeit at considerable cost. The low production volumes and the cars' bespoke nature meant that they were very expensive, selling in the early 1920s for little less than a Bentley.

Designed by talented engineer Roland Sully, the first H.E. cars had conventional four-cylinder side-valve engines with separate four-speed gearboxes and an overhead worm-drive rear axle. Engine capacities were soon increased to a little over 2.0-litres, and with some 40bhp available the lightweight sports model, featuring gorgeous 'Dutch clog' bodywork, was good for 75mph.

Like most small manufacturers competing for a slice of the luxury car market, H.E. soon added a six-cylinder model to the range: the 2.3-litre 16/55hp. The latter was joined in 1929 by the short-chassis 16/60hp Sports model (as seen here) whose triple carburettors and close-ratio gearbox made it good for 80mph. Only three such Sports models are believed to have been made out of a total of 61 six-cylinder 2.3-litre cars.

Incorporating a number of interesting features, this car has brakes that are geared and servo assisted, as well as having a hinged foot pad at the top of the brake pedal which, if tilted forwards at the top, pulls a Bowden cable attached to the rear of the pad which opens a valve extracting manifold pressure to increase the effectiveness of the servo. Although still fitted to the car, it is not connected in accordance with the owner's preference. This car also has a Hele-Shaw multi-disc clutch, an adjustable steering column (requiring a spanner) and a fuel reserve switch operated from the bulkhead. A Clayton de Wandre steering mechanism was standard equipment also.

Contemporary H.E. advertisements boasted: 'The best of British Sixes of exceptional design whereby the greatly desired features of a semi-sporting car are linked with the luxury and silky running of a town carriage'. The company was also sufficiently confident in its product to offer a five-year guarantee, although how owners managed after the firm succumbed to financial pressures in 1931 is anyone's guess.

This car is believed to be the sole remaining short chassis 16/60hp and is pictured in 'Georgano' (where it is incorrectly captioned as a 16/55hp). Its whereabouts were known in the mid-1950s when it was campaigned by a Major Woolston. He had the H.E. shipped to New York and drove it across the USA, covering 5,000 trouble-free miles. The car then returned to the Phoenix Garage at Hartley Wintney (the birthplace of the VSCC) where it was kept behind the pub.



The H.E. was subsequently purchased by well-known VSCC member, Julian Hallam, from Stanley Mann the Bentley dealer, in the 1980s. By 1990 Julian had decided to move on to other projects and advertised the car in 'The Automobile' where it was spotted by the vendor. Having acquired the car, he embarked on a program of improvements.

By good fortune, the late Denis de Ferranti, the well-known collector, had acquired one of the five remaining long-chassis H.E. Sixes to sit alongside his Napier, Bugattis and other exotica. He had already commissioned patterns for a new cylinder head casting and so, in the interests of longevity, the vendor was able to have a new one cast by a Wolverhampton foundry, getting the finished article X-rayed to ensure that it was sound. The engine was fully rebuilt and bored out to 2.5 litres by Hereford Reborn, and the car has covered fewer than 2,000 miles since.

Thanks to another piece of good fortune, the vendor was able to acquire another H.E. Six gearbox - especially useful as the one that came with the car was worn. The close-ratio gearbox was carefully rebuilt, and a new crown-wheel-and-pinion fitted to the Salisbury back axle. 'RM 6470' is now described as in full health mechanically; it runs on triple carburetors, fed by an SU pump (the original Autovac is still in situ) and has a full-flow oil filter for enhanced reliability. The 20" wheels have been checked by Richards Brothers of Cardiff, re-spoked as necessary and fitted with excellent Michelin tyres.

A full set of weather gear is included, comprising a new double-duck hood and a set of side screens that have yet to be used. Apart from providing snug, year-round driving capabilities, the hood and side screens are well proportioned and suit the car particularly well - it looks almost as good 'hood up' as it does 'hood down'. Accompanying documentation consists of sundry restoration invoices, current MoT certificate and a V5 registration document.

The vendor has been the custodian of this sole-surviving, matching numbers, short-chassis H.E. Six for some 25 years and has loved the car and used it regularly; it is only very reluctantly being offered for sale due to health issues brought on by advancing years. This is almost certainly a once-in-a-lifetime opportunity to acquire one of these imposing H.E. sports tourers, this being the rarest of the them all and available at considerably less than the cost of a 3-Litre Bentley or Vauxhall 30-98.

**£80,000 - 100,000
€100,000 - 130,000**

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The Ex-Aston Martin works team, Le Mans 24-Hours, Spa 24-Hours

Ex-Lance Macklin, Nick Haines, Arthur Jones

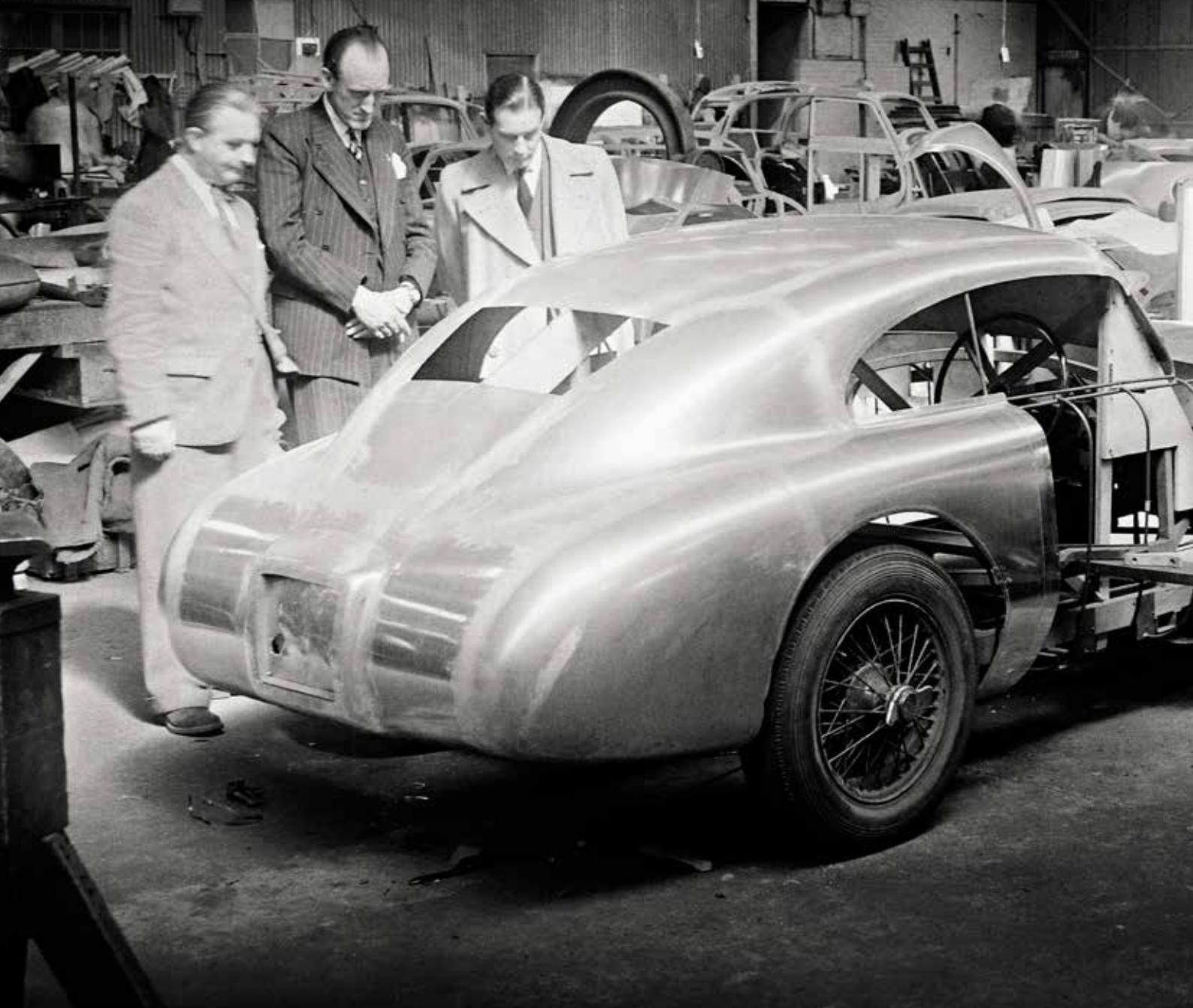
Current family ownership since 1965

**1949 ASTON MARTIN 'LE MANS FIXED-HEAD COUPE'
SECOND-PROTOTYPE 'DB2'
TWO-SEAT COMPETITION GRAND TOURER**

UK Reg No: 'UMC 65'

Chassis No: 'LMA/2/49'

- Trendsetting, cutting-edge design
- The first David Brown-era works racing Aston Martin model
- The only survivor fitted with the Claude Hill 4-cylinder engine
- Un-restored and representing a fascinating and hugely rewarding project
- Potentially highly eligible for the world's greatest motoring events



1 (main)

'UMC 65' under construction, with left to right- Frank Feeley (body designer), John Eason Gibson (team manager) and TASO Mathieson (driver of the sister car) casting a critical eye over it. © LAT

2

'UMC 65' prior to the body being fitted, showing the long distance fuel tank occupying the entire tail. © LAT



2

Here we are delighted to bring to the market this extremely significant Aston Martin 'Grand Touring' Coupe. It is none other than a Le Mans 24-Hour race finisher, having been driven into seventh place (third in class) in the first postwar *Grand Prix d'Endurance* – run on June 25-26, 1949 - at the legendary Sarthe circuit. Its co-drivers were Arthur Jones and Nick Haines, and they endured numerous problems before bringing their car to the chequered flag as the only one of that year's pioneering David Brown-owned Aston Martin factory team cars to finish, of the three originally entered.

What then adds still greater significance to this individual Aston Martin Fixed-Head Le Mans Coupe, is its even better performance two weeks later, on July 10-11, 1949, when it was driven into a fine fifth place finish overall in the equally gruelling Spa 24-Hour race on the daunting Francorchamps road circuit in Belgium. It was co-driven there by Le Mans veteran Nick Haines and the youthful Lance Macklin, dashing son of Sir Noel Macklin of pre-war Invicta sports car marque, and wartime Fairmile naval coastal craft construction, fame.

In the June 24, 1949 issue of '*The Autocar*' magazine, that year's postwar revival edition of the Le Mans 24-Hour race was previewed under the headline '*Le Plus Grand Prix – France's great 24-Hour race starts at Le Mans tomorrow*'.

Reviewing British prospects, the article's author 'Casque' - who was actually none other than 'Sammy' Davis, former Bentley Boy and himself co-winner of the Le Mans 24-Hours for Bentley in 1927 - wrote: "Of the British teams...the...Aston, in particular, should be very fast and it has experienced drivers, which is a great factor in the battle".

The Aston Martin company at that time was being re-established during that difficult period of the late-1940s when economic, supply and rationing difficulties within Great Britain were more difficult and stringently applied than at any time during the recent war itself.



Back in 1931, upon the death of his uncle Percy, 27-year-old David Brown had become head of the Yorkshire-based family enterprise, the eponymously-named David Brown Gear Company Limited. During the war, in addition to core high-grade gear manufacturing, his company had become a very successful farm tractor manufacturer, and by 1946 David Brown himself was one of the country's most wealthy industrialists.

By his own account: "It was late in 1946 that I read an advertisement in '*The Times*' offering a sports car company for sale. I replied to the advert and, rather to my surprise, learned that the company was Aston Martin, which was quite a name, even in those days. I went to see Gordon Sutherland, who had this little place in Feltham, and a prototype of tubular construction, the famous Atom. I tried the car and found it had very good roadholding, but was very much under-powered. Nevertheless, I thought it would be fun to have and play around with, so I bought Aston Martin myself – completely outside the David Brown company – for £20,000. That was a lot of money in those days and for it I got the prototype, a few rusty old machine tools and the services of the Atom's designer, Claude Hill, who was very good....".

Within months, David Brown added the Lagonda company to his motor manufacturing portfolio, and it was then that he acquired some hangars from the old Hanworth Flying Club at Feltham, Middlesex, the five Lagonda prototypes and the machinery from that marque's former Staines factory were moved in.

Early in 1948 Aston Martin Lagonda's test and development driver St John 'Jock' Horsfall drove a brand-new, hastily-built Aston Martin with Claude Hill's 2-litre 4-cylinder engine installed, in the Spa 24-Hour race. In storybook fashion, Jock Horsfall and co-driver Leslie Johnson won the demanding race outright...a tremendous boost to Aston Martin's postwar re-establishment under its enthusiastic new ownership.

Meanwhile, former Lagonda stylist Frank Feeley had also transferred to Feltham upon the company's acquisition by David Brown, and for 1949 the sporting-minded industrialist sanctioned a new programme to build and run a works team of three Fixed-head Coupe cars – whose strikingly advanced body form would be designed and styled by Feeley – in the Le Mans 24-Hour race which was being revived in France that June.

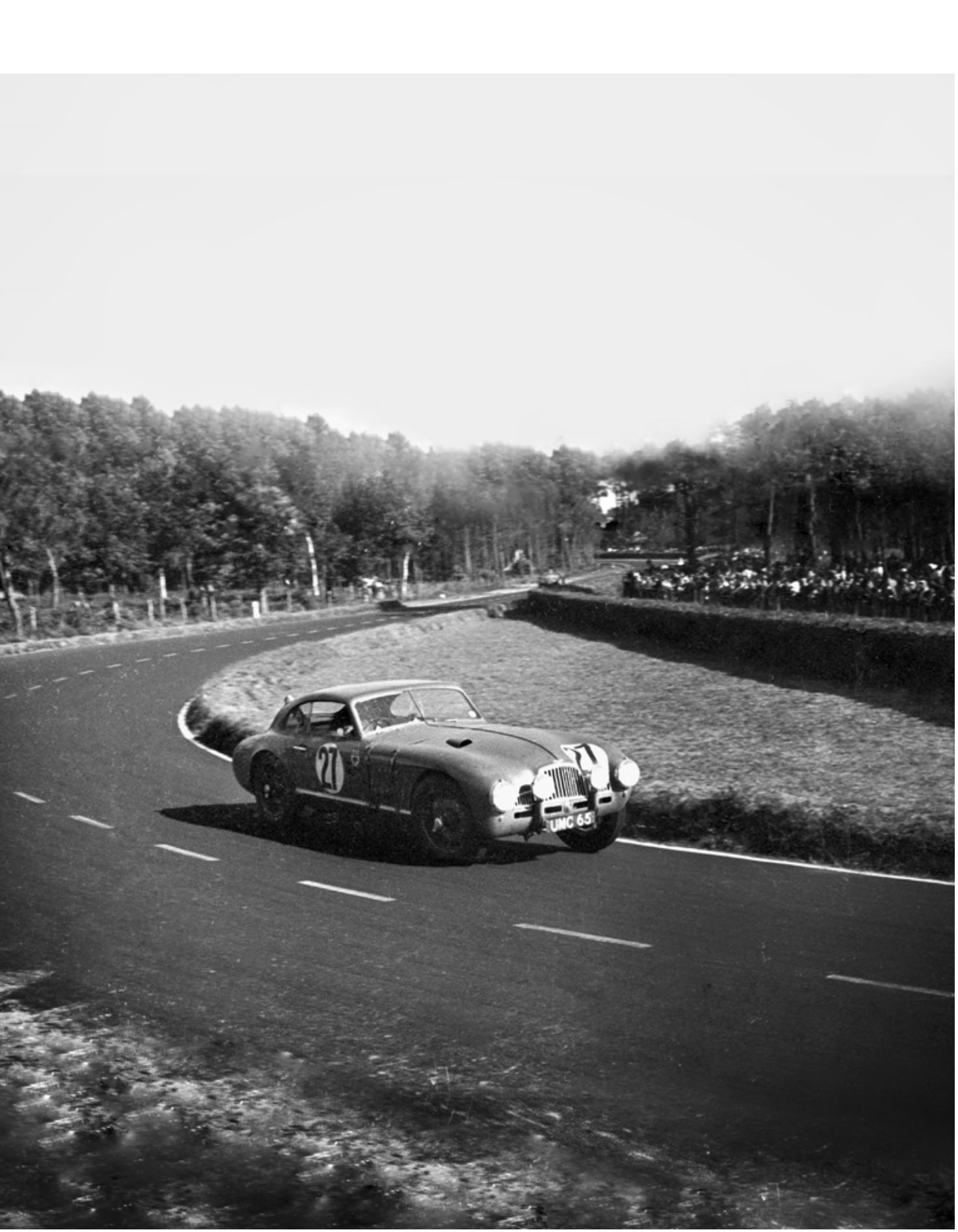
The Atom project had by that time evolved into what became known as the Aston Martin DB – for 'David Brown' - Mark I or 'DB1', and the new works Le Mans Coupes would become the prototypes for the forthcoming Aston Martin DB2 production Grand Touring model.

3 (main)
'UMC 65' powers past its close relation the DB1 just after the start. Le Mans 1949 © LAT

4
The sleek forms of the three Works Aston Martins stand proudly in their pit, Le Mans 1949. © Spitzley Collection







Ted Cutting, future designer of the DBR sports-racing cars which ultimately won for David Brown Aston Martin the Sports Car World Championship in 1959, had just joined the Feltham company from Allard...being paid £4 per week for the privilege. He would recall on audio tape: "When I went to Aston Martin I spent about three months doing normal drafting work and then we built the very first three DB2 cars, they were all then road registered as 'UMC64/65/66'. They were prototype sports cars designed by Claude Hill – he was a very good engineer – he'd done the chassis frame and it was made out of 3 inch by 1 inch steel tubing and 2 inch by 1 inch rectangular sections or 1 inch by 1 inch square, and there were various different thicknesses, the 3 inch deep was a good wall thickness about an eighth of an inch thick – or something like that – so a good strong steel – and it (consisted of) two rails that ran forward with a front suspension bolt on (*sic*), and raised up over the back for the live axle coil-spring suspension. There we had a four link parallel arrangement to locate the rear axle, with a rod across – called a Panhard rod – which located the live axle sideways. Independent front suspension was by trailing links with a big cast aluminium cross member that bolted direct on to the chassis frame... And this was all designed by Claude Hill, while working with the original Aston Martin company that Gordon Sutherland sold to David Brown. Claude Hill came with the company and Roy Lunn was Claude's assistant..." – Lunn subsequently moving to Ford in the USA and becoming chief engineer in charge of the ultimately Le Mans-winning Ford GT programme in the mid-1960s.

Frank Feeley continued: "David Brown – having bought the Lagonda company and got the new twin-overhead camshaft Lagonda engine, decided that was the engine he wanted for Aston Martin and Claude Hill was unhappy about this, one thing led to another and Claude left.... over technical policy. The three new cars had all been built" – one was fitted with the new Lagonda six-cylinder engine in 2.6-litre form while the other two used the Claude Hill 2-litre 4-cylinder engine.

The hybrid Lagonda-engined Le Mans Aston Martin Fixed-Head Coupe – or 'DB2' prototype – was entrusted to the experienced and capable driver pairing of Charles Brackenbury/ Leslie Johnson, while the two sister 2-litre four-cylinder engined cars were in the hands of Arthur Jones/Nick Haines ('UMC 65' now offered here) and Pierre Maréchal/'TASO' Mathieson. John Eason-Gibson served as Team Manager for the Le Mans foray.

The race began inauspiciously for David Brown's daring venture, as the Lagonda-engined Brackenbury/Johnson car survived only six laps before losing all its water due to a defective water pump and the car had to be withdrawn. The Pierre Maréchal/Mathieson car went well, and occupied 7th place overall, 4th on the Index of Performance, when a brake line fractured, causing a brake fluid leak. The 33-year-old Franco-British engineer/driver – son of a Titanic survivor – drove on fearlessly and continued to climb the leader board, to occupy fourth place overall on the Sunday, with barely three hours remaining.





5



6



5

'UMC 65' Receiving attention during qualifying at Le Mans. © LAT

6

Tired but no doubt elated Arthur Jones and Nick Haines pose proudly after their epic drive at Le Mans © LAT

Tragically, as 'Motor Sport' magazine reported: "...just as we hoped to see Maréchal press for his third place, it was reported at 1.05pm that the Aston Martin saloon had overturned at White House corner, Pierre being seriously hurt. His brakes had, it seems, been absent for many laps". The impact had been so severe that the car's engine was torn from its mountings and the roof had collapsed onto the driver, trapped inside. Maréchal was taken to the nearby Delagenière clinic, where he succumbed to his injuries the following day. His widow, Brigid, would subsequently marry Aston Martin, Jaguar and ERA driver Leslie Johnson. Pierre Marechal's accident would prove to be the only fatality sustained by any of the Aston Martin works team drivers in fifteen years of motor racing at the top level.

Meanwhile, despite numerous niggling problems along the way, 'UMC 65' co-driven by Arthur Jones/Nick Haines roared on to complete the full 24-Hours race duration, and finish in seventh position overall.

The Spa 24-Hour race then followed in Belgium, where the Johnson/Brackenbury Lagonda-engined 'DB2 prototype' finished a fine third overall, and the Nick Haines/Lance Macklin 2-litre 'DB2' 'UMC 65' offered here finished fifth.

Flushed with this considerable success, David Brown decreed both that the Aston Martin DB2 proper should be put into production for customer sale, and that for 1950 Aston Martin should embark upon a proper racing programme to promote and publicize the brand. David Brown knew of former Monaco Engineering company manager John Wyer's growing reputation as an efficient and conscientious team manager – with Dudley Folland's famous pre-War 'Red Dragon' Aston Martin – and early in 1950 he invited John Wyer to perform that role for Aston Martin – initially for just that single season. It was to be the start of a long and extremely fruitful relationship which would see John Wyer eventually serving as General Manager of the company.

After its endeavours as a works entry at Le Mans and Spa-Francorchamps in 1949, 'UMC 65' passed into the hands of well known racer Bill Whitehouse. The car reappeared with him in at the 1951 Gamston aerodrome race meeting, driven to a third place finish. An outing in the BRDC Silverstone meeting saw the car confronted by far more powerful and lighter-weight opposition, finishing 16th. A trip to the Isle of Man for the year's BRDC British Empire Trophy race then proved abortive as the clutch failed after 22 laps of the Douglas circuit, this was followed by a further continental foray to Chimay in Belgium. Whitehouse then won his class in the car at Turnberry aerodrome in Scotland, before taking a second in class at the Waterloo & District Motor Club's Altcar Sprint meeting.

In 1954 'UMC 65' reappeared in modest-level club competition in the hands of a driver named Barrow winning its class in the Tunbridge Wells MC Brands Hatch meeting, the Circle Car Club Rally, and at AMOC Silverstone. Mr Barrow also took a third place in the Rushmoor Sprints on military land at Aldershot in Hampshire. It is thought at some point in Barrow's hands its original cylinder block was changed.





'UMC 65 – LONG-TERM OWNER MR CHRISTOPHER ANGELL

Long-time owner of 'UMC 65', Christopher Angell was a Life Member of the Aston Martin Owners' Club who joined in 1950, and, although less active in his declining years, he retained his deep love of life and of 'proper' cars until his death in 2003.

He had been an early radio pioneer with the Pye company and later worked for Western Electric before joining BBC Engineering. He was for many years head of BBC Radio Outside Broadcast Engineering, which at the time was considered as being absolutely second-to-none within that industry. In Bradford in 1936, Christopher Angell had his interest in Aston Martin cars sparked by C. R. Rhodes, who owned several. He promptly bought a 1½-litre saloon, in which he and his brother competed in the 1938 Scottish Rally. That year also saw his saloon replaced by an Aston Martin Ulster which in turn was replaced in 1939 by the 2-litre prototype 'EX600'. A car that met its end in a colossal prang involving a lorry, as a result of which Christopher lost the top of one ear but was otherwise miraculously unscathed and his love of driving Aston Martins hard was not diminished one iota.

During BBC wartime service as an official War Correspondent, he was in the thick of action in Burma and even sailed on seaborne raids against mainland Europe. He was in Java, covered Indian Independence, and then the partition of Palestine where the radio car needed radiator repairs following damage from rifle fire. He had lost his eldest brother, David when the aircraft he was piloting crashed, while his younger brother, Alec, served in the Cambridgeshires, but was killed by a Japanese train just three days before the end of World War 2. His sister, Ruth, became a nun, and was headmistress of the Catholic School in Cambridge.

In 1950 Christopher Angell met Dudley Coram who was a pivotal figure in re-establishing the AMOC post-war, and quickly became a luminary of the Club, winning in 'Ex600' at AMOC Silverstone. He was deeply involved in AMOC support for the French *Bol d'Or* 24-Hour race in both 1950 and 1951 and in that latter year he won the second Horsfall Trophy Race – in memory of 'Jock' Horsfall, killed in an ERA at Silverstone in 1949 - in 'EX600'. In the mid 1950s he was inspired by seeing the new DB3S at the Motor Show to create his own Aston Martin engined special 'TON 190'.

In 1960 he re-purchased his old pre-war Ulster and restored it and in 1965 he bought 'UMC 65', the ex-Works Team Car 'LMA/49/2' now offered here. Christopher Angell remained with the BBC until compulsory age-based retirement which proved a traumatic experience for him. But he literally returned to the soil, grew produce and cooked jam in huge quantities for sale to benefit such charities as the British Legion and Burma Star Association.

Christopher Angell is recalled by his AMOC peers and friends – including his Club obituarist Alan Wheatley – "...as a deep thinker who had an effect on most people he spoke to, not least for his ready use of a wise saying like 'a kind word costs nothing' ...". Mr Wheatley added of Mr Angell's love for his Aston Martins: "...although his inclination to use them declined he never lost his interest..." .



7 (main)

The 1949 Spa 24-hour race was arguably a tougher proposition than Le Mans, but 'UMC 65' would again prove equal to it. © LAT



He reappeared in the ageing car at Brands Hatch in 1957 – when ‘UMC 65’ again proved sufficiently spritely to win its class – before this most significant Aston Martin was finally acquired by leading-light AMOC personality Christopher Angell in 1965. In his hands the car featured in a Le Mans demonstration parade prior to the 24-Hour race in 1971, but subsequently – as Mr Angell’s health failed – it saw decreasing use, eventually being laid up in his garden in Hertfordshire, with the intention of long-term restoration being undertaken “some day...”.

Unfortunately, this restoration never took place in Mr Angell’s long ownership and the car languished there – falling into a dilapidated condition – until eventually it was stolen from the garden in 2002. Christopher Angell passed away in 2003, while ‘UMC 65’ – which had been entered in a minor auction Sale – was actually withdrawn from that event when the story of its theft emerged. The present vendors are related to the late Mr Angell, and after inheriting the car they then had to retrieve it via litigation, resolved this year with the car’s final delivery to them and the issue of a Swansea V5C in their name.

Now it is offered here in need of restoration, but crucially – aside from having lost its enormous 48-gallon long distance fuel tank and having a modified radiator grille – still in essentially un-spoilt condition. For example it still retains the regulation Le Mans seals on the radiator cap and oil filler. With the added benefit of a spares package including an engine, 3 cylinder heads, a set of brake drums, the original SU carburetor set-up and the later Weber conversion. It is an outstanding survivor from not just one 1949 24-Hour race – but two – both of which it finished in significant positions, 7th at Le Mans and 5th at Spa. As a surviving progenitor of the Aston Martin DB2 production model – and as one of the very first David Brown Aston Martin works team cars ever built – its stature as a landmark in the Feltham marque’s glittering history becomes even more evident. We would also draw attention to our highly successful sale of the similarly long-term ownership, never-fully-restored Jaguar C-Type in Monaco this May. Its premium value demonstrated the special connoisseurial appeal of the world’s fast-diminishing treasury of such ‘time machine’ survivors. This purchase opportunity may never – ever – recur...

£600,000 - 900,000

€780,000 - 1,200,000

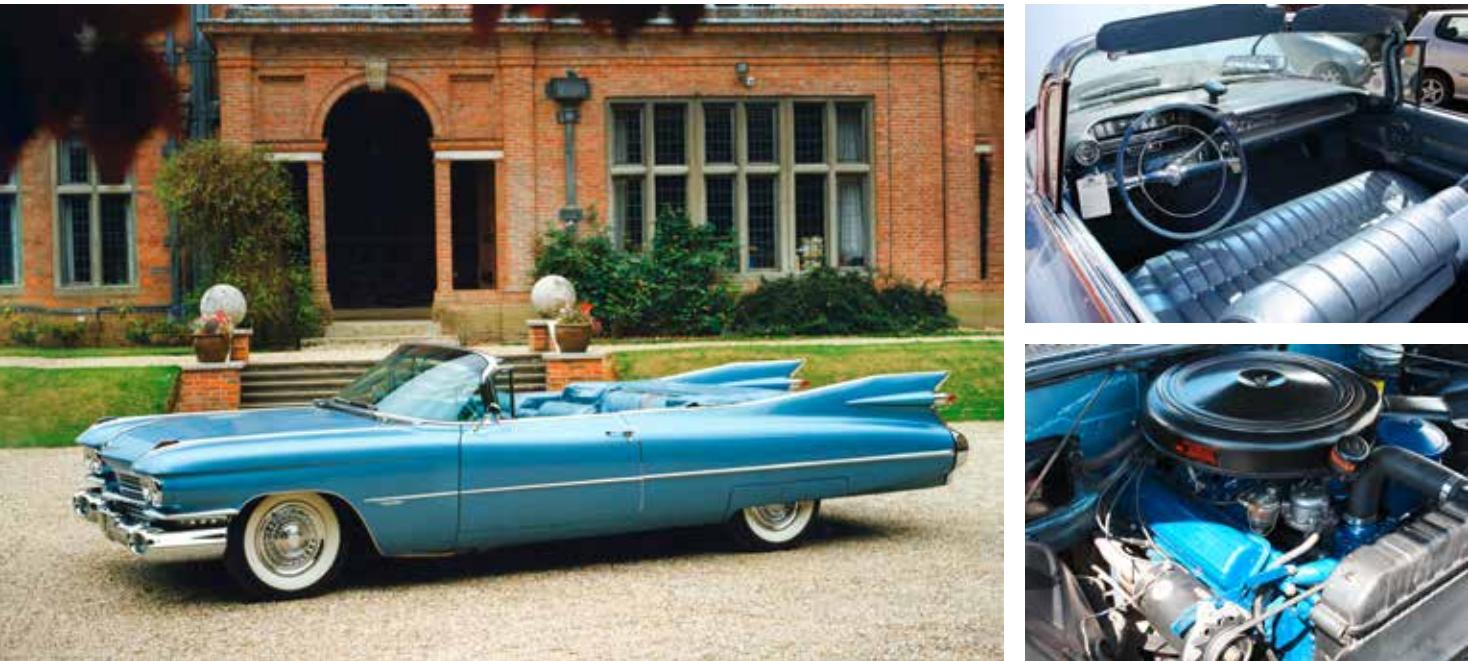




1959 CADILLAC SERIES 62 CONVERTIBLE

Registration no. to be advised
Chassis no. 59F119099

- Two owners from new
- Present ownership since 1988
- Fully restored by Route 66
- Only 189 miles since restoration



'No single automotive design better characterises the industry's late 1950s flamboyance than the 1959 Cadillac, which incorporated totally new styling.' – *Standard Catalogue of Cadillac*, Ed. James T Lenzke.

Although Earl's tail fins had made their debut the preceding year, 1949 was nonetheless a landmark year for Cadillac, this season's models being the first to benefit from the company's new 5.4-litre, overhead-valve V8. Replacement for Cadillac's long-running 5.7-litre sidevalve, the new engine was untypical in having over-square bore/stroke dimensions and, despite the overhead valve gear, managed to be both more compact and lighter than its predecessor. A maximum output of 160bhp meant that 100mph was within the reach of most models, with comfortable cruising between 80 and 90. Revisions for the succeeding few seasons were chiefly limited to styling changes. Hydraulically operated 'power' windows was a feature of the Convertible and Coupe DeVille by this time, while Hydra-Matic automatic transmission was standardised from 1950 on all Series 62 models. The Series 62 was the larger of the two mainstream Cadillac model lines, being positioned between the 'small' Series 61 and the long-wheelbase Series 75 reserved for the Fleetwood-bodied limousines.

After the big mechanical changes for '57, Cadillac confined itself to facelifts the following year before stunning the world with its '59 range, which represented the zenith of the 'tail fin' era. Quite apart from its outlandish styling, as controversial today as it was back then, the '59 line-up marked the introduction of a new 390ci (6.4-litre) 325bhp V8 engine.

Now widely recognised as one of Cadillac's best, the new power plant was almost completely overshadowed by the coachwork it propelled; with their pillar-less profile, huge tail fins, glitz chrome, colour-matched interiors and 'jukebox' dashboards, the 1959 Cadillacs are peerless icons of a bygone age and among the most highly prized of all post-war American automobiles.

Purchased in 1988, this stunning 1959 Cadillac Convertible has been in one of the vendor's sitting rooms for the last 22 years, insured as fine art. It had been bought new in Pennsylvania in 1959 by the immediately preceding owner, one Millie Albertson, who called her beloved car 'Bluebird'. The vendor was able to trace Mrs Albertson, and the pair featured in a BBC radio interview: him sitting in the car, she in the USA. The Cadillac has also featured in Esther Rantzen's BBC Television chat show 'Esther'.

After a fitter at a well known high street motor factor wrongly connected the battery, fusing the electrics, the Cadillac was consigned to Route 66 in Rochford, from whence it emerged in 1994 following a six-year total rebuild using original parts as far as possible. Only 189 miles have been covered since the restoration. The car will be re-commissioned for the sale by John Simmons CAE, AMIMI of C.A.R.S in Uckfield, East Sussex. Finished externally in original metallic Georgian Blue and internally in original metallic Barbados Blue, upholstered in correct metallic blue leather, this near-museum quality Cadillac is offered with sundry restoration invoices, V5C registration document and current MoT.

£50,000 - 70,000

€65,000 - 91,000

1969 JAGUAR E-TYPE SERIES 2 ROADSTER

Registration no. YNP 978G

Chassis no. 1R11430

- Delivered new to the USA
- Left-hand drive
- Engine overhauled in 2012
- Recent extensive improvements



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.

Delivered new in the USA, this left-hand drive Series 2 roadster was imported into the UK in 2002. The engine was overhauled by specialists VES in Wales in 2012, while other works carried out include completely rebuilding the rear axle and fitting new shock absorbers, brake callipers, etc.

The current vendor purchased the E-Type at Bonhams' sale at Le Grand Palais, Paris in February 2014 (Lot 302). In the last two years the following improvements have been carried out: new mohair hood; complete re-spray and renewal of all rubber seals; renewal of vacuum hoses and reaction valve rebuild; rear radius arm bushes replaced; carburetors overhauled; and a new SU fuel pump installed. Related bills are on file, and this beautiful E-Type roadster also comes with a V5C registration document and current MoT. The provision of electronic ignition is the only notified deviation from factory specification.

£50,000 - 70,000

€65,000 - 91,000

244

All proceeds from the sale of the car will go to the Care2Save Charitable Trust

2016 BENTLEY CONTINENTAL GT V8 S CONVERTIBLE

Chassis no. SCBGE23W6GC058251

Please see separate catalogue



- Unique design by Sir Peter Blake
- Hand-built by Bentley's Mulliner division
- New and unregistered
- All proceeds to the Care2Save charity
- To be sold without reserve



245

1981 BMW M1 COUPÉ

Registration no. PPH 85W

Chassis no. WBS59910004301413

- Just over 3,000 miles on the odometer
- No. 413 of only 453 M1s built
- Italian styling paired with German engineering
- A legend of the 1980s





Bred to compete against Porsche and Ferrari — both on the street and in the Group 4 and Group 5 “silhouette” racing series of the late 1970s — BMW’s M1 might have suffered a truncated and inglorious career on the track, but its progressive fusion of German performance and Italian styling has earned it deserved iconic status among modern production sports cars.

First shown to the public at the 1978 Paris Auto Salon, the M1 (internally designated the E26) was a bold, even audacious concept, coming as it was from a company with modest resources. Motorsport chief Jochen Neerpasch, though, realized he needed something special to replace the aging 3.0 CSL coupé that had been competing in the European Touring Car Championship. His proposal, based on Paul Bracq’s mid-engine 2002 Turbo show car from 1972, was given the green light, with the proviso, however, that development would not interfere with BMW’s core business of building passenger cars. Denied factory resources, Neerpasch looked toward Italy and came to an agreement with Lamborghini to engineer a chassis and with ItalDesign to craft the bodywork.

A total of 400 examples were to be built to meet Group 4 homologation rules, but financial distress soon had Lamborghini dropping out of the project (and delaying it for so long that the M1 was not officially homologated until spring of 1981, too late to compete in Group 4). Happily, though, the M1 project did not leave Lamborghini before Gian Paolo Dallara, chassis maestro behind the Miura and Countach, drew up the tube-frame layout and outlined the suspension setup.

Meanwhile, ItalDesign’s Giorgetto Giugiaro had penned the M1’s distinctively wedge-shaped bodywork. Responsibility for chassis construction was passed to Italian firm Marchese, while fiberglass specialist T.I.R. was contracted to mold the GRP body panels. ItalDesign then installed the interior before the car was shipped to Baur in Germany for mating with the BMW drivetrain. Final prep was conducted at BMW M’s facility in Munich.



The engine developed for the M1 was loosely based on the 3453cc inline six found in the 6 Series and 7 Series of the day. Neerpasch's M team devised a number of enhancements that resulted in 277 bhp for the street models, 470 bhp for Group 4 cars, and up to 850 bhp for the turbocharged cars destined for Group 5. The four-valve cylinder head, taken from the later 3.0 CLS race engines, was made of two parts, combustion and coolant chambers below and camshaft bearings and cup tappets above; 46mm throttle bodies were fitted to each cylinder (the first instance of this approach used by BMW Motorsport); Kugelfischer supplied the fuel injection and Magneti-Marelli the ignition; and engine oiling was through a dry-sump system. Sending power to the rear wheels was a ZF five-speed manual transmission (with a dogleg shift pattern) and 4.22:1 limited-slip differential with 40-percent locking.

Interior design was largely unique to the M1 save for some minor switchgear borrowed from the era's 3 Series and 7 Series. Except for nine cars with dark beige cloth and leather upholstery, all cars came with black-and-gray cockpit color schemes. The M1-specific seats were provided by ASS and were bolstered in leather with cloth inserts. Leather also covered the dashboard, while textured cloth covered the headliner and door panels. Facing the driver was a three-spoke leather-covered steering wheel with a BMW Motorsport logo in the middle. Standard equipment for street-legal cars included air conditioning, power windows and mirrors, and a Becker radio/cassette system.

Those cockpit comforts, and the car's surprising ride comfort while underway, underscored Neerpasch's stated goal for the M1, that it be "a normal car, but normal at a higher speed than other cars." Capable of 0-to-60 mph in 5.4 seconds and reaching 100 mph in just 8.0 seconds, it was indeed wickedly quick for the time, but its racing roots also ensured a precision of handling that is rare for cars of any period.

The suspension is a double-wishbone configuration front and rear, with MacPherson struts, height-adjustable Bilstein shocks, double unequal-length control arms, and a 23mm anti-roll bar in front and 19mm bar in the back. Steering is unassisted rack and pinion and takes 3.2 turns lock-to-lock. Four-wheel vented disc brakes by ATE sport 11.8-inch front rotors and 11.7-inch rears. ABS was not made available. Running gear consisted of Campagnolo alloys measuring 7x16-inch in front and 8x16-inch out back, wrapped by Pirelli P7s sized 205/55 up front and 225/50 in the rear.

Even with its obvious qualities, the M1 was destined for a short life and sadly devoid of racing success. The rules changed, but BMW was battling money problems of its own and simply could not afford further development. The first M1 was finished in January of 1978; production ended in December of 1980, and there were no changes made to the car throughout its run.



Some 431 M1s were constructed; 399 of them were for public roads and the others destined for the track. No factory options were offered, though various accessories were made available, including mud flaps, fitted luggage, and a kit to lower the seats for taller drivers. Exterior colors included white, dark blue, red, orange, black, grey, and silver metallic.

Completed on January 30, 1981, chassis no. WBS59910004301413, left the factory painted orange (one of 98 road cars in that color) over the standard black-and-grey interior. It was shipped to the sole BMW importer in Sharjah in the United Arab Emirates, where, early in its life, it was expertly repainted in white. It has been suggested that the order for a white M1 could not be completed at the time of purchase and that the car was custom painted to fulfill the order; however, we can only surmise that this was indeed the case, and more research would be needed prior to confirmation.

The car was then sold in 1987 to its current owner, a noted businessman, collector, and enthusiast. Expertly maintained and regularly serviced in Sausalito, California, the car comes with the original tool kit, emergency triangle, owner's manual, spare wheel cover, Becker radio/cassette player, and a new set of Pirelli P7s.

More than three decades after leaving the factory, this M1 presently shows 3,049 miles on the odometer (the original European-spec gauge was replaced to meet Federal requirements) and the patina of a car fully enjoyed by its former owner.

Enthusiasm for supercars for the 1980s has been rising, with a huge demand for such memorable cars from the era as the Ferrari 512BB, Porsche 930 Turbo, and Lamborghini Countach. Significantly rarer than all of those by an order of magnitude, the M1's styling was avant garde for its time, and even today it is hard to believe that the M1 came on stage more than three decades ago. Most of us - old enough to remember - rejoiced in the spectacle of F1 drivers such as Niki Lauder and Nelson Piquet pedaling M1s during the utterly thrilling (if short lived) BMW Procar Championship - this series alone lifts the M1 a step above its contemporaries in desirability, its links to F1 cementing its sporting credentials as one of the greats of that exciting era. The M1 holds a special place in the hearts of enthusiasts and will no doubt continue to rise in popularity.

£180,000 - 220,000

€250,000 - 310,000

1937 BENTLEY 4½-LITRE DROPHEAD COUPÉ COACHWORK BY H J MULLINER

Registration no. CVB 702

Chassis no. B79KU

- Displayed at the 1937 London Motor Show
- Matching chassis, engine, and registration numbers
- Restored and well maintained
- Extensive history file



Although Rolls-Royce's acquisition of Bentley Motors in 1931 had robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby' Bentleys continued the marque's sporting associations, but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

Based on the contemporary Rolls-Royce 20/25, the 3½-Litre Bentley was slightly shorter in the wheelbase at 10' 6" and employed a tuned (115bhp), twin-SU-carburettor version of the former's 3,669cc overhead-valve six-cylinder engine. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless high performance in almost absolute silence. 'The Silent Sports Car', as it was quickly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

By the end of the 1930s the 'Derby' Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings.

This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio and a more 'sporting' camshaft. Thus the new 4½-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes.

One of the premier chassis of its day, the Derby Bentley naturally attracted the attention of distinguished coachbuilders, and this example carries handsome drophead coupé coachwork by London-based H J Mulliner, a company known for an elegant lightness of line in their creations, which is apparent in this case. Founded in 1900, H J Mulliner was involved with makes of distinction from its earliest days, bodying an early Silver Ghost chassis for C S Rolls before going on to establish itself in the front rank of British coachbuilders by the start of the 1920s. H J Mulliner must have been particularly pleased with its work on 'B79KU', for the car was chosen for display on their stand at the 1937 London Motor Show. Finished in black with beige leather interior, the Bentley boasted a concealed convertible hood, and was equipped with a spare wheel partially recessed beneath a cover in the boot lid. Registered 'CVB 702', the car was delivered to its first owner, one S F Ely, towards the end of 1937.



The Bentley subsequently made its way to the USA, and on 4th May 1975 was purchased from Roy Carver, the Rolls-Royce distributor in Newport Beach, California by Jon P Wagner, National Director of the Rolls-Royce Owners' Club. Accompanying documentation shows that Mr Wagner had the car restored by Art Johnson of San Diego with a 'new wood frame', while its aluminium body was said to be 'as new'. Undertaken between 1979 and 1980, the restoration cost \$26,000, a not inconsiderable amount in those days.

Already the owner of a Rolls-Royce Silver Cloud and a Gurney Nutting-bodied 20/25 drophead coupé built especially for Prince Ali Khan, Jon Wagner was evidently very fond of his Bentley, actively participating with it in RROC events and writing glowingly of its performance in a 1983 RROC (San Diego region) newsletter. He owned the car until 2002 (a period of 27 years) and thereafter it entered the private collection of Neil Huffman. A Louisville, Kentucky car dealer, Huffman showed 'B79KU' at the Amelia Island Concours d'Élégance. The car was subsequently acquired from Mr Huffman's estate by the next owner.

This beautiful car was never intended for sale today; its late, retired owner should have been enjoying it on the highways and byways of Britain and Europe. Unfortunately, fate had different plans, for in July 2015 the owner died suddenly and unexpectedly.

He had bought this rare Bentley (with his wife's reluctant approval) for his birthday present at a UK auction in October 2010, and with the assistance of the W O Bentley Memorial Foundation was able to reinstate the original registration, 'CVB 702'. The owner was enormously passionate about his Bentley and had it lovingly restored, working closely with the skilled craftsmen at Alpine Eagle. Works carried out include a complete rewire (using correct materials); a suspension overhaul and installation of new spring gaiters; refinishing of the interior wood cappings; and the fitting of a Tim Payne electric overdrive. Meticulous records of all works have been kept, and the car also comes with a V5C document and current MoT.

During its time with the current owner, this Bentley has ventured out onto the Continent, attended the 24 Heures du Mans, and was used to chauffeur his youngest daughter to her wedding in 2014. It was even invited to be displayed at Salon Privé in 2013. Above all else, this historic, wonderfully restored and well maintained Bentley was loved deeply by the owner, who intended to enjoy it with his family for many years to come. It is with great sadness that the children offer for sale this part of their family's history, with the hope and expectation that it will find an equally appreciative and passionate new owner.

£180,000 - 240,000
€230,000 - 310,000

1972 FERRARI 365 GTB4 'DAYTONA' BERLINETTA COACHWORK BY PININFARINA

Registration no. NRX 572K

Chassis no. 15381

- Delivered new to the UK
- Right-hand drive
- 27,907 miles from new
- Long-term careful ownership for 30-plus years
- Ferrari Classiche certified



'It's a hard muscled thoroughbred, the Daytona - easily the most awesome and yet disciplined road-going Ferrari in that firm's brilliant quarter century of existence. The Daytona isn't fast – it's blinding. It will eat up a quarter-mile of asphalt in 13.2 seconds at 110mph and scream out to 175mph - or it will slug through traffic at 1,500rpm with the Sunday manners of a FIAT. It is the perfect extension of its driver. You can cut and weave through shuffling traffic with the agility of a halfback, or lop down the freeway with the piece of mind that comes from knowing you can contend with anyone's incompetence. To say, after you've driven it, that the Daytona is desirable doesn't begin to sum up your feelings - you would sell your soul for it.' - *Car & Driver*, January 1970.

Every Ferrari is, to a greater or lesser extent, a 'landmark' car, but few of Maranello's road models have captured the imagination of *Ferrariisti* like the 365 GTB/4. The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365 GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honour of the sweeping 1, 2, 3 finish by the Ferrari 330P4 at that circuit in 1967. Pininfarina's Leonardo Fioravanti, later the famed *Carrozzeria* director of research and development, was responsible for the influential shark-nosed styling, creating a package that restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello.



One of Pininfarina's countless masterpieces, the influential shark-nosed body style featured an unusual full-width transparent panel covering the headlamps, though this was replaced by electrically-operated pop-up lights to meet US requirements soon after the start of production in the second half of 1969. Fioravanti later revealed that the Daytona was his favourite among the many Ferraris he designed.

Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary Scaglietti in Modena. The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at 7,500rpm, with 318lb/ft of torque available at 5,500 revs. Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved. The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel ventilated disc brakes. Air conditioning was optional, but elsewhere the Daytona remained uncompromisingly focussed on delivering nothing less than superlative high performance.

At the time of its introduction in 1968 the Daytona was the most expensive production Ferrari ever and, with a top speed in excess of 170mph, was also the world's fastest production car. Deliveries commenced in the second half of 1969 and the Daytona would be manufactured for just four years; not until the arrival of the 456 GT in 1992 would Ferrari build anything like it again. Only 1,300 Berlinetta models and 121 Spyder convertibles had been made when production ceased in 1973.

One of only 149 Daytonas manufactured in right-hand drive configuration, chassis number '15381' was originally ordered from Maranello Concessionaires in January 1972 by Callanders Garage of Glasgow for their client, Mr Alistair Stewart. The car was delivered complete with tool kit, air conditioning and Voxson Sonar stereo radio/cassette with electric antenna, and was finished in Blue Chiaro Metalizzato with beige Connolly leather interior trim. It is one of only six UK cars finished in this elegant colour combination.

'15381' was completed at the end of March 1972, invoiced on 6th April, and dispatched by lorry from Maranello to the UK. Mr Stewart took delivery on 25th April 1972 and the Ferrari was first registered as 'KHS 12K'.



Additional items supplied and fitted by Maranello Concessionaires included extra side lights, a 'Prancing Horse' on the boot lid, a nose bar, and Lucas spot lamps. Twenty four gallons of petrol were supplied at a cost of £8.16!

Mr Stewart enjoyed ownership of the Ferrari for a couple of years before selling it to Mike Sandford, a Surrey-based motor dealer and owner of Roy Salvadori's former business, Elmbridge Motors. The Ferrari was offered for sale without success and even repainted red to aid the sales process. Mike Sandford then decided to keep the car for his own personal use and reregistered it as 'GGT 1N' in 1975.

Mike Sandford was a very caring custodian and drove '15381' sparingly on leisurely jaunts from his home near Petworth in West Sussex to Goodwood, and also for get-togethers with friends at London's Steering Wheel Club. Having owned the car for more than 30 years, and having covered fewer than 7,000 miles during that time (as confirmed by a complete set of MoT certificates with the car), Mike Sandford decided to sell '15381' and reregistered it as 'NRX 572K'. In early 2006, the car was sold to Graham Horder, and treated to a mechanical overhaul by Reeders.

In February 2012, '15381' was purchased through Cheshire Classic Cars by the current owner, John Mayston-Taylor, former proprietor and MD of Lynx. With a mere 26,862 miles recorded, '15381' was given a thorough mechanical overhaul and returned to its original colour of Blu Chiaro Metallizzato, while being reregistered as 'OVV 4'.

Official Ferrari Classiche Certification was granted in January 2013, and the following September '15381' returned to Italy for the first time in more than 40 years, participating in the exclusive Italia Classica and running faultlessly throughout the event. A discreet, switchable, electric power steering unit has been installed, which transforms the driving experience.

The car is sold complete with V5C, Ferrari Classiche Red Book, its original leather wallet with all books, and the original tool roll complete with tools. Copies of original factory correspondence, service and repair invoices, and every MoT certificate are included also.

With a total mileage of just 27,907 and single long-term caring ownership for more than 30 years, '15381' remains in highly original and unmolested condition, making it very rare among cars of its type today. Benefiting from a recent comprehensive service by Bob Houghton Ltd, and driving superbly, this iconic low-mileage Daytona must be one of the very best examples currently available.

£580,000 - 640,000

€760,000 - 840,000



1966 MASERATI SEBRING 'SERIES II' 3700 COUPÉ COACHWORK BY CARROZZERIA VIGNALE

Registration no. JKE 56D
Chassis no. AM101/2/10 425

- Delivered new to Rome
- Matching chassis and engine numbers
- Best colours and specification
- Believed genuine 51,000 kilometres from new
- An older restoration



Introduced in 1962, the Sebring was one of the final manifestations of the landmark 3500GT, which had been the linchpin of Maserati's programme to establish itself as a manufacturer of road cars. 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 switching production from competition to road models.

The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT, its first road car built in significant numbers. A luxury 2+2, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sportscar 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 3500GT 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.

Built on the short-wheelbase chassis of the Spyder and likewise styled by Vignale, the Sebring 2+2 coupé arrived in 1962. By now a five-speed gearbox, four-wheel disc brakes and fuel injection were standard equipment, with automatic transmission, air conditioning and a limited-slip differential available as options. With a price tag of £5,116 (tax paid in the UK) the Maserati was some 22% more expensive than the contemporary Aston Martin DB5, its closest rival.



Introduced in 1965, the Sebring Series II came with a 3.7-litre 245bhp engine, while some cars left the factory with 4.0-litre units towards the end of production in 1966, by which time 591 Sebrings had been built, 242 of which were in the second series.

One of the most elegant and understated Grand Touring cars of the 1960s, the Maserati Sebring offered here is a Series II model fitted with the 3.7-litre engine and five-speed gearbox. Delivered new to Rome, chassis number '425' was originally finished in silver with blue leather trim, a combination it still features today, and has the desirable options of Borrani wire wheels, air conditioning, and a limited-slip differential - the most desirable specification for a Sebring.

This Sebring was completely restored in the late 1990s - over £40,000 being spent - and still presents superbly today. Being an older restoration, it is not concours quality but not far off, and is altogether a stunning car that could be returned to concours condition with relatively little effort. A modern air conditioning system has been fitted to facilitate regular use, and the car is said to drive very well indeed. Accompanying paperwork consists of the restoration invoices, MoT to August 2016, and a V5C registration document.

£160,000 - 180,000
€210,000 - 240,000



249

1952 JAGUAR XK120 3.8-LITRE COMPETITION ROADSTER

Registration no. XBV 993

Chassis no. 680298

- Aluminium-alloy body
- XK Motorsport engine (*circa* 340bhp)
- Extensive competition history
- *Circa* 1,100 miles since restoration



This XK120 has been completely restored (chassis, body, bare metal repaint, new interior trim, etc) by XK Motorsport and more recently has benefited from rebuilds of both the engine and rear axle. It is painted in a dark shade of British Racing Green, with white roundels, and is upholstered in red leather with matching Hardura panel trim. Only some 1,100 miles have been covered since the restoration's completion in 2009 and the car's superb appearance bears witness to this sparing usage.

Chassis number '680298' was originally a left-hand drive fixed-head coupé delivered via Charles Delacroix in Paris, France to first owner M de Poutales (see Jaguar Heritage Certificate on file). In 1976 the XK was brought into the UK by Twyford Moors and is believed to have been raced by them. It has since been re-bodied - in aluminium alloy - as a competition roadster and weighs an impressive 1,100kg. '680298' has a very highly developed 3.8-litre engine built by XK Motorsport's Brian Stevens, who has known this car far longer than the vendor and campaigned it for years in various XK race series.

Other noteworthy features of this highly developed XK120 include a chassis originally designed by Jaguar chassis guru, Jim Tester; disc brakes all round (4-pot front callipers); rack-and-pinion steering; rear-axle Watts linkage; Rose-jointed suspension (twin trailing links and Watts linkage at the rear); Tilton pedal box; and new Borrani-style Turrino 16" wire wheels shod with new period-look Michelin radial tyres. The D-Type bespoke instruments and an original Wellington bomber starter button are particularly nice touches.

Built around an E-Type 3.8-litre block, the engine features a modified cylinder head, special inlet manifold, triple Weber 45 DCOE carburettors, mapped electronic ignition and a specially designed 'banana' exhaust system. Red-lined at 6,800 revs, the engine produces around 340bhp and 300lb/ft of torque (better figures than when it was racing). Power reaches the ground via a Jaguar V12 four-speed gearbox (necessary to cope with the torque) and a Quaife limited-slip differential, the latter with recently up-rated half-shafts. Together with its sister car, this XK120 ran away with the JEC series for a few years, completing virtually every round between 1999 to 2004 inclusive, and also 2006, before being sold to the current vendor in April 2008.



The XK has raced at Brands Hatch, Silverstone, Cadwell Park, Oulton Park, Croft and most other UK circuits as well as Spa Francorchamps, Zandvoort, Dijon and Croix-en-Ternois, achieving numerous class wins and podiums plus outright victories at Brand Hatch Indy and Croix. Notable lap times include: Castle Combe 1:25.5; Brands Hatch Indy 1:01.4; Brands Hatch GP 1.57.0; and Spa 3:10.3.

This XK has also competed in the VSCC's Brooklands Double 12 (3rd in Class in 2011) and was invited to participate in the Salon Privé Tour d'Élégance in 2015. Previous UK registrations include 'NUB 303' (1999-2004); '290 UXG' (2004-2008); and '8 LT' (2008-2016). The car has a V5C registration document and comes with a current MoT certificate (expires April 2017).

Looked after mainly by XK Motorsport, with contributions from Sigma Engineering, Guy Broad, and RS Panels, this XK120 has never wanted for anything and comes with two large folders of bills, restoration photographs, etc. These folders also contain lots of JEC race history and photographs. Presented in exceptional condition - fully road legal, very tractable, and race ready - 'XBV 993' has to be one of the quickest XK120s on the road today.

£80,000 - 120,000
€100,000 - 160,000



1964 DAIMLER 2½-LITRE V8 VICARAGE CONVERTIBLE

Registration no. DUJ 29B
Chassis no. 1A7045BW

- Formerly the property of Prince Faisal, son of King Khalid of Saudi Arabia
- Subsequently owned by Chris Evans
- Unique conversion by Vicarage
- Automatic transmission
- Recent extensive upgrading by Vicarage



The 2½-litre Daimler V8 is such an assured sports saloon that it seems remarkable that it was created almost by chance. Jaguar's principal motive in purchasing Coventry neighbours Daimler had been the acquisition of much needed production capacity without the expense of constructing on a distant 'green field' site. The fact that the purchase also included Daimler's splendid, Edward Turner-designed, lightweight V8 engines was entirely incidental from Jaguar's standpoint, yet would result in the creation of one of the finest sports saloons of the 1960s.

First seen in the rapid, if controversially styled, SP250 sports car, the 2.5-litre version was judged superior to Jaguar's 2.4-litre XK six, and so the opportunity arose to create an medium sized, upmarket model based on the Mark 2 saloon, something Daimler's leading distributor, Stratstone, had been crying out for. The job was made relatively easy by the V8's compact nature and the generously sized Jaguar engine bay. (A similar exercise was undertaken with the 4.5-litre unit, which was installed in a Jaguar Mark X prototype, but despite the Daimler engine's superiority the latter was introduced with the 3.8-litre XK six).

Launched in 1962 as the '2½-Litre V8' (later 'V8 250'), the new Daimler came with Borg Warner automatic transmission as standard and boasted the marque's traditional fluted radiator grille.

More refined than the equivalent Jaguar, the Daimler turned out to be a fine performer to boot, its 110mph top speed exceeding that of an overdrive-equipped, 2.4-litre Mark 2 by a wide margin. Autocar's S C H Davis, a former Daimler apprentice, declared 'This is not a Jaguar with a Daimler radiator grille and name plate. It can stand on its own.' Not surprisingly, the V8 was soon outselling its Jaguar rival and in due course became the most successful Daimler of all time with more than 17,600 sold up to the end of production in 1969.

The car offered here is the only Daimler of its kind to undergo convertible conversion by renowned Jaguar specialists Vicarage, although the firm has converted 15 of its close relative, the Jaguar Mark 2. Updating 1960s Jaguars with the best of modern technology has long been a Vicarage speciality, and this car incorporates air conditioning; push-button central locking and alarm; power operated hood; electric windows; and a bespoke interior featuring electrically adjustable front seats, Derrington steering wheel (remanufactured by Vicarage) and tinted glass.

The 2.5-litre V8 engine has been left standard, apart from conversion to 'unleaded' compatibility, and drives via a ZF four-speed automatic gearbox with 'J-gate' shifter (from a modern Jaguar) while the convertible body was been re-engineered to be torsionally stiffer than that of the original saloon.



Running gear upgrades include Vicarage's own coil-sprung independent rear suspension; up-rated front suspension; adjustable shock absorbers; power-assisted rack-and-pinion steering; four-pot front brake callipers; up-rated brake servo; aluminium radiator and 6" chromed wire wheels. A modern electrical system, halogen headlights and stainless-steel exhaust system are among other noteworthy features.

Costing an impressive £135,000 when new (plus the cost of the donor car), the Vicarage convertible was delivered in August 2004 to its first post-conversion owner: Prince Faisal, son of King Khalid of Saudi Arabia. It was kept in the UK and subsequently passed, via a classic car dealer, to television and radio presenter Chris Evans in December 2006.

Purchased in 2008 by sports food entrepreneur and land speed racer, Zef Eisenberg, the car was returned to Vicarage where it was completely retrimmed in the finest red leather, with extensive upgrading in all areas to ensure complete reliability. No expense was spared.

The car has covered a mere 6,500-or-so miles since conversion and is offered in good working order, with current MoT certificate and a V5C registration document. An extensive file of receipts and history is included, dating from the original conversion work.

£100,000 - 130,000

€130,000 - 170,000



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1946 BUGATTI TYPE 73C GRAND PRIX MONOPOSTO

Chassis no. 73C 004

- One of only five produced
- Known ownership history
- Restoration completed in 2014
- Potentially eligible for many events





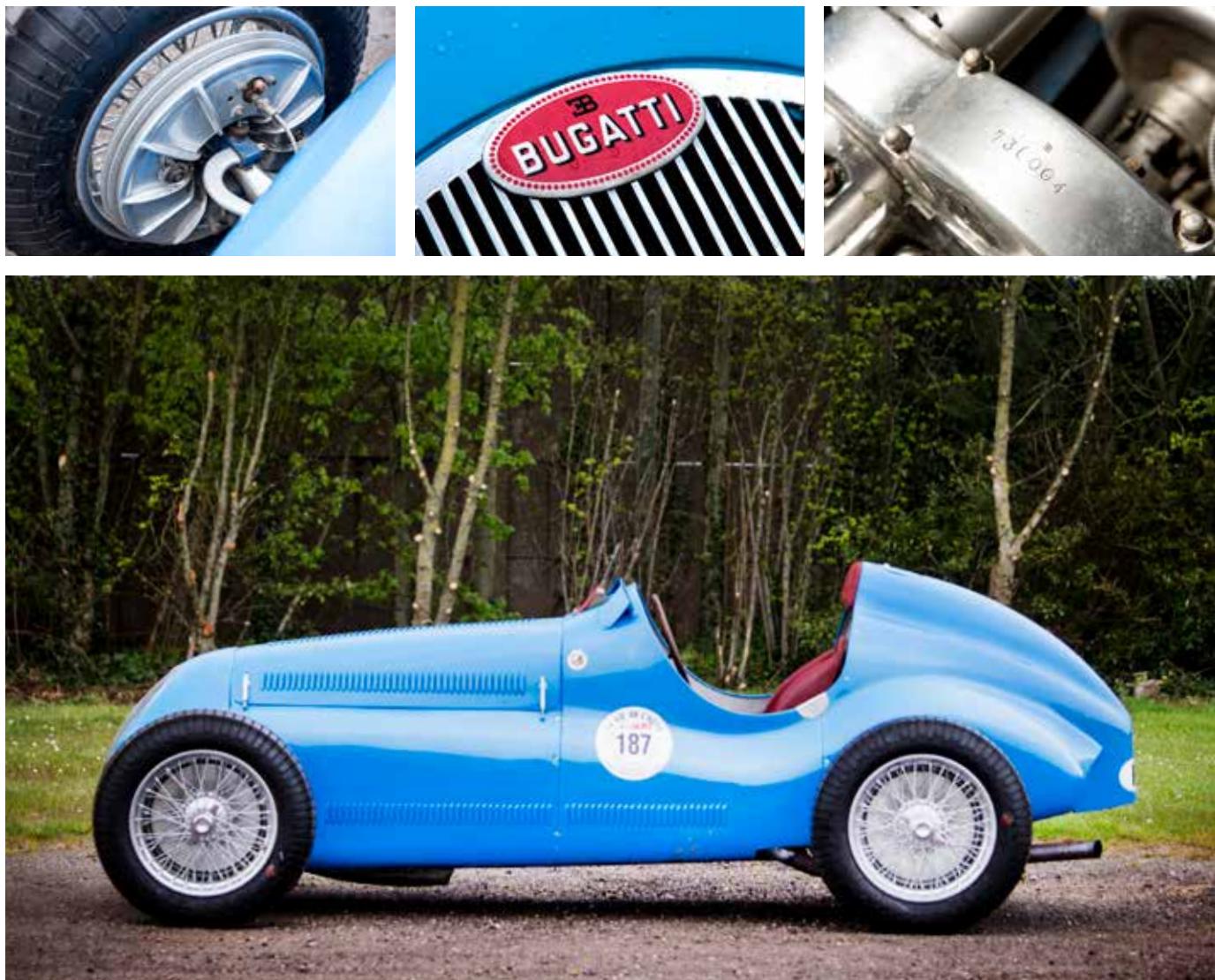
Ettore Bugatti's death on 21st August 1947 - his son Jean having perished in a testing accident in 1939 - effectively signalled the beginning of the end for this once-great marque. By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. And although the coming of World War 2 would see the Molsheim factory reduced to ruins, it did not stop work on the development of new models, one of which - a supercharged four-cylinder - had been hinted at by Jean Bugatti in 1939. That car was the Type 73, a 1½-litre model to be built in a variety of forms for both road and track use.

The Type 73's all-alloy engine featured wet cylinder liners, a five-bearing crankshaft, and a detachable cylinder head, the latter a first for Bugatti, two camshafts and 16 valves, while the gearbox was an all-synchromesh four-speeder in the 73C (as the racing version would be named), it was initially planned to fit the road version with an automatic transmission designed by Ettore Bugatti himself. Although no road car was ever fitted either with this gearbox or the twin-camshaft engine, the realities of attempting to productionise the design dictated it would be fitted with a single camshaft engine and a Cotal gearbox.

Writing to *The Motor* magazine in September 1945, R A Bouchard of Automobiles E Bugatti revealed that some 20 examples of the racing version were planned, though this ambition would prove impossible to fulfil in the difficult economic conditions of the immediately post-war years. Nevertheless, production got under way at the old La Licorne factory in Levallois, Paris, the Molsheim site being still unusable.

At the 1947 Paris Motor Show, held at the Grand Palais in October, an engine-less Type 73 chassis was displayed together with examples of both the single-cam and twin-cam engine. But with Ettore Bugatti already dead, the project lost its impetus and the stock of Type 73C parts remained in storage at Molsheim until 1960 when one set of components - chassis '73C 001' - was acquired by Jean de Dobbeleer, the Brussels-based Bugatti agent.

De Dobbeleer fitted a monoposto body based on proposals for Type 73C coachwork made in 1945 by Bugatti designer, Antoine Pichetto. The car was quickly sold on and de Dobbeleer then returned to Molsheim and acquired a second Type 73C. That car - '73C 002' - was sold in rolling chassis form to an American buyer and remained in the USA until 1973 when it was purchased by Tom Wheatcroft for his Donington Collection of Grand Prix cars. In fact, all five Type 73Cs survive: '73C 001' is in the Haruda Collection in Japan; '002' is back in the USA in private ownership; '003' is in the Cité de l'Automobile Museum in Mulhouse (formerly the Schlumpf Collection); '004' is the car offered here; and '005' is owned and raced by Tom Dark.



Chassis numbers '004' and '005' had been purchased from Molsheim in the early 1960s by Bart Loyens (invoice available). Ownership then progressed via Ray Jones, Rudi Derkx, and then the current vendor, John Barton, who acquired them in 1985. Chassis '004' has been fitted with a new engine block but comes with the frost-damaged original (stamped '4'), while the gearbox has been fitted with a steel plate at the rear to cure a known fault (original casting available). It also has an electric starter, the latter fitted recently by marque specialist, Ivan Dutton.

'004' was tested on a racetrack for the first time ever at Angoulême in 2014 and is now ready to race, being offered with a VSCC Blue Form (1985). Tom Dark's sister car has raced at the Goodwood Revival and other similar events and has proved to be most competitive against contemporary ERA and Maserati competition, showing what a good design the Bugatti Type 73C is and how competitive this car could be in the right hands.

£270,000 - 320,000
€350,000 - 420,000



1979 FERRARI 512 BB COUPÉ COACHWORK BY PININFARINA

Registration no. to be advised
Chassis no. 28443

- One of 101 RHD 512 BB models supplied to the UK
- One owner
- 21,738 miles from new
- Recent restoration (2015)



Having reasserted itself at the top of the supercar hierarchy with the first 'Berlinetta Boxer' - the 365 GTB/4 BB - Ferrari went one better with its successor, the 512 BB. For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders. The increase in engine size from the original Boxer's 4.4 litres was made not so much with increased power in mind but to enable the 512 BB to meet increasingly stringent emissions targets without loss of performance. Displacement was increased by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable.

Changes to Pininfarina's inspired coachwork were, not surprisingly, few: an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tyres meant that the width of the 512's rear grew by just over 25mm. The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, while the already excellent all-round ventilated disc brakes remained unchanged. Inside, the 512 remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals.



Road & Track magazine had achieved a speed of 175mph (280km/h) in the preceding 365 GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 188mph was felt entirely realistic. The fact that this was down 4mph on the Lamborghini Countach's 'fastest ever' maximum was considered unimportant. 'That's because, taken on balance, the Ferrari 512 Boxer wins a more important award, as the best all-round sports and GT car we've tested,' enthused the highly respected American motoring magazine. 'If we had to pin the reasons down to one it would have to be that the Ferrari doesn't forget the driver. The Boxer has it all, the speed, the handling, the lovely shape, the well done cockpit and, most important of all, a reputation for reliability.'

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

Chassis number '28443' is one of only 101 right-hand drive 512 BB models delivered new to the UK importer, Maranello Concessionaires Ltd. The original colour scheme was Rosso Corsa with Nero/Rosso hide trim and Rosso carpets. Ordered by the official London Ferrari dealer H R Owen Ltd, the car was taken to Lanzarote, Canary Islands by its first and only private owner and has covered a mere 21,738 miles from new. Its original UK registration was 'CYF 45V'.

During 2015 the Ferrari underwent a no-expense-spared restoration, which included a complete engine rebuild by marque specialists, Graypaul, together with an overhaul of the suspension and brakes (illustrated bills available). It comes with a history file, which contains the original order paperwork; Canary Islands registration and technical inspection (MoT) documents; an owner's manual; and numerous invoices, including one for an interior re-trim in March 2015.

With the value of V12 Ferraris from the 1960s and 1970s having increased dramatically, users and investors alike have recognised the potential of the Berlinetta Boxer series.

£250,000 - 300,000

€330,000 - 390,000

1999 FERRARI 550 MARANELLO COUPÉ

Registration no. to be advised

Chassis no. ZFFZR49B000114351

- Delivered new to Japan
- One previous owner
- 26,800 kilometres from new
- Full service history
- Recent full service in the UK



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

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

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

In 2004, *Evo* magazine published a 'Greatest Driver's Cars' feature that pitted the 550 Maranello against the Porsche 911 GT3, Honda NSX-R and Pagani Zonda C12S. The Ferrari won. 'As with all great cars, there's no one facet that dominates the experience,' declared the respected British motoring journal. 'Yes, the engine is mighty, but the chassis is its equal. There's never been a supercar that's so exploitable and so rounded in its capabilities.'



Left-hand drive chassis number '114351' was supplied new via Cornes, the official Ferrari importer in Japan. First registered in the UK in May 2016, the Maranello has been fully serviced and checked by Stratstone Ferrari, Manchester. The car currently displays a total of circa 28,500 kilometres (approximately 17,700 miles) on the odometer and is described by the vendor as in generally very good condition, with the interior's original plastic wrapping still intact.

This highly desirable Ferrari Gran Turismo comes complete with its original tool kit, instruction manuals, and leather-bound Ferrari wallet, while accompanying paperwork consists of a current MoT certificate, V5C registration document, and full service history.

£85,000 - 100,000
€110,000 - 130,000



1963 MASERATI 3500 GTI COUPÉ COACHWORK BY CARROZZERIA TOURING

Registration no. EJO 106A

Chassis no. AM101.2716

- Delivered new in Italy
- Concours award-winning example
- Comprehensively restored by marque specialists
- Fitted with desirable triple Weber carburettors
- Well documented



By the end of the 1950s Maserati was facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing, and Maserati's survival strategy henceforth centred on establishing the company as a producer of road cars. The Modena marque's new era began in 1957 with the launch of the Touring Superleggera-bodied 3500 GT, its first road car built in significant numbers. 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, leaving the factory equipped with 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. Chassis number '2716', was delivered new to Gianvico Saccardo of Schio, near Vicenza, Italy, a local industrialist. Prominent collectors of historic vehicles, Gianvico and his brother, Gianluigi, were founders of the Monza Italian Bugatti Register. Saccardo's Maserati was subsequently exported to New England, USA where it has spent most of its life. Henry Cabot Lodge Jr, the former Massachusetts Senator and Republican Vice Presidential Candidate in 1960, is believed to have been its second owner. During the 1970s Cabot Lodge served occasionally as US envoy to the Holy See in Rome, and it is believed that he imported the car from Italy into the USA.

Since his death in 1985 the Maserati has had four owners: Anthony D Paglia (1986-1998), John Drew (1998-2003), Christopher Derricott (2003-2014) and the current vendor. Mr Drew commissioned Spencer Restorations of Natick, Massachusetts to carry out a comprehensive restoration. Completed in 2003, the latter included a mechanical rebuild, bare-metal re-spray, and a full interior re-trim. Borranzi wire wheels, a stainless steel exhaust system, and polished stainless steel bumpers and trim were fitted at the same time.



The quality of this restoration has been recognised at the Lars Anderson 'Tutto Italiano' meeting in Massachusetts, where '2716' won the 'Best Maserati in Show' award on each occasion it was entered following the restoration.

During Mr Derricott's ownership in the UK, the restoration process was extended to include all mechanicals including the engine, transmission, brakes, and suspension together with an overhaul of the electrical components and installation of a new wiring loom. These works were undertaken by two specialist companies: Prestige Restoration and CGP Auto Engineers, and there are related invoices on file totalling some £76,000. The total spent between July 2010 and July 2014 was in excess of £85,700.

It should be noted that this car is equipped with a non-original but correct Maserati 3500 GT engine that has been re-stamped with the original's number. It is fitted with three Weber 42 DCOE carburettors: a common upgrade considered superior to the original Lucas fuel injection system.

Accompanying paperwork consists of a Maserati Certificate of Origin; copies of the original factory documentation; and all restoration invoices relating to works carried out in both the USA and UK. Offered with a UK V5C registration document and current MoT certificate, this beautiful Maserati would make a stunning addition to any private collection.

£170,000 - 220,000
€220,000 - 290,000



1958 ROLLS-ROYCE SILVER CLOUD SALOON

Registration no. VWX 1
Chassis no. SHF149

- Two owners from new
- Fully restored between 2011 and 2015
- Winner of the R-REC's Douglas Wood Trophy
- Fully documented
- Outstanding condition



Seldom are we privileged to offer for sale a car that comes with such a well crafted and copiously illustrated account of its history and restoration. Written by one of the co-owners, both members of the Rolls-Royce Enthusiasts Club, this account has been serialised in the Club's magazine, and copies of these articles are on file. The car also comes with a full and detailed breakdown - running to 42 pages - of all works carried out between the project's commencement in February 2011 and the its completion in November 2015.

The story begins five years ago when the vendors were told of a tired 'Silver Shadow' that might be for sale from the estate of a deceased neighbour: theatrical agent Jack Denman. A visit was arranged to the car's location, a Georgian country house in north Nottinghamshire, where it was discovered in a boarded-up outbuilding in the extensive grounds. When the boards had been removed and access obtained, the two enthusiasts found themselves looking at not the Silver Shadow they expected, but a Silver Cloud, registration 'VWX 1'.

Although filthy from the accumulated grime of many years' neglect, the car seemed remarkably complete, with interior leather and woodwork in fair condition. Found on the front seat, the last tax disc had expired in April 2006, indicating that the car had last been used around five years previously. It transpired that Jack Denman had owned the Rolls-Royce from new and mainly used it for commuting to Nottingham and back, hence the low recorded mileage of just under 27,000. A twin-axle tilting trailer was hired and a few days later the Silver Cloud was on its way to a new home, only its second in 50-plus years.

Intending to get the car though the MoT test, its new owners first set about re-commissioning the fuel, ignition, and cooling systems, after which the engine started and ran remarkably smoothly on automatic choke. With the engine warm and the choke disengaged, the Silver Cloud moved under its own power for the first time in many years, albeit slowly as the brakes were non-functioning. The painstaking process of re-commissioning continued for the next nine weeks - consuming 340 man-hours - and then the car was submitted for the MoT test, which it passed with no advisories.



Having achieved their target of making the car safe and legal to drive, the owners took it to the R-REC's Silver Cloud Technical Seminar, held over the weekend of 7/8th May 2011. Expert advice was obtained, and the decision taken to embark on a full 'body off' restoration of the entire car, which is covered in detail by the aforementioned series of articles (perusal highly recommended). Professionally re-finished by Ristes Motor Company Limited in Shell Grey over Velvet Green, the car retains its original interior, carpets excepted, and is presented in truly wonderful condition.

The owners' Herculean efforts were duly rewarded when 'VWX 1' was awarded the Douglas Wood Trophy for best personal restoration at the R-REC's 2015 Annual Concours and Rally, held at Burghley House, Stamford. All bills relating to the restoration come with the car, which has now covered a little over 28,000 miles and will be freshly MoT'd prior to sale. There can be few, if any, better Silver Clouds currently available.

£70,000 - 90,000
€91,000 - 120,000



256 N

1965 ALFA ROMEO 2600 SZ ZAGATO COUPÉ COACHWORK BY CARROZZERIA ZAGATO

Registration no. not UK registered
Chassis no. AR856034

- One of 105 built
- Delivered new to Sardinia, Italy
- Present ownership since 2006
- Recent high quality re-spray
- Registered in Italy



Introduced by Alfa Romeo in 1962, the 106-Series '2600' range was a direct replacement for the preceding 102-Series '2000' cars. Carrozzeria Touring and Bertone were responsible for the 2600 Spider and Sprint Coupé respectively, both of which looked like their 2000 predecessors, whose chassis design and body styles were retained albeit with minor revisions and improvements. At the same time a relative handful of '2600' chassis were bodied as coupés by OSI and Zagato to their own designs.

One of the oldest and most respected of automotive design firms, Zagato was founded in Milan in 1919 by Ugo Zagato, who used techniques learned in the wartime aeronautics industry to create a series of lightweight competition cars. Alfa Romeo immediately realised the potential of Zagato's designs and thus commenced a fruitful collaboration that lasts to this day.

Of striking appearance, the Alfa Romeo 2600 Sprint Zagato's body was constructed entirely from steel, yet the car was approximately 136kg lighter than the standard 2600 Sprint, resulting in superior acceleration and lighter steering. In place of the '2000' series' old, long-stroke, 2.0-litre four there was a new, 2,584cc, twin-cam six-cylinder engine clearly descended from that of the immensely successful Giulietta. Cars Illustrated magazine reckoned this magnificent power unit 'one of the smoothest, quietest running sixes, irrespective of the speed at which it is running, in our experience.'

Rarest of these two high-performance variants was the Spider, a total of 2,155 being produced between 1962 and 1965, while the Sprint Zagato, with only 105 built, was even more exclusive. Today this rare and hitherto under-appreciated model is becoming increasingly sought after by discerning Alfisti.

Chassis number '856034' is one of only 105 examples produced, and according to Centro Documentazione Alfa Romeo, was completed on 10th December 1965 and sold on 22nd December of that year to its first owner in Sassari on the island of Sardinia. The car was originally finished in light grey metallic with a black vinyl interior.

At a later date, '856034' was transformed into a competition car, and the colour was changed to red. Tasteful upgrades include racing style bucket seats, again in black vinyl, a roll bar and wider alloy wheels as well as lowered suspension, which gives the car a much more aggressive presence.

Purchased by the vendor in 2006, the Alfa has remained in his exclusive private collection in the UK since then and has recently benefited from a high quality re-spray refurbishment of the alloy wheels. This very rare Alfa Romeo 2600, arguably the most attractive of the 2600 variants and certainly one of the rarest post-war production Alfas with its stunning coachwork by Zagato, comes with Italian registration documents and CSAI papers (dated 1998) for regularity rallies. A rare find indeed.

£100,000 - 130,000

€130,000 - 170,000

1994 FERRARI F355 GTS TARGA COUPÉ

Registration no. M646 PAG

Chassis no. ZFFPA42JPN0100582

- Supplied in Italy and officially imported into Japan
- One previous owner
- Circa 37,000 kilometres from new
- Major service (belts changed) 200 miles ago



'Complex, sophisticated, and very fast, it is the quantum leap that has enabled the Ferrari V8 to run in proud parallel with the 456GT and 550 Maranello,' enthused *Car* magazine's review of the F355.

First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial 'world car'. The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mould of that great drivers' car, the Dino 246GT. Just how great an advance it was may be gauged from the fact that the F355's best time around Ferrari's Fiorano test track was three seconds quicker than the formidable 512TR's.

Despite its prodigious performance the F355 was no mere 'racer on the road', but a thoroughly modern automobile employing state-of-the-art technology - in the form of computer-controlled variable damping - to reconcile the differing requirements of ultimate roadholding and acceptable comfort. A light-action clutch, proportional power-assisted steering, and driver's air bag were other features calculated to make the car reassuringly user-friendly. The heart of the F355 though, was its phenomenal 3.5-litre V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari's Formula 1 engine - this remarkable unit produced a claimed 370bhp at 8,250rpm, with 268lb/ft of torque available between 5,000 and 6,500rpm.

A six-speed gearbox, mounted transversely behind the longitudinally disposed engine, ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.

Testing an F355 in 1994, *Autocar* achieved a top speed of 173mph, with the 0-60mph dash covered in 4.3 seconds. 'The F355 is, we're certain, a landmark car for Ferrari,' declared the esteemed British motoring magazine. 'Not only is it good enough to tear down the walls of the class you think it should be in and cause deep blushes throughout the one above, but it is also the best sports car Ferrari has turned out since the 246 GT Dino some 30 years ago.' Praise indeed.

One of 2,048 F355 GTS models built, this left-hand drive example was originally supplied by Ineco Auto in Modena, Italy and then officially imported into Japan by Cornes, that country's sole Ferrari importer. The car was registered in the UK in the autumn of 2015 and benefits from a major service carried out 200 miles ago, which included changing all belts. Finished in yellow with black leather interior, the car boasts a non-standard stereo system and carbon-fibre dashboard, and comes complete with its original factory tool kit, instruction manuals, and owner's wallet. Accompanying paperwork consists of a current MoT certificate, V5C registration document, and service history including bills.

£70,000 - 90,000

€92,000 - 120,000

258

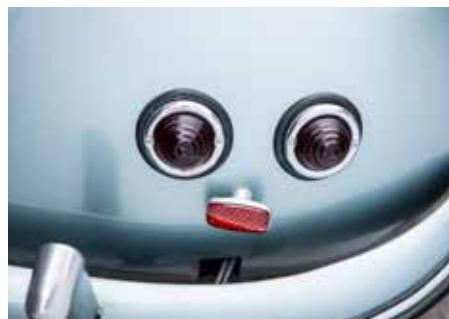
1953 PORSCHE 356 'PRE-A' CABRIOLET COACHWORK BY REUTTER

Registration no. 714 UYK

Chassis no. 60236

- Rare 'Pre-A' Cabriolet
- Delivered new to the Caribbean
- Formerly part of the Fica Frio Collection
- Recently re-commissioned
- New mohair hood and new carpets





Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen.

The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father. Like the immortal 'Beetle', the 356 employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension, yet somehow contrived to offer level of performance that belied the basic layout's humble origins.

In 1951 an aluminium-bodied works car finished first in the 1,100cc class at the Le Mans 24-Hour Race and 20th overall, thus beginning the marque's long and illustrious association with La Sarthe. Constant development saw the 356's engine progressively enlarged, with 1.3-litre and 1.5-litre units first becoming available in 1951. In 1952 the original split windscreens were replaced by a one-piece, and a Porsche synchromesh gearbox was adopted. 1955 marked the arrival of the revised 356A, the newcomer being readily distinguished by its curved windscreens and 15" - down from 16" - wheels. Porsche sub-contracted cabriolet body manufacture to a number of different coachbuilders, Reutter undertaking the bulk of production with significant contributions from Karmann of Osnabrück, Drauz of Heilbronn, and d'Ieteren of Brussels.

This rare 356 Cabriolet has the one-piece 'vee' windscreen - typical of late 'Pre-A' models - and would be a welcome addition to Porsche and other classic sports car events as early examples such as this are seldom seen. Chassis number '60236' was supplied new via Porsche Cars, Caribbean and exported to Bogotá, Colombia. It is currently fitted with the correct Type 546 1.5-litre engine, albeit one of slightly earlier manufacture (500 units in advance of the original).

The car formerly formed part of the celebrated Jersey-based Fica Frio Collection prior to its acquisition by the current vendor. Retaining its original steering wheel, Telefunken radio, and Hazet tool kit, it benefits from recent gentle re-commissioning, which included fitting a new mohair hood and replacing the carpets. Accompanying paperwork consists of a V5C registration document and a condition report compiled by marque expert Philip M Bagley. The report observes that this is a 356 that appears to have been well maintained and pampered, but still driven and enjoyed, concluding: 'The car is an excellent example of a 60 year old Porsche, with original components. A very rare find.'

With its light blue colour scheme and matching leather interior, this beautiful Porsche makes a lasting impression and should provide the fortunate new owner with plenty of immensely enjoyable wind-in-the-hair motoring this summer.

£140,000 - 180,000

€180,000 - 240,000

259 N

1963 ASTON MARTIN DB5 4.2-LITRE SPORTS SALOON

Registration no. not UK registered
Chassis no. DB5/1308/R

- Delivered new to Australia
- Matching chassis and engine numbers
- Effectively two owners from new
- Restored by R S Williams in the mid 1990s





'Racing has played a major part in the development of all Aston Martin engines since Frank Halford designed the original 1.5-litre unit for Bamford & Martin. The 3,995cc 6-cylinder light alloy engine fitted to the DB5 is in all major respects the same as that which powered the 4-litre prototype which ran in the 1962 and 1963 Le Mans 24-Hour races.' – Autocar, 21st May 1965.

Aston Martin's post-war evolution had taken a giant step forward in 1958 with the launch of the DB4. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970 and is still being referenced in today's Aston Martins. At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine co-designed by W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a supporting framework of light-gauge steel tubes.

Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'. When the DB4 was introduced, it was Britain's most powerful and fastest production car, and its aerodynamically styled, all-aluminium, *Superleggera* coachwork looked sensational, establishing a look that would endure for the next dozen years.

Touring's *Superleggera* body construction was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely strong platform type chassis. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.



The Aston Martin DB4 was also the first of the DB models to employ the entirely new engine designed by Tadek Marek, which had first been seen at Le Mans the previous year in the DBR2. A Polish engineer who had joined the company in 1954, Marek had previously enjoyed a racing career and posts with General Motors and FIAT in Poland. He had designed tanks during WW2 and had arrived at Newport Pagnell from Austin. An all-alloy, twin-overhead-camshaft six like its predecessor, Marek's new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Five (unofficially designated) series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburettors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later.

The DB5's distinctive cowled headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, 'Series V' DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.

From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 65 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

The DB5 was the first and remains the most famous of all the 'James Bond' Aston Martins, having appeared in no fewer than five movies of the series, beginning with *Goldfinger* in 1964. Equipped with rocket launchers and sundry other gadgets, 007's DB5 was finished in Silver Birch with red interior, in which specification it was later issued by Corgi Toys.



Chassis number '1308/R' comes with a copy of its original factory record showing it was delivered new to a private owner in Sydney, Australia, the guarantee being issued on 15th November 1963. The car was originally finished in Goodwood Green with White Gold interior trim and left the factory equipped with chrome wheels. Reputedly, it is the first DB5 delivered to Australia and the eighth example sold to the public. Its first custodian kept the Aston until 1994, while the second owned it from then until 2016, making '1308/R' effectively a two-owner car.

In 1995 the second owner, a resident of Queensland, sent the DB5 back to the UK where it was comprehensively restored by renowned marque specialists Richard Williams Ltd. The rebuild included an unleaded conversion and enlarging the engine to 4.2 litres; converting the electrics to negative earth; thorough body repairs and a repaint; an interior re-trim; and various other works. There are related bills on file totalling well in excess of £50,000, together with others for parts ordered subsequently. On completion, the car was returned to Australia.

In 2016 the DB5 was imported into the UK, duties were paid and the car was MoT'd. Various minor maintenance works have been carried out by South Cerney Engineering, including fitting a new distributor, and the car is now reported to run and drive well.

£550,000 - 650,000
€720,000 - 850,000



260 N

1965 FERRARI 330 GT 2+2 BERLINETTA

Registration no. not UK registered

Chassis no. 7399

- Delivered new to Belgium
- Long-term ownership in the USA
- Recent body restoration and repaint
- Believed genuine 120,127 kilometres from new



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

The 250 GTE provided the basis for its replacement: the 330 GT 2+2 introduced in January 1964. Pininfarina was once again entrusted with the styling, adopting a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. Although some criticised its styling, the 'Series 1' four-headlight 330 GT has become truly evocative of 1960s fashion, lauded both for its individuality and Pininfarina's purity of design.

The 330 GT's tubular chassis was 50mm longer in the wheelbase than before, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs, while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted for front and rear.

The 330 GT's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a big-bore 250 GTE 2+2) in 1963. Displacing 3,967cc, the single-overhead-camshaft, all-alloy unit was good for 300-plus horsepower, an output sufficient to propel the 330 GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari. Equipped at first with a four-speeds-plus-overdrive gearbox, the 330 GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, becoming the 'Series 2'. Electric windows, alloy wheels and hanging control pedals were other improvements standardised on the Series 2 cars. Built alongside the ultra-exclusive SuperAmericas, the 330 GT was Ferrari's ultimate Grand Tourer for the sophisticated client during the era known in Europe as 'La Dolce Vita'. A favourite of Enzo Ferrari, it was the first of his cars to sell in excess of 1,000 units.

An 'interim' Series 1 model equipped with the five-speed gearbox and hanging control pedals, chassis number '7399' was completed on 22nd July 1965 and delivered to Garage Francorchamps, Ferrari's Belgian importer. The original colour scheme was *Bleu Scuro* with *Naturale* leather interior trim, and the car left the Maranello factory equipped with Borani wire wheels. Its first owner was a Mr Van Zuylen.

In 1979 the Ferrari was offered for sale in the USA by The Jeff Arnold Company, described as Navy Blue with tan interior and alloy wheels. Its next known private owner was one Dan Piro, from circa 1985, who was followed (briefly) by Lyle Tanner Enterprises and then, from 1990, by Ferrari Club of America Executive Committee member, Wally Clark.



A resident of California, Mr Clark kept '7399' for the next 20-or-so years, showing the car at various FCA and other events, including the Ferrari Concorso at Pasadena, CA in May 2010. In 2011 the Ferrari was purchased by Tom Shaughnessy of Oceanside, CA, passing to the current vendor in Germany in September 2012. Since then '7399' has been repainted in *Bleu Gladiateur*, the colour of John Lennon's first car: a Ferrari 330 GT 2+2 bought just hours after the Beatle had passed his driving test!

The body was restored prior to the repaint and carpets renewed at the same time (the interior had already been re-trimmed). The braking system has been overhauled and the car is described by the vendor as in generally very good condition, always serviced and in regular use. Accompanying documentation consists of a recent Classic Data Valuation, German 'Historic' registration papers, and a CD of restoration photographs, while the car also comes with tools and instruction manuals, including one for the Panasonic radio.

With interest in front-engined V12 'Enzo-era' Ferraris from the 1960s never higher, the readily usable 330 GT represents tremendous value when compared with its immediate Ferrari peers, many of which now have 'king's ransom' price tags.

£180,000 - 205,000
€230,000 - 270,000



1995 PORSCHE 911 CARRERA RS TYPE 993 COUPÉ

Registration no. N7 RSP

Chassis no. WPOZZZ99ZTS390746

- Rare limited-edition model
- Delivered new in Germany
- Left-hand drive
- Good service history
- 51,862 kilometres from new



The exciting car offered here is an example of one of the rarest of Porsche 911 Type 993 variants: the Carrera RS with the 3.8-litre engine, which was intended for amateur motor sports use and produced in limited numbers.

In 1993 Porsche had introduced what is regarded by many as the most beautiful 911 of all: the Type 993. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form; the Type 993's arrival marked a return to basic principles, being recognisably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The range offered remained pretty much as before, comprising two- and four-wheel drive models, the legendary Turbo and the Cabriolet convertible, all powered by the latest 3.6-litre version of Porsche's perennial flat-six engine.

In January 1995 the range was extended by the introduction of the Carrera RS. Described by its maker as a 'street-legal two-seater', the RS was based on the two-wheel drive Carrera and like its legendary RennSport forebear of the 1970s, was considerably lighter and more powerful than the stock version.

Everything considered unnecessary for competition purposes - electric windows, electric mirrors, central locking, headlight washers, stereo speakers, etc - was discarded, while aluminium was used for the front luggage compartment lid, and thinner window glass specified. Airbags were optional and the two bucket seats were lighter than the standard items; the result was a reduction in weight of around 220lb (100kg). Power assisted steering was retained.

For the Carrera RS '3.8', the engine's bore size was increased by 2mm for a capacity of 3,746cc. maximum power went up to 300bhp, lowered suspension improved the handling, and the RS came as standard with the optional dynamic limited-slip differential and RS Cup-type 18" wheels. There was also a more 'hardcore', though still road-legal, Clubsport version, 100 of which were built to meet the FIA GT2 homologation requirements, and the track-only Carrera Cup RSR.

A 1996 model, this left-hand drive Type 993 Carrera RS was built on 19th October 1995 and supplied new by Porsche Centre Düsseldorf. First registered on 29th May 1996, the car was originally finished in Midnight Blue Metallic with a black leather-upholstered interior featuring dark grey inlays, while the backs of the bucket seats were painted in Anthracite.



Other noteworthy original factory features included reduced radio preparation, air conditioning, and electric windows, thus restoring a measure of the standard Carrera's refinement.

Imported into the UK from Germany in late 1999 and registered here on 26th May 2000, the Porsche has had only one owner since then and has been exceptionally well maintained throughout its life. It is presented in exceptional condition and comes with verifiable service history, all but two services having been carried out by Porsche Centre Guildford.

Supplied with its original book pack, service book, and spare keys, the RS also comes with its original German Fahrzeugbrief, importation paperwork, invoices for all work since its arrival in the UK, and every MoT certificate. A service at Porsche Centre Leicester has just been carried out and a new MoT certificate obtained in readiness for the fortunate next custodian.

£190,000 - 230,000
€250,000 - 300,000

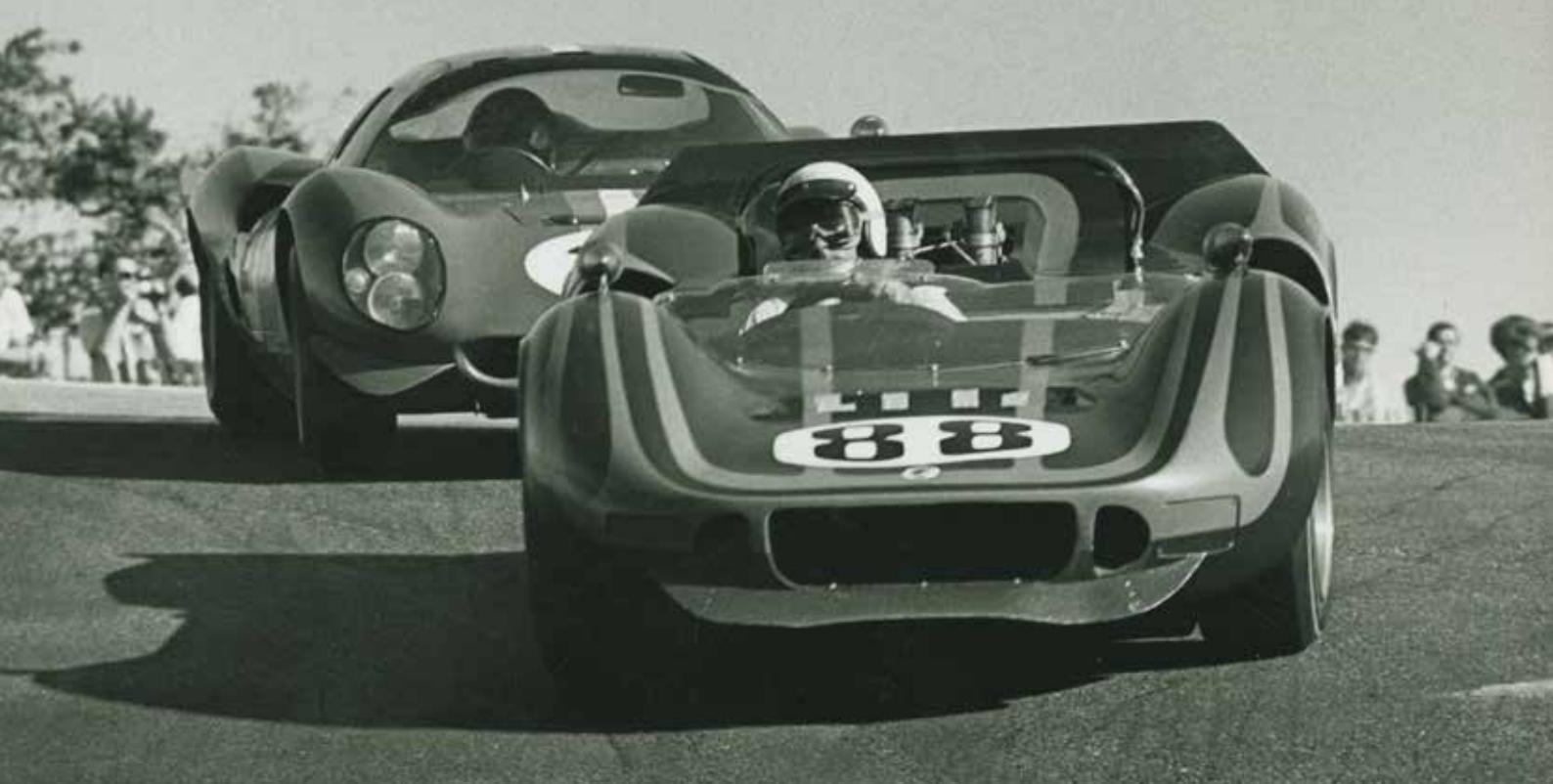


The ex-Masten Gregory 'Pacesetter Homes'

1966 MCLAREN-CHEVROLET M1B GROUP 7 SPORTS-RACING ROADSTER

Chassis no. 30/19

- Raced in period by Le Mans Winner Masten Gregory
- An example of one of the most evocative and useable Can Am cars
- An exciting entry into some of the world's greatest historic race meetings
- A landmark design for the McLaren Team



Masten Gregory leads a Ferrari Prototype through the legendary corkscrew at Laguna Seca in 1966

At the end of the 1961 World Championship racing season, Jack Brabham left Cooper to establish his own Brabham marque, as owner/driver/constructor combined. Bruce McLaren took his mentor's example seriously, and for the 1964 Tasman Championship series in New Zealand and Australia he founded his own concern, Bruce McLaren Motor Racing Limited, to build Tasman and sports-racing cars of his own concept and his new team's design. His McLaren marque went on to establish itself similarly in Formula 1, Formula 2 and Indycar racing – but the foundation of its true success – and its survival into the 21st Century was the domination it established in the money-rich Canadian American Challenge Cup race series of 'free-Formula' Group 7 sports-car races in North America, from 1967 to 1971 inclusive.

Bruce himself won the CanAm Champion title in both 1967 and 1969, while his loyal (and rugged) team-mate Denny Hulme became CanAm Champion in the intervening seasons of 1968 and 1970 (when poor Bruce lost his life tragically in a testing accident). In 1971 team driver Peter Revson won McLaren their fifth consecutive CanAm Championship title – before the unbeatable juggernaut that was the Porsche factory with its turbocharged Typ 917/10 and 917/30 designs took charge of the competition, and killed it through unbridled cost inflation...

Such a pedigree makes any CanAm McLaren a mouth-watering piece of sports equipment for an Historic racing enthusiast.

Back in 1964-65, once the new McLaren works team's cars had proved their original concept and design, Bruce signed a customer-car production agreement with Peter Agg of the Trojan Group in the UK – owners of the Elva racing car concern – to manufacture the cars. The first McLaren-Elva M1A Group 7 machines emerged during 1965, and for 1966 the big news in that particular market was the birth of 'CanAm' racing in the USA and Canada combined.

For that inaugural 1966 CanAm season a rebodyed version of the 1965-originated McLaren-Elva Mark 1A was introduced. The new model wore a bulbous but handsomely proportioned new bodyshell panelled in moulded glassfibre by Specialised Mouldings Ltd. It had been styled by the leading motor racing artist Michael Turner – who was a personal friend of Bruce's – and it clothed a refined version of the McLaren M1As' original multi-tubular spaceframe chassis. The cars proved to be light in weight, agile, good handling and were powered by a choice of the small-block lightweight Oldsmobile V8 engine or the larger, heavier V8s from either Chevrolet or Ford. The new M1B model could be specified by customers to accept an engine of their preference. The cars were sold in the US market not as 'McLaren M1Bs' but as the 'McLaren-Elva Mark 2'.

We are advised that the history of this particular McLaren-Chevrolet M1B now offered here began in August 1966 with its supply to enthusiastic American owner/entrant John Klug of Pacesetter Homes.



The car was to be driven for him by the immensely experienced bass-voiced sometime Formula 1 driver – and 1965 Ferrari Le Mans 24-Hour race winner - Masten Gregory. The car featured quite prominently in that year's CanAm series, and finished fifth overall in the Monterey Grand Prix Championship round, run at Laguna Seca in California.

First time out in that year's CanAm inaugural event at St Jovite in Canada, Masten Gregory had unluckily damaged the car's radiator in a start-line incident. He did not finish at the Bridgehampton course on Long Island, but at Mosport Park, Canada, brought the car home tenth overall. His fifth place finish at Laguna Seca was the aggregate result of the two matching race Heats between no less than Mark Donohue (fourth in Roger Penske's Sunoco-backed Lola-Chevrolet T70), and John Cannon in a sister McLaren-Chevrolet M1B. Masten Gregory had finished 8th in Heat 1 and 6th in Heat 2 for that fifth on aggregate overall. He did not finish in either the Riverside Raceway or Las Vegas Championship rounds, suffering gearbox failure in the Nevadan title decider, but was still classified as a finisher there, 12th overall.

Of the Chevrolet V8 engines such as that installed in the 'Pacesetter Homes' M1B now offered here, Bruce's business partner and team director Teddy Mayer would recall: "We should have made the change from the little Oldsmobile V8s sooner...". And Bruce himself would confess: "I guess we were wrong to stick with the Oldsmobile for so long.





Masten Gregory following his win in the qualifying heat, Riverside Raceway, 1966

In the early stages of sports car racing, development of tyre and transmission wasn't up to the stage where 500 horsepower could be used reliably. Now I think it is...".

As a measure of the McLaren M1Bs' potential, the two works cars of Bruce McLaren and Chris Amon had finished 2nd and 3rd in that year's opening CanAm round at St Jovite – both with Oldsmobile engines. At Bridgehampton with Chevrolet power Bruce and Chris finished 2-3 again, at Mosport Park customer McLaren-Chevrolet M1Bs placed 3-4, and at Laguna Seca Bruce finished third behind the dominant Chaparral-Chevrolets of Phil Hill and Jim Hall. In the deciding round at Las Vegas Bruce's works M1B-Chevrolet finished second overall behind new Champion John Surtees's monocoque-chassised Lola-Chevrolet T70.

Today this well-known McLaren-Chevrolet M1B is offered by a very prominent Historic racing owner-driver in whose hands it has been raced successfully in recent years. It has been maintained and prepared by leading Historic racing preparer/driver Alan Baillie and, as the vendor relates "...we have spent quite a lot of money getting it into good (original) condition. We have tried to maintain its 'patina' (not like some of the equivalent cars which look better than new)...".

The engine currently fitted to the car was built by Robert Jung, who works for Edelbrock in California. This engine was previously in Doug Mockett's Carrera PanAmericana Oldsmobile...".

A spare engine is available via separate negotiation. A considerable stock of spares is offered with the car, including 16 wheels, body moulds etc.

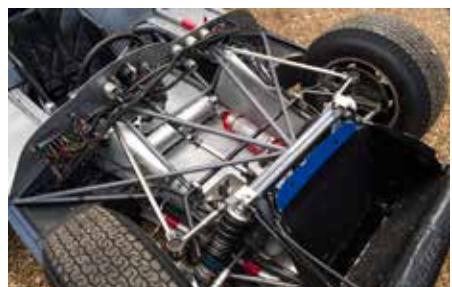
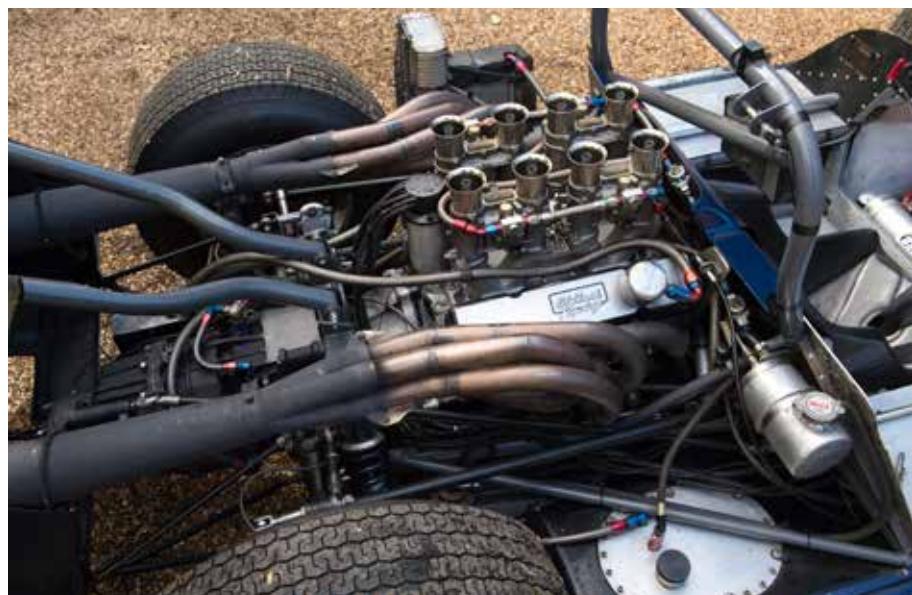
Also accompanying this most attractive Historic CanAm car is an album of original black and white photos, showing the car in its frontline-racing heyday, plus a contemporary notebook containing notes/comments by the car's crew chief Roy Campbell, which make interesting reading, and are written literally on the spot and lap by lap (not just for this car but for other team cars including Indianapolis).

Overall, this McLaren-Chevrolet M1B is described as being "ready to run, having competed just recently in the Goodwood Members' Meeting". It is eligible for several forthcoming Canadian/American events scheduled to celebrate the 50th anniversary of CanAm racing in North America, including St. Jovite (where the first event was held), Road America (Elkhart Lake) in July and Monterey in August. The car is a welcome entry in experienced hands at Goodwood, and is fitted with magneto ignition and so can run indefinitely – making it ideal for longer-distance Historic events. The car has a current FIA Historic Technical Passport valid until 31/12/2025.

We commend this interesting and provenly competitive Historic McLaren-Chevrolet Group 7 sports-racing car to the market...

£240,000 - 280,000

€310,000 - 360,000



263

1955 JAGUAR XK140 DROPHEAD COUPÉ

Registration no. SON 140

Chassis no. 807261DN

- One of only 479 RHD drophead coupés
- 5 speed Manual transmission
- Professionally restored between 2006 and 2010
- Coopercraft brake upgrade





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

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time.

Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by *Road & Track* magazine, a USA-specification XK140MC (as the 'C'-type head-equipped SE version was known there) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.

One of only 479 right-hand drive XK140 drophead coupés made, this example was manufactured in 1955 and supplied new via Jaguar dealer P J Evans of Birmingham. Between 2006 and 2010, the car was undergoing restoration at Classic Restorations in Perth, Scotland, as evidenced by bills on file totalling some £100,000. Recent maintenance, undertaken by the Jag Shop, include fitting a new aluminium radiator and works to the suspension at a cost of £17,000 (bill available).

Running and driving very well, this professionally restored XK140 is offered with an old-style continuation logbook, Jaguar Cars dating letter, a V5C registration document, and the aforementioned bills. The only notified deviations from factory specification are fitment of a 5 speed manual gearbox, a Coopercraft brake upgrade and a change of cylinder block (retaining the original cylinder head).

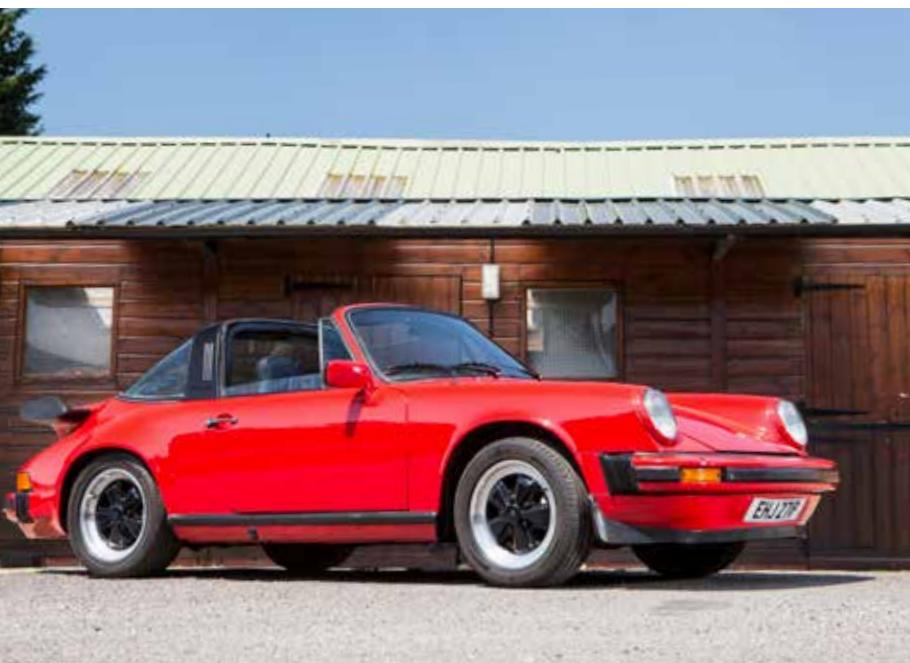
£130,000 - 160,000

€170,000 - 210,000

1976 PORSCHE 911 2.7-LITRE TARGA COUPÉ

Registration no. EHJ 271P
Chassis no. 9116310919

- Sportomatic transmission model
- Restored in 2015/2016
- Restoration photographs and bills available
- Porsche Certificate of Authenticity



In 1966, two years after the original 911 coupé's introduction, a convertible version was announced; this was the 'Targa', named in honour of Porsche's numerous victories in the Sicilian classic. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowed in the boot. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.

In 1974 all 911 variants received the 2.7-litre engine, hitherto reserved for the Carrera, when the latter went to 3.0 litres. Although in non-Carrera tune the 175bhp (DIN) 2.7-litre unit made slightly less power than the old '2.4', it had been skilfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration. Coupled to tolerance of low-lead petrol, vastly superior fuel consumption, and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer.

A right-hand drive model equipped with the semi-automatic Sportomatic gearbox, this 911 Targa is offered fresh from a restoration that commenced in 2015, and comes with over 100 photographs documenting the works carried out. The latter included a refurbished interior with custom made Porsche covers, new carpets, and new seats at a cost of £1,944 (invoice on file).

The car was serviced in March/April 2016 and is MoT'd to March 2017, and is described by the vendor as in generally good condition. Finished in classic Guards Red, it comes with an extensive history file containing a quantity of expired MoT certificates, Porsche Certificate of Authenticity, sundry restoration invoices, and a V5C registration document. It should be noted that the previous Irish registration was changed to 'EHJ 271P' in 2016.

£25,000 - 30,000

€33,000 - 39,000

1954 AUSTIN HEALEY 100/4 ROADSTER

Registration no. to be advised
Chassis no. 50445619

- *Iconic 'first of the line' model*
- *Long-term ownership for circa 30 years*
- *Restored by the previous owner*
- *Eligible for the Le Mans Classic*



Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low cost high-performance sports car and aimed at the United States market, which took almost 100% of production initially, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. Low-revving and torquey, the latter's 2,660cc four-cylinder engine produced an unremarkable 90bhp, but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds, an exceptional performance at the time.

A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, conventional four-speed BN2 for 1956. In 1953 a team of drivers including Donald Healey and George Eyston set a host of international and AMA speed records at Utah's Bonneville Salt Flats driving two Healey 100s. Highlights including a maximum speed of 143.626mph and 1,000 kilometres at an average of 127.00mph achieved by the tuned car and 24 hours at an average of 104.3mph set by the AMA-selected 'off-the-showroom-floor' example.

A muscular sports car to delight the purist, the 100 was not bettered by its six-cylinder successors in terms of outright performance until the introduction of the Austin-Healey 3000 in 1959.

This Austin-Healey 100 was discovered in dilapidated condition some 35 years ago and was restored over an extended period. The previous owner's pride and joy, the Healey was MoT'd annually but used sparingly, covering only 500 miles between 2002 and 2012 when it was offered for sale at Bonhams' Oxford auction in June of that year (Lot 233). The car was purchased there by the current vendor and is described by them as in generally good condition.

Eligible for the Le Mans Classic and many other prestigious historic motoring events, the Healey comes complete with side screens and is offered with sundry restoration invoices, current MoT and a V5C document. It should be noted that the current registration mark, 'POK 888', is being retained by the vendor.

£42,000 - 48,000

€55,000 - 62,000

266

**1921 ROLLS-ROYCE 40/50HP
SILVER GHOST TOURER
COACHWORK BY BURNETT & REYNER (LEEDS)**

Registration no. XO4485

Chassis no. 94NE

- First owned by the Cuban Ambassador in London
- Re-bodied circa 1930s
- Restored in 2000
- Engine rebuilt in 2013





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

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf-spring arrangement at the rear, though the latter soon came in for revision.





The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort.

According to a letter on file from the R-REC, chassis number '94NE' was laid down in 1915 but not completed until after the end of the Great War. In November 1920 the Silver Ghost was ordered for delivery to its first owner, Antonio Perez, the Cuban Ambassador in London.



Remarkably, although scheduled for delivery in March 1921, the car was not completed until July 1923, carrying cabriolet coachwork by Hooper & Co. The 'Ghost' was subsequently re-bodied by Burnett & Reyner, it is believed during the 1930s. Little else is known of its history until the post-WW2 years when it was owned by one J E Barratt in Yorkshire. The car spent some time in the USA before returning to the UK in the 1980s.

Acquired by the current vendor circa five years ago, '94NE' underwent a full restoration of the body, interior trim, and fittings in 2000, while more recently (in 2013) the engine was totally rebuilt by Rolls-Royce Specialists A J Glew Ltd and Jonathan Wood. Magnificently presented, the car boasts a most impressive complement of nickel-plate fittings including CAV lighting, twin matching rear view mirrors, a running board mounted klaxon horn, and a 'Spirit of Ecstasy' mascot. Driven and enjoyed on four 20-Ghost Club tours - and driven to the sale - it comes with a comprehensive history file, copies of factory build sheets, and a V5C registration document. The provision of an alternator, MHD electronic ignition boost and a electric passenger step (easily removable) are the only notified deviation from factory specification.

£240,000 - 280,000

€320,000 - 370,000



267 N

1959 ASTON MARTIN DB4 'SERIES 1' SPORTS SALOON

Registration no. not UK registered

Chassis no. DB4/147/R

- The 47th DB4 made
- Present ownership since 1976
- Restored in 2014/2015





Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series 2.

Chassis number '147/R' is the 47th DB4 produced. Its accompanying copy guarantee form states that the original purchaser was one J A Ogilvy Esq of Birstall, West Yorkshire, and lists the original colour scheme as grey with red Connolly hide interior trim. The guarantee form notes that the body was replaced in April 1960 following an accident. By this time the DB4 was being produced in 'Series 2' specification, hence the later body on this 'Series 1' car.

Only two additional owners are listed on the form: one D Munson and the current vendor, who acquired the car in 1976 and shipped it to his home in Toronto, Canada. In very good condition at that time, the Aston was driven very little in Canada, perhaps a couple of dozen times over the next dozen years and not at all in the past 29 years.

It then remained garaged in Toronto until last year. Though the engine remained sound, there was some deterioration of the body's few non-aluminium parts, and of the interior upholstery.

In late 2014, the vendor decided to have the DB4 completely restored and shipped it to South Africa to have the work done by two expert craftsmen: Nito Valentim for the engine and Tino Laranjeira for the bodywork, both of whom had previously restored several Aston Martins to a very high standard. The car was stripped down completely, and every nut and bolt replaced as necessary. While the engine's compression was fine, it nevertheless was decided to rebuild it with new piston rings, etc. All the required parts for both the engine and body were sourced from Aston Service Dorset. The restoration bills are on file and there is also a DVD available recording the entire rebuild process.

Except for a few kilometres of test driving, the car has not been used since the restoration was completed in 2015 and remains in pristine condition, described by the vendor as 'like new'. It was imported into the UK last December and VAT has been paid.

£300,000 - 350,000

€470,000 - 550,000

1972 FERRARI DINO 246 GT BERLINE COACHWORK BY PININFARINA

Registration no. 246 ABE
Chassis no. 03478

- One of 235 UK-supplied RHD cars
- Known ownership history
- Circa 36,825 miles from new
- Recently restored to a high standard



It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredino Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino – the 246 GT – in 1972, the authoritative American motoring magazine *Road & Track* enthused, ‘it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino’s reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout’s low polar moment of inertia the car responds instantly to it. The Dino’s cornering limits are very high... ‘ Truly a driver’s car par excellence.

As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupés and 1,274 GT Spyders by the time the model was deleted in 1974.

One of only 235 supplied to the UK in right-hand drive configuration, this 246 GT was sold new to a Mr Barder of Woking via Maranello Concessionaires, the UK Ferrari importer. Mr Barder kept and serviced his Dino until 1980 when it was purchased by well known Ferrari dealer Modena Engineering. The recorded mileage was 22,000.



A Mr D Green then bought the Dino from Modena Engineering and drove and maintained it for the next seven years, covering some 4,000 miles. In 1987, a Mr Michael Cox of Potters Bar bought the car (total mileage 26,000) and maintained it regularly until Mr Joseph Phillips of Ingatestone, Essex bought it in 2004 (at 29,000 miles). In 2008 (at 32,700 miles), the car was sold to the preceding owner, a collector in Continental Europe, forming part of his extensive private collection of sports cars. The current vendor acquired the Ferrari in 2014, since when it has been used sparingly.

Recently restored to a high standard, this matching-numbers Dino 246GT is finished in its original Bianco Polo with correct black leather interior. The car is supplied with a very comprehensive history file containing numerous invoices and expired MoT certificates confirming the odometer reading of a mere 36,825 miles. Additional paperwork consists of a German Fahrzeugbewertung report (August 2013), sundry servicing and maintenance bills, current MoT certificate, and a V5C registration document.

This is a wonderful opportunity to own an iconic Dino 246 GT, rare in right-hand drive configuration and with such low mileage, which promises the driving sensation only a Ferrari can deliver.

£180,000 - 220,000

€240,000 - 290,000



1990 PORSCHE 911 TYPE 964 CARRERA 4 COUPÉ

Registration no. G803 SRN
Chassis no. WPOZZZ96ZLS402906

- Landmark Porsche 911 model
- Supplied new in Stuttgart, Germany
- Special order interior and wheels
- Circa 81,000 kilometres from new



'In no uncertain terms, the 911 Carrera 4 represented one of the most significant steps forward for the company technically, for many years.' - Glen Smale, *'Porsche: The Carrera Dynasty'*.

Representing a major step forward in the development of Porsche's perennial 911, the Carrera 4 and Carrera 2 ('Type 964' in factory parlance) had been launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production model. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the new Carreras' chassis and suspension. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre, 250bhp, air-cooled flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option.

Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to 162mph with 60mph attainable in 5.4 seconds (5.6 seconds Tiptronic).

This Carrera 4 Coupé was supplied new in Stuttgart, Germany and subsequently exported to Japan. Left-hand drive chassis number '402906' is finished in classic Guards Red with chequered fabric upholstery, the interior and wheels being to special order. Imported into the UK in the summer of 2015, the car was fully serviced by a Porsche specialist in October of that year and has been driven only a minimal distance since then. It is described by the vendor as in generally very good condition, currently displaying a total of circa 81,000 kilometres (approximately 50,300 miles) on the odometer. Accompanying paperwork consists of a current MoT certificate, V5C registration document, and all original documents and service history records.

£42,000 - 48,000

€55,000 - 63,000

1959 MERCEDES-BENZ 190 SL

Registration no. KFF 314
Chassis no. 1210408501362

- Left-hand drive
- In UK since 1994
- Restored in 2008 (bills available)
- Recently serviced and MoT'd



In 1954 Mercedes-Benz had introduced the 300SL sports car, a 'Gullwing' coupé inspired by the German manufacturer's highly successful 300 Super Leicht series of sports-racers that had spearheaded its return to international competition. Expensive and exclusive, the 300SL caused a sensation and set new standards for high performance sports cars. Introduced at the same time was a cheaper, less exotic but no less refined sports roadster: the 190SL. Based on the 180 saloon whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. 'Very few new sportscars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,' observed *Road & Track* magazine.

Mounted on a detachable sub-frame together with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz.

Breathing through twin Solex downdraft carburettors, this M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. It was also relatively economical. The 190SL was more comfortable than the typical British sports car but the fact that its ride was more boulevard than sporting did nothing to deter sales. The model was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

No history is available for this left-hand drive 190SL prior to its importation into the UK in 1994. The current vendor purchased the car in 2008 in the South of France from its owner, Miss Camilla Gibb, who had acquired it in 1996. Restored in 2008, the Mercedes has been maintained by Lavender Motors Ltd of Hayward's Heath while in the vendor's possession, and is offered for sale fresh from a recent service and MoT (see bill for £2,001 on file). A well maintained example, ready to be used and enjoyed.

£60,000 - 80,000

€78,000 - 100,000

1976 FERRARI 308 GTB BERLINETTA VETRORESINA

Registration no. NPF 277P
Chassis no. 19665

- Rare, early, glassfibre-bodied, dry-sump model
- One of 154 UK-supplied RHD cars
- Circa 45,000 miles from new
- Well maintained



The 308GTB offered here has lighter glassfibre (*vetroresina*) bodywork 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 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.

Further developments included the introduction of an open GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

One of 712 308 GT *Berlinetta vetroresina* models produced, chassis number '19665' is one of only 154 built in right-hand drive configuration, and has dry-sump lubrication. Originally finished in *Blu Chiaro* with beige leather upholstery and brown carpets, '19665' was delivered via Maranello Concessionaires to a Mr Spencer of Blandford, Dorset on 23rd July 1976. The car comes complete with its original handbook and both tool kits, and has a substantial folder of history dating back to 1981 (at 26,379 miles) telling the story of this rare and desirable version of the 308.

The history file contains MoT certificates and tax reminders together with service and parts invoices through to 1989 (at 41,177 miles) when the Ferrari changed ownership. At that time '19665' was repainted in *Rosso Chiaro* and re-trimmed in black leather and carpets (as it is presented today) by Yorkshire Ferrari main dealers JCT600 at a cost of over £12,000 (invoice on file). Following the completion of this extensive refurbishment, the car was MoT'd in May 1992 at 41,204 miles and at the same time received a new clutch, reconditioned starter motor, a service and other related works.



The 308 was then sold to a new owner in the Republic of Ireland and registered '76 MH 501'. While in Ireland the Ferrari evidently led a leisurely life; it was next inspected and treated to new cam belts in 2000 at a Dublin-based specialist (at 44,699 miles), after which it remained little used until returning to the UK in 2015 (at 45,083 miles).

Since the 308's arrival, in excess of £20,000 has been spent to bring it back to full health, including the usual service and cam belt replacement plus work on the brakes, windows and cooling fans. It was then treated to a fresh coat of Rosso Chiaro so is presented in exceptional unblemished condition.

Further works included a fitting new set of correct and original wheels with new, correct Michelin tyres, together with a new clutch, rear suspension bushes, exhaust heat shield, washer pump, front brake pipes and right hand front lower ball joint. Now fully refreshed, this rare and desirable Ferrari is freshly MoT'd and ready for re-registration in the UK.

£140,000 - 180,000
€180,000 - 230,000



1965 BMW 3200 CS COUPÉ COACHWORK BY CARROZZERIA BERTONE

Registration no. Fkj 452C
Chassis no. 76533

- The property of John Surtees, CBE
- Imported from the USA
- Left-hand drive
- Restored in 1991/1992
- Negligible use since restoration



BMW recommenced car production in 1952 with the introduction of the upmarket 501 saloon, a strange choice for an impoverished country still recovering from the ravages of war. The 501 had been announced in 1951 and first appeared with a development of the company's famous six-cylinder engine of pre-war days, gaining a much needed performance boost, in the form of a 2.6-litre overhead-valve V8, in 1954. Subsequently enlarged to 3,168cc, this advanced all-aluminium unit was used to power the successor 502 saloon, the 503 coupé/cabriolet, and the legendary Albrecht Goertz-designed 507 sports car. While the latter is universally recognised as an all-time classic, Goertz's 503 looks ponderous in comparison, although with 140bhp on tap it was certainly no slouch, boasting a top speed of 115mph.

With BMW redirecting its efforts towards the medium-size market sector, on which its future prosperity would be founded, the days of these large, fast and luxurious motorcars were numbered. Their last glorious flowering was the 503's replacement, the 3200 CS Coupé, for whose body the German manufacturer turned to the Italian Carrozzeria Bertone. The company's flagship model, the 3200 CS debuted at the 1961 Frankfurt Motor Show and was one of the first BMWs to be equipped with front disc brakes. The V8 engine now produced 160bhp, which was good enough for a top speed of 125mph.

Approximately 540 examples of the 3200 CS Coupé were produced between 1961 and 1965, and today this rare model remains one of BMW's more under-appreciated classics.

This left-hand drive, manual transmission BMW 3200 CS was imported from the USA. It was in need of care and attention, with some rust visible. The car was given to two associated companies that were recommended and understood to have the necessary expertise and experience for carrying out a restoration. This entailed stripping the body back to bare metal, treating the rust and repainting it. The car was totally dismantled for this purpose and rebuilt, including the engine and gearbox, with mechanical components serviced and replaced wherever it was considered necessary by the restorers. The car was then assembled doing the same for all the ancillaries, while the interior leather, etc was serviced and treated by a specialist in classic German cars. The BMW was driven back from Watford following the restoration's completion in 1992 and has travelled a negligible distance since then. New tyres
£60,000 - 70,000
€79,000 - 92,000

1989 JAGUAR LISTER XJ-S 5.3-LITRE V12 LISTER CONVERTIBLE

Registration no. GGY 3J

Chassis no. SAJJNADW3DA146261

- Lister converted and enhanced
- One of the ultimate Jaguars of its day
- Extensive history
- Circa 68,000 miles recorded



One of the most illustrious names in sports car racing history, the Lister-Jaguar, designed by Brian Lister, swept almost all before it during its first full racing season in 1957, while in recent years cars bearing the Lister name have been a major force in GT racing worldwide. From the early 1980s the name has also graced some of the world's fastest road cars, following an agreement, first with BLE Automotive and then WP Automotive, saw converted XJ-S models marketed as Lister-Jaguars.

Conceived as a comfortable and long-legged Grande Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six enabled it to weather the storm. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style Cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full convertible became available.

This stunning XJ-S V12 Convertible boasts the full Lister body kit, interior, suspension, wheels, racing brakes, and tuned 5.3-litre engine. The car comes with an extensive file containing expired MoT certificates and plentiful service history. More recently (2015/2016) the car was subject to a thorough cosmetic restoration, including a repaint and a complete new hood and headlining (see bills and photographs on file). In addition, it has just undergone a major service by classic car specialists, and has two new tyres.

Described as in generally good condition, this rare Lister-modified XJ-S comes with MoT to April 2017 and a V5C registration document. The 'Personal Plate' is included in the sale. Finished in red with matching carpets and red-piped cream leather interior, it represents an exciting opportunity to acquire an exciting car possessing an exceptional specification, as well as a direct link with one of the greatest of Jaguar exponents.

£40,000 - 50,000

€53,000 - 66,000

1979 MASERATI KHAMSIN COUPÉ

Registration no. HWR 643T
Chassis no. AM120371

- Right-hand drive
- Manual transmission
- Present ownership for the last 14 years
- Extensively restored 2009-2014



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 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; and if its grip level was ultimately inferior to the Bora's, then the Khamsin's conventional layout made it easier to control close to the limit.

Citroën's hydraulic technology (as found in the Maserati-engined Citroën SM) was employed to power the brakes and steering - the latter, in particular, being rated as highly effective by testers - and also to raise the concealed headlamps. The power unit was a longer-stroke, 4.9-litre version of Maserati's familiar quad-cam V8 developing 320bhp at a lowly 5,500rpm and a lusty 354lb/ft of torque at 4,000 revs. 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 240km/h (150mph).

Although seemingly less exotic than the mid-engined Bora supercar, 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, providing a roomier and more comfortable interior and superior luggage carrying capacity.

'Just as it scores in terms of accommodation compared with a mid-engined car, so the Khamsin is generally quieter,' observed *Autocar* magazine. 'There is an exciting noise of cams in motion when the car is accelerating hard, but this is presumably no more than the enthusiastic owner would demand. There is very little of that tiring noise that nags away at the occupants when cruising at a high steady speed. In these circumstances the engine noise dies away to a whisper and wind noise never becomes apparent.' A mere 430 examples of this most exclusive and consummate Grand Routier had been made when production ceased in 1982.



This rare right-hand drive, manual transmission Khamsin was acquired by the current vendor 14 years ago, at which time the odometer reading stood at circa 35,000 miles. Between 2009 and 2014 the car was restored by classic car specialists Beacon Hill Garage of Hindhead, Surrey.

We are advised that the engine, chassis, and braking system have all been fully restored, the engine being rebuilt around a new crankshaft, while a new dry-sump oil tank was fitted and the fuel tanks and starter motor reconditioned. Minor repairs were made to the bodywork, and a new windscreen and stainless steel exhaust system fitted. Much of the electrical wiring was replaced, new headlight rams fitted, and a new fuse box installed. The hydraulic pump was replaced together with its associated pipes. Upwards of £60,000 has been spent on the car over the last 14 years, during which time the odometer reading has risen to circa 72,000 miles. After the rebuild's completion the car was issued with a 10,000-mile guarantee and has been used frequently by the vendor. This most extensive restoration is fully documented by bills and correspondence in the history file, which also contains a V5C registration document and MoT to May 2017.

£85,000 - 95,000

€110,000 - 120,000



1996 PORSCHE 993 911 RS CLUBSPORT COUPÉ

Registration no. N7 RSR
 Chassis no. WPOZZ99Z55390239

- One of 100 Carrera RS Clubsports made
- Delivered new in the UK
- One of 7 RHD examples
- Full service history
- 23,667 miles from new



The exciting car offered here is an example of one of the rarest of Porsche 911 Type 993 variants: the Carrera RS Clubsport with the 3.8-litre engine, only 100 of which were built for homologation in FIA GT2 events. It is one of only seven right-hand drive Clubsports believed sold new in the UK.

In 1993 Porsche had introduced what is regarded by many as the most beautiful 911 of all: the Type 993. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form; the Type 993's arrival marked a return to basic principles, being recognisably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The range offered remained pretty much as before, comprising two- and four-wheel drive models, the legendary Turbo and the Cabriolet convertible, all powered by the latest 3.6-litre version of Porsche's perennial flat-six engine.

In January 1995 the range was extended by the introduction of the Carrera RS '3.8'. Described by its maker as a 'street-legal two-seater', the RS was based on the two-wheel drive Carrera and like its legendary RennSport forebear of the 1970s, was considerably lighter and more powerful than the stock version. Everything considered unnecessary for competition purposes - electric windows, electric mirrors, central locking, headlight washers, stereo speakers, etc - was discarded, while aluminium was used for the front luggage compartment lid, and thinner window glass specified. Airbags were optional and the two bucket seats were lighter than the standard items; the result was a reduction in weight of around 220lb (100kg). Power assisted steering was retained.

For the Carrera RS '3.8', the engine's bore size was increased by 2mm for a capacity of 3,746cc. maximum power went up to 300bhp, lowered suspension improved the handling, and the RS came as standard with the optional dynamic limited-slip differential and RS Cup-type 18" wheels. Maximum speed was in excess of 170mph, with the 0-60mph dash accomplished in around 5.0 seconds.



There was also a more 'hardcore', though still road-legal, Carrera RS Clubsport version, 100 of which were built to meet the FIA GT2 homologation requirements, and the track-only Carrera Cup RSR. Emphasising its competition credentials, the Clubsport came with a welded-in roll cage as standard, considerably increasing its rigidity, while other noteworthy features included special bucket seats, six-point safety harnesses, battery isolator switch, fire extinguisher, and a huge fixed rear wing, the latter also available on the 'ordinary' Carrera RS.

One of the designated 'C16' UK-market cars, this ultra rare right-hand drive Clubsport was purchased by the current vendor, a Porsche enthusiast and collector, in 2010 having been delivered new via Lancaster Porsche in Colchester on 5th January 1996. The car's history showed that it had been serviced annually and used sparingly, covering only a few thousand miles each year. Upon acquisition the Carrera was treated to a full service by Porsche specialists Dove House Motor Company, which included fresh fluids, new brake pads, and a set of Michelin Cup tyres. It has been serviced annually by Dove House ever since, and comes with its original and fully stamped service booklet. The most recent service was carried out in May 2016 at 23,677 miles.

'N7 RSR' has been featured in 'Total 911' magazine (Issue 93, copy available). Its owner, who has considerable experience of both the Carrera RS and Clubsport, was asked how big was the difference between them: 'It's just like comparing a road car to a race car.'

This is just 100 per cent raw. It sounds so much more mechanical, thanks to the lack of sound deadening and carpets – there's simply nothing to soak up the noise. You can also feel the stiffness from the welded roll cage. This makes it seem much more focused even than the standard RS.

'It's not a car you can relax in, either. You can't just sit back and enjoy the ride. I always say it's a very angry car: one that wants to be driven hard in order to give its best. And when you do so, how it does: it's an incredible thrill.'

'Total 911' got it right when they described the thrilling Carrera RS Clubsport one of the most extreme road-going Porsches ever made, and few would deny that it is also among the most striking to look at. This is a rare car of unquestionable historical significance.

£270,000 - 320,000

€350,000 - 420,000

276 N

1952 BMW 327/2 CABRIOLET

Registration no. not UK registered

Chassis no. 87528

- Classic BMW design of the pre-war era
- One of 505 made
- Left-hand drive
- Registered in the Netherlands



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

Introduced in November 1937, the 327 sports-tourer used the shortened, boxed, ladder-type chassis of the 326 saloon (shared by the 320) but with semi-elliptic rear springing in place of torsion bars. The gearbox was a Hurth four-speed manual unit with freewheel between 1st and 2nd gears, enabling clutch-less gear changes at low speeds, while there were hydraulic brakes all round. BMW's pushrod six had by now been enlarged to 1,971cc and developed around 55bhp in the 327, which could also be ordered with the 328 sports car's 80bhp unit at extra cost.

After WW2, BMW's factory at Eisenach ended up in the Russian zone and restarted production of pre-war designs in 1946. Both cars and motorcycles were made bearing BMW's distinctive blue and white quartered emblem until a successful legal action saw the Munich firm successfully reassert its rights to the trademark in September 1952. As a result, the Eisenach company had to change its name to 'EMW' (Eisenacher Motoren Werke) and changed the blue sections of its badge to red.

As its name suggests, the BMW 327/2 was a continuation of the pre-war BMW 327 coupé and cabriolet, and was virtually identical to its ancestor. Production continued until 1956 when the company, now known as VEB Automobilwerk Eisenach, dropped its old BMW-based models and began manufacturing the new Wartburg. Between 1949 and 1955 the Eisenach factory built only 505 BMW/EMW 327 cabriolets and coupés, and these very rare models are highly sought after by collectors today. Produced in February 1952, this gorgeous BMW 327/2 Cabriolet was delivered new on 1st July 1952 to the firm of Fries in Wallisellen, Switzerland. It is one of the early cars - as confirmed by the Eisenach Motor Museum - and virtually identical to the 327 cabriolet model of pre-war days. In 1962 the BMW found its second owner, Mr G Liechti ('der BMW Pabst') founder and secretary of the Swiss BMW Veteran Car Club.



In 1983 the car changed hands again, passing into the possession of Mr Huldi from Zurich, and in 2002 found a new home in Germany with Mr K Hoellstern from Hofstetten, who was the technical adviser of the German BMW Veteran Car Club. The car is currently registered in the Netherlands as a BMW 327/2.

This magnificent BMW has been cherished by all its former owners, who have kept the car in very good condition and maintained it to a high standard. We are advised that the car is in very good condition, displaying a wonderful patina and driving superbly.

The engine is a 328 type, fitted with three carburetors, which has been modified to run on lead-free petrol. The cylinder head was given bigger valves in the process and a Bristol sports camshaft has been fitted to improve lower-end torque. Furthermore, the engine has been fitted with a high capacity oil pump, improved water pump, electronic ignition, and a modern oil cooler, while the original Vokes air filters have been retained. Further improvements include incorporating a diaphragm spring in the clutch for lighter operation; up-rating the electrical system from 6-volt to 12-volt; and fitting H4 halogen headlight bulbs to improve visibility and safety. Also with safety in mind, improved BMW front brakes and brake booster have been fitted. A stabiliser bar has been mounted at the front, and BMW 503 steel wheels shod with 175/75/16 tyres fitted to improve the road holding. The car is also fitted with a stainless steel exhaust system and a five-speed manual gearbox (the original gearbox and wheels are available).

All modifications were carried out in a 'reversible' manner, and nothing has been changed on the chassis, engine block and bodywork. This means that the car can easily be returned to 100% factory originality. (Many of these modifications were offered in period by the UK BMW importer, FN).

This is a rare opportunity to become the proud owner of a very rare post-war Eisenach-built BMW 327/2 cabriolet. '87528' has the additional advantage of being fitted with engine similar to that of the BMW 328, one of the most advanced and successful sports cars of its era. This engine, combined with the improved suspension, accurate steering and powerful brakes, makes for an impressive car indeed! Finished in two-tone blue with grey leather interior and black mohair hood, this 327/2 combines the sporting character of a 328 with the delightful ride and beautiful bodywork of a 327 cabriolet.

£90,000 - 120,000

€120,000 - 160,000

277 N *

1935 MERCEDES-BENZ 500K CABRIOLET C COACHWORK BY SINDELFINGEN

Registration no. not UK registered
Chassis no. 113715

- Rare and correct example
- High-quality coachwork by Sindelfingen
- High-quality restoration that presents well
- Legendary supercharged Mercedes-Benz chassis





The sensation of the 1934 Berlin Auto Show, Mercedes-Benz's legendary 500 K supercar was the creation of the gifted engineer Dr. Hans Nibel. With its advanced chassis design and mighty 5-litre engine, the 500 K was one of the very few cars of the 1930s capable of achieving 100 mph on the open road. The "K" models employed a form of supercharging that was peculiarly Mercedes, with the supercharger being used as a top-end booster. Pushing the gas pedal to the floor engaged the train of gears that drove the Roots-type blower, unleashing 25 per cent more power and a banshee shriek. It was an impressive and unnerving performance used as a short-term expedient for brief bursts of overtaking.

"Without the supercharger, this is a quiet, docile carriage, the acceleration from low speeds being then quite mild. It will amble around town and along by-ways with scarcely a hint of its latent performance. Bring in the supercharger and it becomes another machine, with fierce acceleration," declared H.S. Linfield, Road Test Editor of The Autocar, after driving a 500 K, which he summarized as "a master car for the very few; the sheer insolence of its great power affords an experience on its own".





Although the 500 K/540 K chassis attracted the attention of many of the better quality bespoke coachbuilders of the day, Mercedes-Benz's own Sindelfingen coachwork left little room for improvement and it can safely be argued its high quality had no peer.

The manufacturing record of the 500 K reveals its exclusive nature: no more than 105 were produced in 1934, 190 in 1935 and 59 in 1936. In recent times, the rarity, style and performance of these big supercharged Mercedes have made them – upon the few occasions they have come onto the open market – some of the most sought-after of all classic cars. They were the zenith of car manufacturing of their era, by the acknowledged finest-quality manufacturer of the day.

Mercedes-Benz purchase order number 209800 was delivered to the Daimler-Benz Hamburg branch on 12 October 1935, making chassis 113715 one of only 190 cars. Its convertible Cabriolet C style is the epitome of the large late 1930s supercharged Mercedes convertible conceived for long distance touring in all weather conditions. With its handsome two-tone red body over beige with red piping to the interior, it will cut a dashing figure in any collection of importance.

Please note this motor car is subject to the reduced import tax of 7% should it remain in the UK.

£550,000 - 650,000

€720,000 - 850,000



**1937 BENTLEY PETERSEN 3½-LITRE
TORPEDO ROADSTER
COACHWORK BY PETERSEN ENGINEERING**

- Unique specification
- Converted in the 1990s
- Well maintained
- Currently registered in Denmark

Registration no. not UK registered

Chassis no. B62KT



The stunning Derby Bentley-based 'special' offered here is the product of the Devon-based Petersen Engineering, a firm that has built up an unrivalled reputation for its work in rebuilding and restoring Bentley motor cars. Over the past 25 years the company has built more than 60 'Petersen Specials' - classic re-creations constructed using period parts and coachwork of authentic 1920s patterns and dimensions. Thus the Petersen cars enable enthusiasts to enjoy the 'Vintage Bentley' experience with the additional benefits of more modern technology and improved materials.

Although Rolls-Royce's acquisition of Bentley Motors in 1931 had robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby' Bentleys continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

Based on the contemporary Rolls-Royce 20/25, the 3½-Litre Bentley was slightly shorter in the wheelbase at 10' 6" and employed a tuned (115bhp), twin-SU-carburettor version of the former's 3,669cc overhead-valve six-cylinder engine. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless high performance in almost absolute silence. 'The Silent Sports Car', as it was quickly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

By the end of the 1930s the 'Derby' Bentley had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings. This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio and a more 'sporting' camshaft. Thus the new 4½-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear change and servo-assisted brakes.



The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, almost 50 percent were bodied by Park Ward in a limited number of styles and this 4½-Litre model was originally bodied by them as a four-door, four-light saloon. It is not known when the current 3½-Litre engine was fitted. 'B62KT' was first owned by Major Alfred Ernest Allnatt of Frensham Estates. A successful businessman and philanthropist, he at various times owned the intense yellow 'Allnatt Diamond'; Peter Paul Rubens' painting 'The Adoration of the Magi', which he later donated to King's College, Cambridge; and the Gold Cup-winning racehorse, 'Ujji'.

In 1947 the Bentley passed to the second owner, motor dealer J C Alexander and then to the third: David Curtis of Tye Green, Elsenham, Essex. Mr Curtis kept the car until 1991 when it passed to Brian Woodford of Chalmington Manor, Dorset. It was Mr Woodford that commissioned the roadster conversion from Bob Petersen Engineering, which was completed to their customary high standard. The car is believed to be the only one of its type, having been built to special order. Petersen's modifications included fitting 19" wheels, which have the effect of raising the overall gearing, and a Laycock overdrive for even more relaxed cruising.

In 2008 the Bentley passed to its next owner, John Farnham, who was a director of Everyman Motor Racing Ltd, the company that ran the Mallory Park and Prestwood Hall circuits. In 2011 the car was purchased in the UK and registered in Monaco, benefiting from extensive servicing and the installation of a new hood by GB Classic Cars Dönni, Switzerland, there being invoices on file totalling CHF30,500.

In 2013 the Bentley was sold to the current owner in Copenhagen, Denmark where it has formed part of his private collection together with several other iconic models from the most exalted European manufacturers. Used sparingly for evening cruises and Sunday picnics, the Bentley is said to be in great running condition, having been properly maintained by the vendor.

Accompanying documentation includes copies of the chassis cards; a quantity of expired MoT certificates for the period 1997-2011; and a copy of an old UK V5 document for the registration mark 'DYV 843'. A rare opportunity to acquire a unique Vintage-style Derby Bentley converted by the acknowledged leaders in the field.

£140,000 - 160,000

€180,000 - 210,000

1928 LAGONDA 2-LITRE HIGH CHASSIS SPEED MODEL TOURER

Registration no. UC 8722
Chassis no. 8942

- Rare Vintage-era Lagonda sports car
- Present family ownership for 67 years
- Recent extensive renovation
- Engine rebuilt



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. The latter abandoned the firm's traditional in-unit gearbox in favour of an amidships-mounted transmission, but of greater technical interest was the engine.

Designed by Arthur Davidson, the 2-litre 'four' featured twin camshafts, mounted high in the block, operating inclined valves in hemispherical combustion chambers. Power output of this advanced design was a highly respectable 60bhp. For the 1929 season, a 'low chassis' Speed Model was introduced, featuring revisions to the frame's front end and a higher-compression engine fitted with twin carburettors. The Speed Model had resulted from the factory's Le Mans effort of 1928, when the 2-Litre 'high chassis' driven by Andre D'Erlanger and Douglas Hawkes had finished 11th overall in the 24-Hour endurance classic.

For all its virtues, Davidson's engine was limited by its tortuous induction tracts and in 1930 a supercharged version was introduced to overcome this deficiency. The 'blower' was mounted vertically in front of the engine, which was fitted with a stronger crankshaft, while a 3-Litre rear axle beefed up the transmission. Thus equipped, a 2-Litre was capable of up to 90mph. Overheating though, could be a problem, and many owners ended up removing the blowers.

For the 1931 season a deeper radiator was fitted for better cooling at sustained high speeds but the most obvious change was to the coachwork. The spare wheel was moved to the off-side front wing while the rear of the car was remodelled to incorporate a luggage boot with drop-down lid, thus furthering enhancing the 2-Litre's qualities as a superior sporting tourer.



This 'high chassis' Speed Model has been in the present family ownership since 1949, a remarkable 67 years. The car benefits from considerable recent refurbishment that has included an engine rebuild; recent interior re-trim in leather; a new exhaust system; overhaul of the brakes and correct AutoVac system; and fitting five new period-style tyres. Finished in grey with contrasting red interior, the car is described by the vendor as in generally excellent condition and is said to drive very well.

A rare survivor of this desirable Lagonda model, 'UC 8722' represents an opportunity to acquire a well preserved example one of the finest British sporting cars of its day, fresh from extensive renovation. Offered with current MoT certificate and V5 registration document.

£70,000 - 90,000

€92,000 - 120,000



**1957 BENTLEY S-SERIES CONTINENTAL
SPORTS SALOON
COACHWORK BY H J MULLINER**

Registration no. 789 UXW

Chassis no. BC47CH

- *Unsurpassed style and luxury*
- *One of 431 Series 1 Continentals*
- *Formerly part of the Frank Cooke Collection*
- *Property of a deceased's estate*



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

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

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

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

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



Right-hand drive chassis number 'BC47CH' was ordered in April 1957 by John Irwin Esq of St James', London from Jack Barclay Ltd, Rolls-Royce and Bentley main dealers of Berkeley Square in London's exclusive Mayfair. The chassis was delivered to coachbuilders H J Mulliner on 24th June for the erection of a '2-door 4-light Continental Saloon to Drawing 7400', with specific instructions that 'all possible (be) done to reduce weight'.

The new car was to be finished in Valentine's Circassian Blue with grey leather interior, and factory records confirm that power steering was specified from new. Mulliner's records confirm delivery to Rolls-Royce on 13th November 1957, and the car was delivered to Jack Barclay and the guarantee issued to John Irwin on the following day. The Continental remained in its first owner's possession until March 1960 when it passed to Farmer A Dark Services of London SW4.

In 1981 the Bentley was acquired for by Frank Cooke's celebrated 'Vintage Garage' collection in Massachusetts, USA. Its history in the intervening period is not known; however, it is known that the car was acquired as part settlement of a restoration account. Although of later manufacture than the typical car in Frank Cooke's collection, the Continental was a favourite, Frank driving it on the Nova Scotia Tour and attending the R-ROC Newport Meet in 2003, among other events and general use for pleasurable motoring.

When Bonhams sold the Frank Cooke Collection in September 2006, the Continental (Lot 1000) was bought by a Mr Leonard Vinville of London and shipped back to the UK. In 2009 the Bentley passed into the ownership of respected French collector, Jean-Marc Krief. The current (deceased) owner purchased the car via Frank Dale & Stepsons in May 2010. While in the late owner's possession, the Continental has been maintained with no expense spared by Gordon Dale Enterprises Ltd, as evidenced by bills on file, the most recent of which is dated February 2014.

Formerly registered '91 JGC' in the UK, this car enjoys the advantages of automatic transmission, the aforementioned power steering, and after-market air conditioning. It is most attractively finished in blue livery, with fine red and pale blue coachlining, and is trimmed in Air Force Grey leather. There are veneer door cappings and dashboard detailing, and the interior is furnished with grey leather-bound carpets with blue over-rugs.

Prospective purchasers should note that the body has suffered a number of light impacts and will require repairs and a repaint. Sold as viewed, the car comes with copies of Rolls-Royce and Mulliner factory records, a V5C registration document, and various other items of historical paperwork.
£200,000 - 300,000
€260,000 - 390,000

1960 MERCEDES-BENZ 190 SL CONVERTIBLE WITH HARDTOP

Registration no. to be advised
Chassis no. 121.042-20-017542

- Right-hand drive
- Previous ownership for 40 years
- Extensively restored
- Good history file



'It proved to be fast and tireless, exhilarating to drive and was probably created with long distance, comfortable travel in mind...' *The Autocar* on the Mercedes-Benz 190SL, 10th January 1956.

In 1954 Mercedes-Benz had introduced the 300SL sports car, a 'Gullwing' coupé inspired by the German manufacturer's highly successful 300 Super Leicht series of sports-racers that had spearheaded its return to international competition. Expensive and exclusive, the 300SL caused a sensation and set new standards for high performance sports cars. Introduced at the same time was a cheaper, less exotic but no less refined sports roadster: the 190SL. Based on the 180 saloon whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. 'Very few new sportscars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,' observed *Road & Track* magazine.

Mounted on a detachable sub-frame together with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburettors, this M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. It was also relatively economical. The 190SL was more comfortable than the typical British sports car but the fact that its ride was more boulevard than sporting did nothing to deter sales. The model was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This right-hand drive 190SL was delivered new in July 1960 (see letter in history file) and circa 1970 was shipped from Barbados to the UK. The previous owner acquired the car in 1971 and sold it to the current owner in 2011.



During the previous owner's tenure this 190 SL was the subject of a meticulous bare-metal full restoration that was carried out over a period of many years. Works undertaken included refurbishing the rare hardtop (unused since restoration); re-trimming the interior in red leather with matching carpets; replacing the headlining; and fitting a new mohair hood. The fuel system has been upgraded with an electric pump and Weber carburettors (the original Solex carburetors are supplied), while the electrical system boasts an alternator, new wiring loom, and an electric screen washer.

Finished in white with red interior and matching hardtop, this well restored 190 SL is described as in generally very good condition, with excellent engine. The extensive history file contains numerous invoices, MoT to June 2017, and a V5C registration document, and the car also comes with a Glenn's Tune Up Guide and three owner's manuals. It should be noted that the current, cherished registration mark is being retained by the vendor.

£90,000 - 120,000
€120,000 - 160,000



1960 JAGUAR XK150 SE 3.4-LITRE DROPHEAD COUPÉ

Registration no. 242 AXH
Chassis no. S827581DN

- One of 662 right-hand drive drophead coupés
- Manual/overdrive transmission
- In the present family ownership since 1976
- Restored in the late 1980s
- Extensive history file



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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps.



Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

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

A sought after 'Special Equipment' model fitted with the manual/overdrive gearbox, this XK150 drophead coupé was purchased by the lady vendor's late husband on 13th March 1976 and comes with its original old-style logbook listing previous owners. Its late owner used '242 AXH' to commute from London to Norfolk most weekends during the 1970s and 1980s. During 1986/1987 the car was treated to a 'body-off' restoration by David Wall of Hoveton, Norwich, while in 1988 the interior was re-trimmed and a new hood and hood bag made by Messrs Suffolk and Turley - some confetti from the vendor's wedding was sewn into the upholstery in the process!

More recently the XK has benefited from the attentions of marque specialists JD Classics (see £6,783 invoice on file for a major service and miscellaneous works in December 2014).

Modifications include the cylinder block from a Jaguar Mark 2; 'Stage 1' cylinder head; coil-over front suspension; Spax adjustable rear shock absorbers; and seat belts, including one for a child in the rear. Other noteworthy features include a stainless steel exhaust system; MWS wire wheels; chrome luggage rack; hazard warning lights; electric windscreen washer; battery isolator/immobiliser switch; and a tow-bar.

A cherished member of the vendor's family, this much loved and well cared-for XK150 comes with an extensive history file containing the 1976 purchase receipt; numerous restoration and service bills; an album of restoration photographs; a quantity of expired MoT certificates; the aforementioned logbook; and various parts catalogues and operating/workshop manuals (some of them original Jaguar publications). The car is MoT'd to December 2016 and has a V5C registration document.

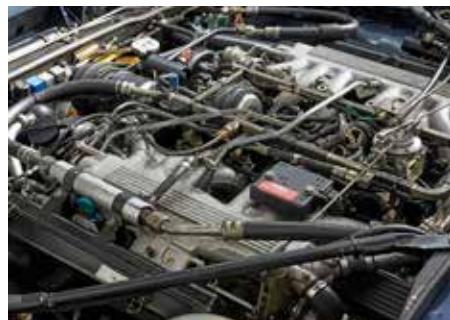
£75,000 - 95,000

€98,000 - 120,000

1987 JAGUAR XJ-S V12 HE LYNX EVENTER BY PAOLO GUCCI

Registration no. B17 DAR
Chassis no. SAJJNAEW3BA141792

- Unique creation styled by Paolo Gucci
- Displayed at the 1990 Geneva Motor Show
- Known history from new
- Fresh from professional restoration



Conceived as a luxurious and long-legged Grand Routier, the XJ-S, though by no means a small car, afforded precious little in terms of interior space: two adults and an overnight bag being about the limit if its comfortable capacity. In the absence of a factory 'estate' it was left to the Hastings-based restorer and coachbuilder Lynx to exploit the model's full potential. Lynx had every reason to be confident that such a market existed, given the success of the 'sports estate' concept in the form of the Reliant Scimitar GTE and Lancia Beta HPE. In reconfiguring the XJ-S, Lynx extended the roof, moved the rear seats back, repositioned the fuel tank and added a tailgate, thus providing increased passenger leg room and an impressive 23.75cu ft of load space with the seats up, 39cu ft with them folded flat.

In the 1980s, Paolo Gucci decided to build a limited edition car with matching luggage as a Gucci branded item, and commissioned Lynx to manufacture it. The first of the proposed 20 Jaguar XJ-S cars to be customised, that offered here was launched as the 'Lynx Designo Di Paolo Gucci'. For the interior Paolo specified blue lacquered burr elm woodwork with inlaid chevron cross banding; modified instrument dials; the finest hand dyed Italian calfskin upholstery; crocodile effect armrests; blue-stained ash door handles; and an Alcantara suede headlining.

The steering wheel was trimmed in hand stitched leather and inlaid with semi-precious lapis lazuli stones, which also featured in the gear knob. The designer's statement was completed with a distinctive specially woven Jaguar motif in the carpeted boot.

Brochures were printed and a set of Jaguar Gucci accessories created. Beneath representations of the four available colour schemes, Paolo Gucci wrote: 'After 20 years as design director and product co-ordinator of Gucci, I am now bringing my knowledge and talent to a wider spectrum of the consumer market. Now, designing entirely under my own name, I intend adding my personality and style. I hope with my "Firenze" tradition, my zest, enthusiasm and dedication to quality, to continue to present the finest design to discerning consumers.'

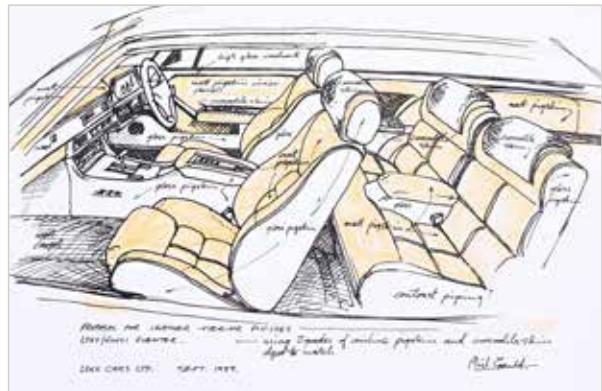
Finished in true Gucci style, the XJ-S was displayed by Paolo at the 1990 Geneva Motor Show with a price tag of £100,000, only to fall foul of legal wrangling within the fashion company's business empire. After the show's second day all Gucci branding was taken down and the stand re-branded as Lynx. Sadly, the car remains a one-off, as the Gucci company's lawyers successfully claimed that Paolo had no right to use its name to endorse the product. Paolo, who owned a mansion in Rusper, Sussex, subsequently sold the Gucci Eventer to the late David Andrew Richards (hence the numberplate) and later tried – unsuccessfully – to buy it back.



The Gucci XJ-S had been hidden away for many years, rarely seen, when it was offered for sale by David Richards' daughter at Bonhams' Oxford auction in December 2014 (Lot 308) where it was purchased by Jaguar enthusiast Ian Berg, owner of Complete Classic Car Solutions. To undertake its restoration, Ian tracked down two people who had originally worked on the Gucci Eventer: Gordon Russell, who runs specialist Jaguar body restorer IDL UK in St Leonards, Sussex, and Phil Gould of Concept Trimming in Bideford, Devon. IDL undertook the bodywork restoration, stripping the car back to the metal and re-doing all the lead loading prior to repainting, while Jaguar specialists XJK in Stoke-on-Trent were entrusted with the mechanical refreshment.

The original interior was painstakingly restored and involved re-lacquering the burr elm veneers and spending hours matching the colours and glossing agents to the non sun-bleached areas of the leather upholstery. The full story of the Gucci Eventer's creation and rebirth is covered in detail in Octane magazine's July 2016 edition. Described in its day as 'the ultimate in flash', this unique Jaguar is offered with a V5C registration document, MoT to May 2017, and a notebook bearing the legend 'Disegno di Paolo Gucci'.

£70,000 - 90,000
€91,000 - 120,000



1930 ASTON MARTIN 1½-LITRE INTERNATIONAL 'SHORT CHASSIS' SPORTS TOURER

Registration no. GH 4093
Chassis no. S50

- One of 122 short-chassis Internationals
- Matching chassis and engine
- Known ownership history
- Fully restored in the 1990s
- Eligible for all VSCC and AMOC events



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 immediate post-WWI years. Unfortunately, the management's concentration on motor sport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so sold by 1925 when the company underwent the first of what would be many changes of ownership.

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1.5-litre, overhead-camshaft road car, the duo featured dry-sump lubrication and this feature was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (102" and 118"), the International was manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli. Aston Martin built 136 cars between 1927 and 1932: 14 on the long chassis and 122 on the short International chassis.

A contemporary road test of an International recorded a top speed of 81mph with up to 90mph attainable, depending on the back-axle ratio. The new Aston was soon making its mark on the racetrack, 'Bert' Bertelli and Pat Driscoll winning the Biennial Cup at Le Mans in 1932, one of many competition successes achieved before the International was superseded by the Le Mans and Ulster models. Private owners entered all kinds of competitions, while team drivers included Sammy Davis, Eddie Hall, Cyril Paul and George Eyston.

Short-chassis International 'S50' (the S stands for short) was laid down on 28th February 1930 and delivered on 17th July of that year to a Mr A Golden of London EC4. Mr Golden obviously used the Aston as its maker intended, for the factory records show that it returned to Feltham a year later for an engine rebuild at 18,000 miles.

The car's next owner, from 1932, was one W H Ainsley of Huddersfield, who kept it until 1936 when ownership passed to Major G N Sheffield of the Royal Aircraft Establishment, Farnborough. The accompanying old-style buff logbook (issued 1946) lists Major Sheffield and two subsequent owners: Peter White of Farnborough, Hampshire (1948); and Eric Richard Farmer of Bromley, Kent (from 1952; last date stamp 1955). The (copy) chassis build card on file is not very legible, but one can make out Mr White's name and those of two previous owners.



'GH 4093' remained in Mr Farmer's possession for the next 40 years and was featured in Michael Worthington-Williams' 'Finds and Discoveries' column in '*The Automobile*' magazine (February 1992 edition). It transpired that Mr Farmer had used the car until around 1956, at which time he laid it up in the garage adjoining his house and commenced restoration. (There are numerous old bills and invoices on file dating from the 1950s; for example: a new complete radiator for £38 15s 5d from Great Western Radiators in May 1955). For some reason the work was never completed and the 'S50' remained partly disassembled for many years.

In 1991 the Aston was purchased from Mr Farmer's daughter by Thomas Lee of Virginia Water, Surrey, who was delighted to find that it had remained virtually complete despite all its dismantled. 'S50' was fully restored during Mr Lee's ownership. Works carried out included a full body restoration using the original frame, which was sound; gearbox and worm axle overhaul; comprehensive engine rebuild; and correct nickel plating throughout. The mechanical work was carried out by renowned Aston guru, Bill Elwell-Smith of Ruislip, Middlesex between 1992 and 1995, while other specialists involved include Chisholm Trimming of Milton Keynes (interior) and Vintage Restorations (instruments). Associated bills on file total some £60,000.

Lee used the International sparingly until 2007 when it was purchased by motoring historian David Venables. In July 2007, 'S50' was a class winner at the Brighton & Hove Motor Club Concours and in 2009 won a major award: the Doris Smith Trophy at the B&HMC Concours.

The car competed in the Brighton Speed Trials in 2007 when it recorded the same time over the standing-start quarter mile as achieved by '*The Autocar*' when road testing an identical car in 1930. It ran again in the 2009 Speed Trials, taking 2nd place on handicap in the VSCC class.

'S50' was featured on the front cover of '*The Automobile*' magazine's February 2011 edition and in an accompanying four-page article (copy available). The car also comes with two history files containing all receipts and correspondence relating to its restoration, together with many pre-war documents, a VSCC Eligibility Document, and the aforementioned buff logbook.

A remarkably original car with matching numbers, 'S50' is finished in Carver Blue with excellent dark blue hide interior, which is complemented by a matching top-quality double-duck tonneau, hood and hood cover. Eligible for all VSCC and AMOC events, this well documented, fast and highly desirable Vintage-era Aston Martin is one of the nicest examples of the International, which was undoubtedly one of the outstanding designs of its era.

£150,000 - 170,000

€190,000 - 220,000

285 N

1964 PORSCHE 356C 1600SC CABRIOLET COACHWORK BY REUTTER

Registration no. not UK registered
Chassis no. 160633

- Delivered new to the USA
- Matching numbers and colours
- Restored in Germany 2013-2015
- Unused since restoration
- Fresh TÜV



Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen.

The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Regularly revised and updated, Porsche's landmark sports car would remain in production well into the 911 era, the final examples being built in 1965.

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows.

Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, Reutter undertaking the bulk of production with significant contributions from Karmann of Osnabrück, Drauz of Heilbronn and d'Ieteren of Brussels.

By the time the 356B arrived in September 1959, Porsche's first sports car had gained a one-piece rounded windscreen and 15"-diameter wheels, the newcomer's introduction bringing with it further styling revisions and an engine now standardised at 1,600cc. Outwardly very similar to the final 356Bs, the ultimate 356C model arrived in 1963 sporting Dunlop-type four-wheel disc brakes - first seen on the 2.0-litre Carrera 2 - among numerous detail improvements. Engines available - both of 1.6 litres - were the 75bhp 'C' and 95bhp 'SC', the latter replacing the Super 90. In 1963 Reutter was taken over by Porsche, and from then onwards all 356 coupés and cabriolets were built in Stuttgart, with only the hardtop coupés entrusted to Karmann.

Reporting on the 356C in its February 1964 issue, *Road & Track* observed that the car was best suited to someone skilful enough to exploit its inherent characteristics to the full: 'In the hands of an experienced Porsche driver, who can use the slight oversteer to his advantage on winding roads where right turn follows left in rapid sequence, it would present formidable opposition to any competing car.'



R&T was unable to obtain a true top speed figure from its not-yet-run-in example, but *Sporting Motorist* achieved a maximum of 114mph from its 1600SC, with 60mph arriving in 11.1 seconds. SM concluded: 'The Porsche has always been a fiercely individualistic motor car and even after all these years it remains so. Smoother, quieter and more sophisticated than it used to be, it still remains very much a driver's car, with the indefinable ability to respond to the judgement and skill of the man behind the wheel.' *Sporting Motorist*'s scribe was writing more than 50 years ago but his words remain every bit as true today, succinctly explaining the enduring appeal of this legendary German sports car.

The example offered here, chassis number '160633', was completed on 6th December 1964 and like the majority of its fellows was despatched to the USA, Porsche's most important export market. Its early history in the United States is not known, but from 1985 to 2011 the Porsche was owned by one Lawrence B Uchin of Andover, Massachusetts. The car was then re-imported into Germany where a complete restoration was carried out. Works undertaken include blasting the body back to bare metal and refurbishing all mechanical components.

The 95bhp engine was rebuilt; the gearbox, brakes, suspension, etc overhauled; and the bodyshell repainted throughout in the original and correct Ruby Red. Completing the picture, the interior has been re-trimmed in correct black leather and a new mohair convertible top installed. There are numerous invoices for parts and restoration works on file, including one for the engine overhaul (dated March 2013 for €6,100). The car has not been used since the rebuild's completion.

Currently undergoing an engine tune-up, and described by the vendor as in generally very good condition in all departments, this beautiful Porsche 356C Cabriolet is offered with a fresh TÜV, German 'Historic' registration certificate, and Porsche Certificate of Authenticity confirming matching numbers and colours.

£110,000 - 150,000

€140,000 - 200,000

1972 PORSCHE 911T 2.4-LITRE COUPÉ

Registration no. UEY 681L

Chassis no. 9112500773

- Delivered new in the UK
- Two owners from new
- Present ownership since 1977
- Circa 62,000 miles recorded
- Highly original



The first of countless upgrades to the perennial 911 came in 1966, two years after production had commenced, with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. In 1967 the 911T (Touring) was introduced as a new base model, initially with the 2.0-litre engine in 110bhp form before gaining the 2.2-litre unit along with the rest of the range in 1969, by which time the 911's wheelbase had been extended by 57mm to tame the sometimes wayward handling. Such was the 911's success that within a few years Porsche was selling cars faster than it could build them, a state of affairs that led to a substantial proportion being manufactured by coachbuilder Karmann at its Osnabrück factory.

By this time the models on offer had stabilised at three: the entry-level 911T, middle ranking 911E and top-of-the-range 911S, all of which were available as either a closed coupé or Targa convertible. With the 2.2-litre engine's arrival, a common type of cylinder head was adopted, the differing power outputs being determined principally by valve timing rather than valve sizes as had been the case hitherto.

In 1972 all 911 variants received the 2,341cc (nominally 2.4-litre) unit, which in 'T' specification produced a maximum of 130bhp, the same output as the original 911 of 1963.

This right-hand drive 911T was purchased new in Scotland by a Mr Campagna via the Glen Henderson dealership in Ayrshire. The current (second) owner purchased the Porsche via the Green Card Motor Company, London in 1977 when it had covered 17,000 miles (current odometer reading 62,000 miles). Always a second car, the 911 has been used for holidays and pleasurable outings only, including local shows and road runs, and has seldom been driven in the rain. It has been serviced and MoT'd annually, on the last occasion by Canford Classics, Dorset in March 2016 (see bill for £1,500 on file). A new CDI unit was fitted this year and the car is said to start readily and run well, with no smoke. Presented in generally very good condition, apart from a few minor blemishes to the original paintwork, this pampered Porsche is offered with the original maintenance record and owner's handbook, sundry service/maintenance invoices, current MoT, and a V5C registration document.

£50,000 - 70,000

€66,000 - 92,000

1973 RANGE ROVER 4X4 ESTATE

Registration no. SPH 497M
Chassis no. 355-06530-B

- Landmark 4x4 design
- Early 'Classic' model
- Extensive history dating back to 1980
- New interior in 2015



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 idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache. A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8.

The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph and a greater off-road capability than most of its customers would ever need. 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.

This early Range Rover (a 'Suffix B' model) was supplied new via Coombs & Son of Guildford, Surrey and has remained in the south of England ever since. 'SPH 497M' has documented history and invoices dating back to 1980, issued by the local authorised dealer, Wadham Stringer. During 1995 the car was restored, with further bodywork renovation a few years later. Completed in 1999, the latter included new wings, inner wings, sills, and floor pans together with a high quality re-spray in original Bahama Gold cellulose (see photographs and invoices on file).

Further renovation was carried out in 2015, including powder-coating the wheels in the correct shade of silver, and re-trimming the interior throughout with new seats, door cards, headlining and original, new-old-stock floor mats. In September 2015 the car was thoroughly checked over by Dunsfold Land Rover and all faults rectified (see invoice for £641 on file). Offered with the aforementioned history and a current V5C, document, 'SPH 497M' represents a rare opportunity to acquire an early example of the 'Classic' Range Rover benefiting from extensive refurbishment.

£25,000 - 30,000

€33,000 - 39,000

1957 FORD THUNDERBIRD CONVERTIBLE

Registration no. 376 UYO
Chassis no. D7FH 289287

- *Iconic American classic*
- *Professionally restored in the 1980s*
- *Automatic transmission*
- *73,250 miles from new*



Conceived to challenge Chevrolet's Corvette sports car, the Thunderbird convertible debuted in October 1954 for the 1955 model year and was one of the first models produced with Ford's new overhead-valve V8 engine. Introduced in two-seat 'personal car' form, the Thunderbird beat the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement. Despite its success the original concept soon was abandoned and a larger - and slower - four-seat version introduced for 1958, a move that turned the early two-seater 'Little Bird' models into collectors' items almost overnight. Today the classic 1955-'57 Thunderbirds are among the most desirable and sought after of post-war American automobiles, enjoying cult status.

This period-correct, matching-numbers 'Little Bird' retains its original 312ci (5.1-litre) Thunderbird Special V8 engine and Ford-O-Matic transmission, a combination that came with a maximum power output of 225bhp. It is loaded with factory options including opera side windows, hard-top, soft-top, seat belts and electric windows. The only non-original addition is the stereo upgrade to include a digital MP3 connection, which could easily be removed if not required.

This car has evidently been loved and cherished for many years. Professional appraisers in the US have confirmed that it was professionally restored using original parts in the mid 1980s, its colour being changed from original bronze to Flame Red in the process. The previous, collector owner continued the restoration using only the best original and reproduction parts, as evidenced by the large file of receipts documenting recent works. The most significant of these were the rebuild of the transmission, replacement of the fuel tank and sender unit, and replacement of the entire braking system. In the last four years over \$17,000 has been spent. The car possesses a wonderful patina, having been well cared-for, used in dry weather only, and garage stored over the last 30 years.

Imported into the UK in 2015 by the present owner, this classic American convertible represents an opportunity to own a real driver's car that will deliver immediate summer driving enjoyment. Exempt from both MoT testing and road tax, the car has a V5C document and comes complete with a white hard-top, white soft-top, a quantity of Thunderbird handbooks and instruction manuals, and a small box of spare parts and trim material. An iconic American design, the two-seater Thunderbird's cachet evokes an excitement few cars can match.
£25,000 - 35,000
€32,000 - 45,000

1972 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. MHX 407L
Chassis no. 1S1512

- Original right-hand drive UK car
- Matching chassis, engine and registration numbers
- Never restored
- Original interior
- Circa 35,000 miles from new



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

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

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

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

This Series III roadster was completed on 22nd September 1972 and first registered on 1st November that same year to one N Lefton of Lewes, Sussex. The accompanying Jaguar Daimler Heritage Trust Certificate shows that the car was delivered finished in Signal Red with black trim, its present colour combination. We are advised that the last owner acquired the car when it was one year old. Expired MoT certificates dating back to 1976 are available.

'MHX 407L' has never been restored but has been the subject of on-going maintenance (see photographs and sundry bills on file), while the original interior has a lovely patina. MoT'd to July 2017, this beautiful E-Type roadster is described by the vendor as in generally excellent condition mechanically, with very good bodywork and paint.

£65,000 - 75,000

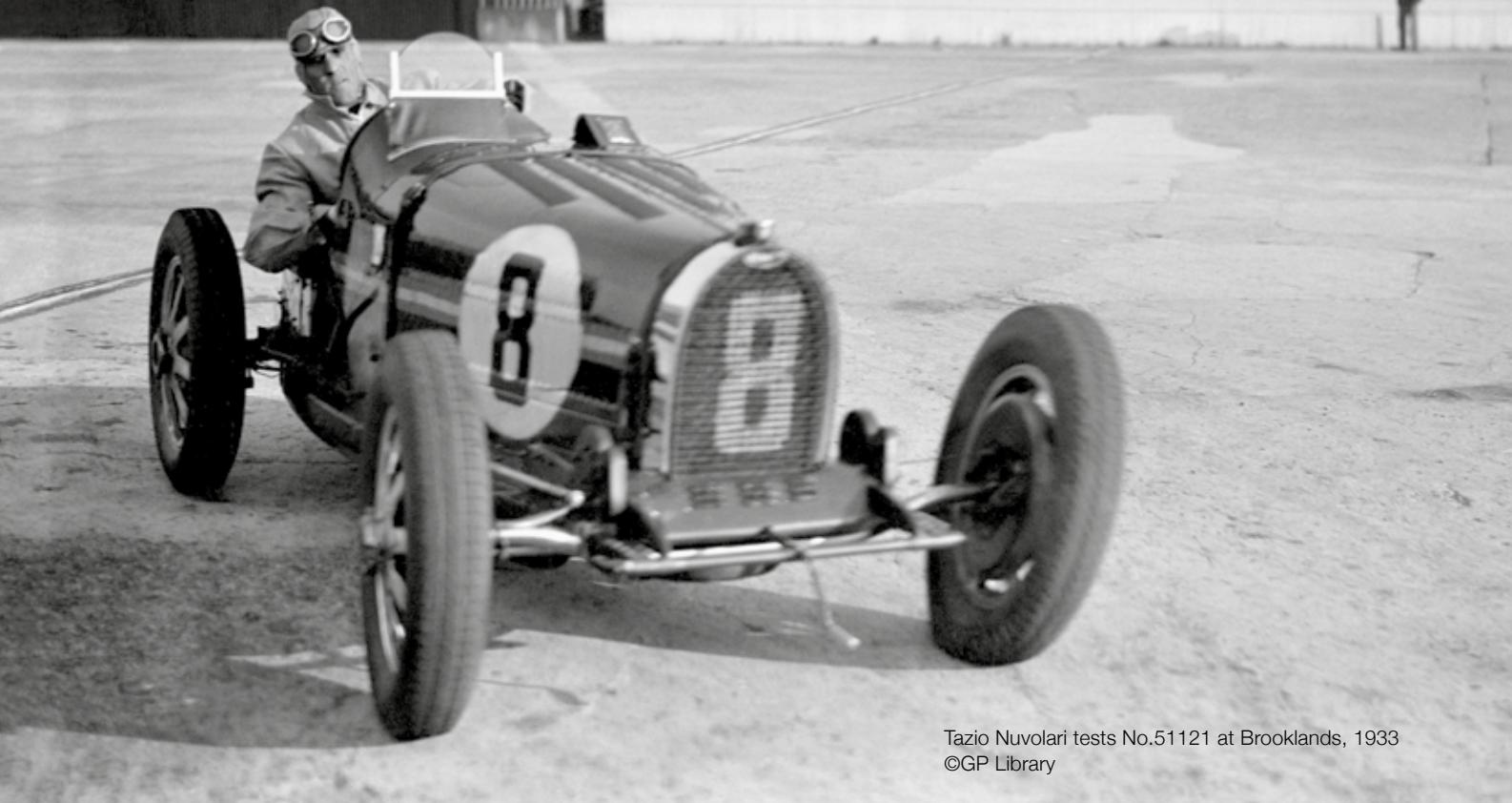
€85,000 - 98,000

END OF SALE

QUAIL LODGE AUCTION

Consignments now invited

The ex-Lord Howe
1931 BUGATTI TYPE 51



Tazio Nuvolari tests No.51121 at Brooklands, 1933
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Bonhams

19 August 2016
Carmel, CA

Bonhams returns to the beautiful Monterey Peninsula for its 19th annual Quail Lodge Auction, featuring the world's finest and most exclusive collectors' motorcars displayed in a stunning setting on the grounds of the Quail Lodge & Golf Club

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Winton Goddellaw

CALLING ALL CARS!

The Quail, A Motorsports Gathering • Friday, August 19, 2016 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

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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SIGNATURE EVENTS

GOODWOOD REVIVAL SALE

Important Collectors'
Motor Cars and Automobilia
Saturday 10 September 2016
Chichester, Sussex

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Entries now invited

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1936 ASTON MARTIN SPEED MODEL 'RED DRAGON'
£1,600,000 - 2,000,000

Bonhams



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-03.09.16-

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GOODWOOD REVIVAL SALE

**Important Collectors'
Motor Cars and Automobilia**
Saturday 10 September 2016
Chichester, Sussex

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Entries now invited

**1933 DE HAVILLAND
DH.60 GIPSY MOTH**
£90,000 - 120,000

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Bonhams

THE BEAULIEU SALE

Collectors' Motor Cars,
Motorcycles and Automobilia
Saturday 3 September 2016
The National Motor Museum
Beaulieu, Hampshire

Entries now invited

1936 CORD SPORTSMAN

812 SUPERCHARGED

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ENTRIES
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Bonhams

THE BEAULIEU SALE

Collectors' Motor Cars,
Motorcycles and Automobilia

Saturday 3 September 2016
The International Beaulieu Autojumble
National Motor Museum

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£120,000 - 160,000

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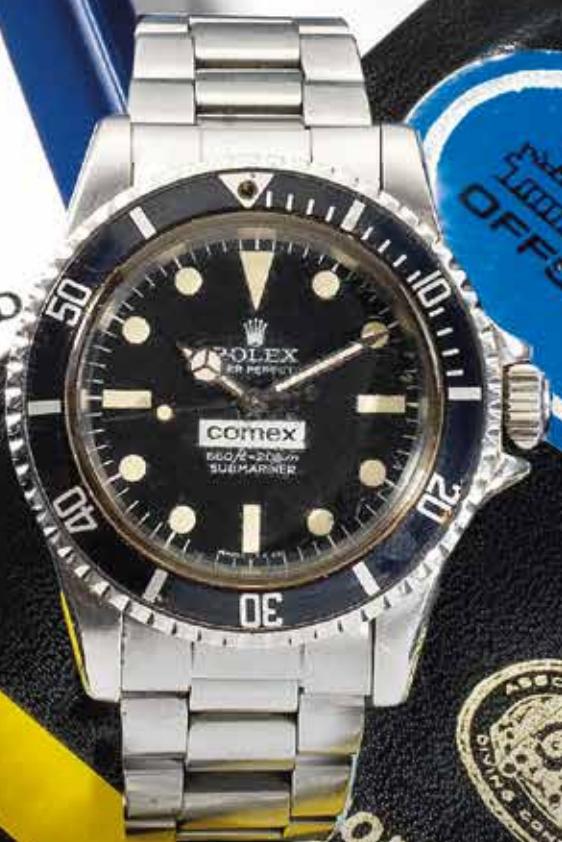
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Home of the Peking to Paris Rally



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The Endurance Rally Association adds the Baltic Classic, an exciting new event to the 2017 calendar. A two-week rallying adventure for vintage and classic cars starting in Copenhagen and taking in Sweden, Finland, Estonia, Latvia, Lithuania and Poland ahead of the finish in Berlin. Top class accommodation, great company and a remarkable route. Now open for entries.

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Including Race for VSCC Pre-war Sports-Cars



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1 MAY | CURBOROUGH SPEED TRIALS

8 MAY | WISCOMBE PARK HILL CLIMB

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3 JULY | SHELSLEY WALSH HILL CLIMB

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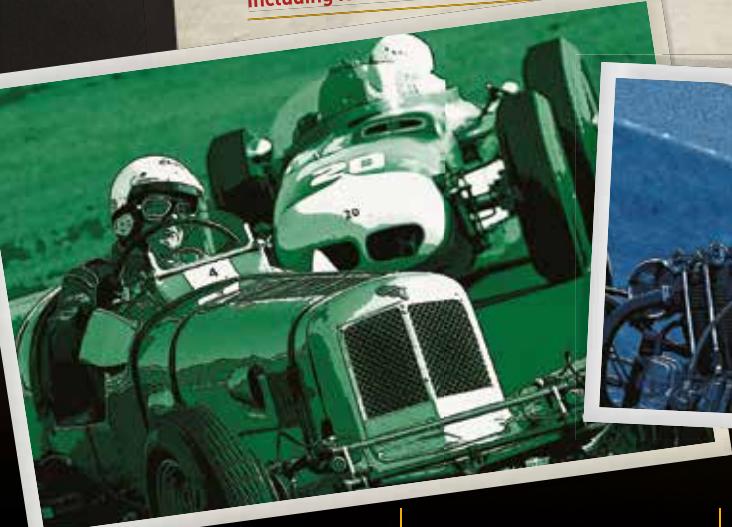
Featuring Prescott 'Long Course' Hill Climb (FRI)

10-11 SEPT | LOTON PARK HILL CLIMB

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ON THESE AND MANY OTHER
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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

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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 "AP" 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*

¤ 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.

10. COLLECTION AND STORAGE

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

11. SHIPPING

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

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

15. BOOKS

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

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

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

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements

Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked Lots require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

≈ Ruby and Jadeite

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

Gemstones

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

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

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

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

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

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

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

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

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

Corks and Ullages

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

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

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

Options to buy parcels

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

Wines in Bond

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

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

Bottling Details and Case Terms

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

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

SYMBOLS	2 SELLER'S UNDERTAKINGS	4.2
Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.	2.1 The Seller undertakes to you that:	
W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.	2.1.1 the Seller is the owner of the Lot or is duly authorised to sell the Lot by the owner;	5.1
≈ 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.	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;	
Δ Wines lying in Bond.	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);	5.2
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.	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;	
O 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.	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.	6.1
▲ Bonhams owns the Lot either wholly or partially or may otherwise have an economic interest.		6.2
Φ 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	3 DESCRIPTIONS OF THE LOT	6 PAYMENT
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	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.	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.
APPENDIX 1	3.2	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.
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	4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY	7 COLLECTION OF THE LOT
1.1 These terms govern the Contract for Sale of the Lot by the Seller to the Buyer.	4.1 The Seller does not make and does not agree to make 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.	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.
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.		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.
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.		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.
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.		7.4 You will be wholly responsible for packing, handling and transport of the Lot on collection and for complying with all import or export regulations in connection with the Lot.
		7.5 You will be wholly responsible for any removal, storage or other charges or Expenses incurred by the Seller if you do not remove the Lot in accordance with this paragraph 7 and will indemnify the Seller against all charges, costs, including any legal costs and fees, Expenses and losses suffered by the Seller by reason of your failure to remove the Lot including any charges due under any Storage Contract. All such sums due to the Seller will be payable on demand.

8	FAILURE TO PAY FOR THE LOT	
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	
8.1.3	to retain possession of the <i>Lot</i> ;	
8.1.4	to remove and store the <i>Lot</i> at your expense;	
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;	
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.	
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.	
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his	
		9
		THE SELLER'S LIABILITY
9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's hammer</i> in respect of the <i>Lot</i> .	10.3
9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.	10.4
9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,	
9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;	
9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;	
9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.	
9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.	
		10
		MISCELLANEOUS
10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .	
10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will	not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
		If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
		Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
		If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
		References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
		The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
		In the <i>Contract for Sale</i> "including" means "including, without limitation".
		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.
		Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
		Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
		Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

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 [AP], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

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

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

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

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

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

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

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

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

5 STORING THE LOT

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

6	RESPONSIBILITY FOR THE LOT		
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.
		8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT
7.1.1	to terminate this agreement immediately for your breach of contract;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
7.1.2	to retain possession of the <i>Lot</i> ;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
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;	8.2	The discretion referred to in paragraph 8.1:
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
7.1.9	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;	9	FORGERIES
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.2	Paragraph 9 applies only if:
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and
		9.2.3	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
		9.2.4	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
		9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
		9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
		9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
		9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
		9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the <i>Sale of Goods Act 1979</i> and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
		9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
		9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
		9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
		10	OUR LIABILITY
		10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the <i>Misrepresentation Act 1967</i> or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm;

10.2.2	changes in atmospheric pressure; nor will we be liable for;	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 <i>Contract Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
10.2.3	damage to tension stringed musical instruments; or	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.
10.2.4	damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <i>Lot</i> 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.	11.6	References in this agreement to Bonhams will, where appropriate, include reference to Bonhams' officers, employees and agents.
10.3.1	We will not be liable to you for any loss of <i>Business</i> , <i>Business profits</i> , revenue or income or for loss of <i>Business</i> reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer's</i> management or staff or, if you are buying the <i>Lot</i> in the course of a <i>Business</i> , 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.	11.7	The headings used in this agreement are for convenience only and will not affect its interpretation.
10.3.2	Unless you buy the <i>Lot</i> as a <i>Consumer</i> , in any circumstances where we are liable to you in respect of a <i>Lot</i> , 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 <i>Purchase Price</i> of the <i>Lot</i> plus <i>Buyer's Premium</i> (less any sum you may be entitled to recover from the <i>Seller</i>) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.	11.8	In this agreement "including" means "including, without limitation".
10.4	You may wish to protect yourself against loss by obtaining insurance.	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.
11	MISCELLANEOUS	12	GOVERNING LAW
11.1	You may not assign either the benefit or burden of this agreement.		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 <i>Sale</i> 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.
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.		DATA PROTECTION – USE OF YOUR INFORMATION
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.		Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Website" Bonhams Website at www.bonhams.com

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

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

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

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

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

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

(a) the seller;

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

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

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

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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

<input type="checkbox"/>
<input type="checkbox"/>

Please contact me with a shipping quote
(if applicable)

Sale title: The Goodwood Festival of Speed Sale	Sale date: 24 June 2016
Sale no. 23593	Sale venue: Goodwood, Chichester, Sussex

If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.

General Bid Increments:

£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private buyer <input type="checkbox"/>	I am registering to bid as a trade buyer <input type="checkbox"/>
If registered for VAT in the EU please enter your registration here: <input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>	Please tick if you have registered with us before <input type="checkbox"/>

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond I will collect from Park Royal or bonded warehouse Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature: Date:

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

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

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

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

Bonhams

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277	1935	Mercedes-Benz 500K Cabriolet C
270	1959	Mercedes-Benz 190 SL
281	1960	Mercedes-Benz 190 SL Convertible
210	1968	Mercedes-Benz 280 SL California Coupé
236	1935	MG Magnette KN 'University Special' Speed Model
209	c.1965	MGB EX234 Prototype Roadster
258	1953	Porsche 356 'Pre-A' Cabriolet
285	1964	Porsche 356C 1600SC Cabriolet
286	1972	Porsche 911T 2.4-Litre Coupé
264	1976	Porsche 911 2.7-Litre Targa Coupé
269	1990	Porsche 911 Type 964 Carrera 4 Coupé
261	1995	Porsche 911 Carrera RS Type 993 Coupé
275	1996	Porsche 993 911 RS Clubsport Coupé
287	1973	Range Rover 4x4 Estate
266	1921	Rolls-Royce 40/50hp Silver Ghost Tourer
233	1929	Rolls-Royce 40/50hp Phantom II Cabriolet de Ville
255	1958	Rolls-Royce Silver Cloud Saloon
202	1979	Rolls-Royce Camargue Coupé
204	1985	Rolls-Royce Corniche II Convertible
218	1957	Volkswagen Type 2 Samba 23-Window Microbus



BB 1793

Bonhams

101 New Bond Street
London
W1S 1SR

+44 (0) 20 7447 7447
+44 (0) 20 7447 7400 fax



International Auctioneers and Valuers – bonhams.com/cars



All proceeds from the sale of the car will
go to the Care2Save Charitable Trust
2016 BENTLEY CONTINENTAL GT V8 S
CONVERTIBLE BY SIR PETER BLAKE
Friday 24 June 2016
Goodwood Festival of Speed
Chichester, Sussex

GOODWOOD FESTIVAL OF SPEED SALE



Bonhams







GOODWOOD FESTIVAL OF SPEED SALE

The world's first and only British Pop Art Bentley, this unique Continental GT V8 S Convertible is the result of a collaboration between Bentley Motors and the godfather of British Pop Art, Sir Peter Blake. All proceeds from the sale of the car will go to the Care2Save Charitable Trust, which supports palliative and hospice care around the world.

2016 BENTLEY CONTINENTAL GT V8 S CONVERTIBLE

Friday 24 June 2016 at 14:00

Chichester, Sussex

VIEWING

Thursday 23 June 10:00 to 17:30
Friday 24 June from 09:00

SALE

Friday 24 June:
Automobilia 11:00
Motor Cars 14:00

SALE NUMBER

23593

CATALOGUE

£50.00 + p&p

BIDS

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

Please note that bids should be submitted no later than 4pm on Thursday 23 June. Thereafter bids should be sent directly to bids@bonhams.com

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

Live online bidding is available for this sale

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

ENQUIRIES

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

IMPORTANT INFORMATION

The United States Government has banned the import of ivory into the USA. Lots containing ivory are indicated by the symbol ♀ 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

PLEASE NOTE

Admission to the auction marquee is by catalogue only.

The catalogue also admits two to the Goodwood Festival of Speed on Thursday 23 and Friday 24 June. The 2016 Bonhams Goodwood Festival of Speed catalogue is a two volume set. You will need the main Bonhams Festival of Speed catalogue to gain admission as your entry tickets are in this catalogue. This catalogue in isolation, will not permit entry to Goodwood or the auction.

Neither of the catalogue volumes admit the holder to the Festival on Saturday 25 June or Sunday 26 June.

Bonhams 1793 Limited

Registered No. 4326560
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Montpelier Street, London SW1H

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Bonhams 1793 Ltd Directors

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Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Geoffrey Davies, James Knight,
Caroline Oliphant.

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Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Pippiatt, 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

Bonhams will not be charging a Buyer's Premium for this Lot. The Hammer Price is being donated in its entirety to the Care 2 Save charitable trust. The Hammer Price will be the final price that the new purchaser pays.

Damage

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

Important changes to V5C Registration

Document procedures

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

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

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

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

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

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

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

Bank: National Westminster Bank Plc

Address: PO Box 4RY
250 Regent Street

London W1A 4RY

Sort Code: 56-00-27

Account Name: Bonhams 1793 Limited Client Bank

Account Number: 25563009

IBAN Number: GB 33 NWBK 560027 25563009

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.

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

VAT

Zero rated for VAT, no VAT will be added to the Hammer Price.

Artists Resale Right Regulations 2006

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

NOVA (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.

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.

We recommend prospective buyers to register as early as possible after receiving their catalogue or viewing it online. It is likely to take several business days for a bank to issue an acceptable reference to us.

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

Telephone bidding

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

Absentee/Commission bidding

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

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day. If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

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

How fast will the auctioneer go?

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

Are there any warranties offered with the vehicles?

Bentley will offer a standard warranty of three years with no mileage limitations. This is subject to the bidders compliance with the conditions of the warranty.

Can I change my mind after I have purchased a lot?

No. Lots are not sold as an option and there is no 'cooling off' period. Once the auctioneer drops the hammer a contract is made and you are obligated to proceed with said contract.

Can I view the files that accompany the vehicles?

Yes, we should have every car's file available for inspection during the view.

How can I pay?

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

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

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

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

In order to release your purchases immediately we would recommend payment by credit/debit card. We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins, notes or travellers cheques. We accept the following methods of payment.

Payment by card

You may pay by the following debit cards: Barclays Connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

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

Bank transfer

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

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse at 6pm on the day of sale. Vehicles will be uplifted the night of the sale to local store, clients will be given address when collecting their invoices or paying for their purchases following the sale.

N.B. Clients cannot pay for purchases on Saturday 25 or Sunday 26 June at the local store.

Payment can be taken between 8:30am and 12pm on Monday 27 June at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

Can someone deliver the vehicle for me?

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

IMPORTANT V5/V5C INFORMATION

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

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

Worldwide Motoring contacts

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Buyers/Sellers Accounts US

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

Collections

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale. After this cars are moved to local store where they need to be collected by 12 noon on Monday 27 June. (Please see Guide for Buyers)

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

Removal and Storage of Vehicles

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

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

Vehicle Removal charges
£240 + VAT per vehicle

Vehicle Storage charges
First 14 days
£14 + VAT per motor car per day

Thereafter
£10 + VAT per motor car per day

Transport and Shipping

A representative of Polygon Transport, 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).

Transporter

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

Motor Car Preparation

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

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The world's first and only British Pop Art Bentley, this unique Continental GT V8 S Convertible is the result of a collaboration between Bentley Motors and the godfather of British Pop Art, Sir Peter Blake.

2016 BENTLEY CONTINENTAL GT V8 S CONVERTIBLE

Chassis no. SCBGE23W6GC058251

- Unique design by Sir Peter Blake
- Hand-built by Bentley's Mulliner division
- All proceeds to the Care2Save charity
- To be sold without reserve





"I am proud to have been involved with transforming this beautiful car, and have enormous admiration for the people at Bentley who brought my design into being, to produce this one-off lovely car".

- Sir Peter Blake

All proceeds from the sale of the car will go to the Care2Save Charitable Trust, which supports palliative and hospice care around the world.

This is your only chance to be the owner of Sir Peter Blake's unique Bentley artwork.

SIR PETER BLAKE

Born in Dartford, Kent in 1932, Sir Peter Blake is a British Pop Art icon, best known for co-creating the sleeve design for the Beatles' 1967 chart-topping album, 'Sgt Pepper's Lonely Hearts Club Band'. His work crosses all generational divides, and inspires immense respect from younger artists such as Damien Hirst, Gavin Turk, Pure Evil and Tracey Emin. Knighted in 2002, an honorary doctor of the Royal College of Art, and with his work represented in major collections throughout the world, Peter Blake truly is a grandee of British Art.

Peter Blake's work reflects his fascination with all streams of popular culture and the beauty to be found in everyday objects and surroundings. Many of his works feature printed materials such as photographs, comic strips or advertising texts, combined with bold geometric patterns and the use of primary colours. The works perfectly capture the effervescent and optimistic ethos of the sixties, but are also strikingly fresh and contemporary. Blake is renowned for his connection with the music industry, having produced iconic album covers not only for the Beatles but also Paul Weller, The Who, and Oasis. Lovingly brought to life by the craftspeople at Bentley Motors, this is the first luxury car designed by Sir Peter Blake.

THE DESIGN

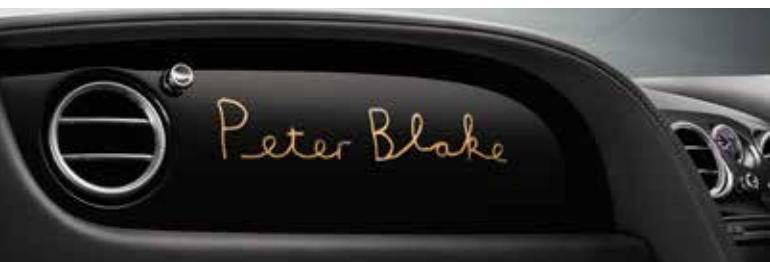
Throughout the exterior of the car, the use of collage – a major element of Sir Peter's work - demonstrates bright but clearly defined colour. St Luke's Blue - a bespoke colour introduced by Sir Peter and named in homage to Bentley's local St Luke's Cheshire Hospice - dominates the car's rear haunches, doors, and boot lid, with a British Racing Green lower body and Fuchsia Pink radiator shell. The bright paintwork complements the black exterior trim and a black hood, incorporating a darker sub-tone while allowing the bright exterior colours to take prominence.

Perhaps the most striking feature of this one-of-a-kind car is a St James' Red heart motif hand painted onto the Continental Yellow bonnet, a symbol in-keeping with the compassionate work of hospices. The cabin is also an expression of individuality, with each seat trimmed in a different hide colour: Cumbrian Green, Imperial Blue, Newmarket Tan, and Hotspur, reflecting the tonal shades of the exterior surfaces. The same colours are echoed on the sports steering wheel, which features a Hotspur outer rim, Newmarket Tan inner rim, and Cumbrian Green centre, with Imperial Blue stitching. The vivid pink leather gear lever stands out against the centre console, while the dashboard and interior door panels are all veneered by Bentley's craftspeople in a rich Piano Black finish.



1

One of two limited edition prints inspired by the project: the immediate sell-out 'I ❤️ Bentley', this is included with the Lot.



"When Bentley approached me about this project I was excited by the challenge. Care2Save is a wonderful charity and I was glad I could do something to raise money and awareness for them".

- Sir Peter Blake

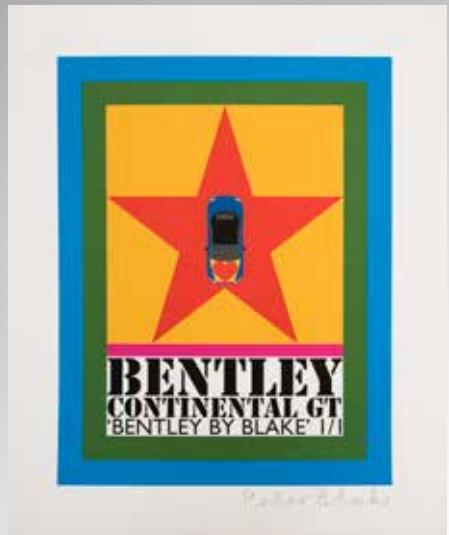


Sir Peter's signature is incorporated onto the fascia panel and embroidered on all four seat headrests. To finish, unique storage cases feature a Piano Black veneer outer but with Continental Yellow and Pillar Box red internal linings to reflect the bonnet colour theme. A distinctive treadplate, bearing the legend 'No. 1 of 1' and signifying that this is a Sir Peter Blake design, finishes the car. These unique features have been delivered through Bentley's specialist bespoke coachbuilding division, Mulliner. Entrusted with the build, Mulliner ensured that every detail was delivered to the highest standard.

The car is offered as UK registered with a V5C and an unlimited-mileage three-year Bentley warranty. Sir Peter Blake's design also includes a personalised playlist from the artist's favourite music. Sir Peter Blake himself said of his creation, *'I am proud to have been involved with transforming this beautiful car, and have enormous admiration for the people at Bentley who brought my design into being, to produce this one-off lovely car.'*

Sir Peter continued: *'When Bentley approached me about this project I was excited by the challenge. Care2Save is a wonderful charity and I was glad I could do something to raise money and awareness for them. Bentley is a British icon, so I wanted to incorporate an element of that sense of tradition by using British Racing Green-alongside strong blocks of primary colour- in the design. I wanted the car to be bright and bold, keeping the design as simple as possible, so that the beautiful lines of the car could speak for themselves, but also create a design that reflected the motifs and patterns that I have used in my work throughout my career. Hopefully the finished result is joyous and unique. It was great fun working with the very skilled people at Bentley, I truly admire the craftsmanship and attention to detail they embody.'*

Peter Blake also created two limited edition prints inspired by the project: the immediate sell-out 'I Love Bentley' on the occasion of the car's unveiling, and 'Bentley by Blake' in celebration of Bonhams' auction at the Goodwood Festival of Speed. All proceeds from print sales go to Care2Save. Blake worked with the Bentley team to create the car design at Worton Hall Studios, Isleworth where he also made the print editions.



2

One of two limited edition prints inspired by the project: 'Bentley by Blake', this is included with the Lot.













"It was great fun working with the very skilled people at Bentley, I truly admire the craftsmanship and attention to detail they embody."

- Sir Peter Blake

THE PROCESS

The relationship started when the three parties - Sir Peter, Bentley and Care2Save - met for the first time at the end of 2015. Bentley wanted to create a striking car that celebrated Sir Peter's iconic style and linked to the work of Care2Save, a charitable cause of key importance to Bentley colleagues.

Sir Peter wanted to use bright primary tones on key areas of the body, so he asked Bentley which areas would work best in terms of shape and surface area. Once agreed, Sir Peter selected the desired shades from Bentley's extensive colour pallet.

Commenting on this individual commission and the Charitable Trust, Kevin Rose, Bentley's Member of the Board for Sales, Marketing and Aftersales, said: 'Sir Peter has designed a strikingly colourful car, encapsulating exactly why he is thought of as one of Britain's leading artists. It was a fascinating project to be part of, particularly for the skilled artisans in our bespoke Mulliner division, who worked closely with Sir Peter to bring this design to life.'

'We have proudly supported the Care2Save Charitable Trust and the hospice movement for more than many years and so take great delight from donating this inimitable car for such a worthwhile cause.'

"Sir Peter has designed a strikingly colourful car, encapsulating exactly why he is thought of as one of Britain's leading artists."

- Kevin Rose, Bentley's Member of the Board for Sales, Marketing and Aftersales







3

Sir Peter and Lady Blake view the car

THE CAR

Introduced in 2003 and substantially updated in 2015, the Continental GT is the first all-new design to emerge from Bentley's historic Crewe factory following the iconic British car-maker's acquisition by Volkswagen in 1998. Its arrival represented a new departure for Bentley, as the Continental GT bought in a new era of performance combined with extraordinary luxury never before seen. It was the main contributor to the company moving from a 1,000 car a year business to sales of 10,000 cars in 2007.

After years of speculation about what form it would take, the Continental GT made its debut at the Paris Salon in October 2002 when it was revealed that the new 2+2 coupé would be powered by a twin-turbocharged 6.0-litre W12 engine. Producing 552bhp at 6,000rpm, the latter was coupled to a ZF six-speed automatic gearbox and permanent four-wheel-drive transmission. Although considered by some to be rather brutal, the new streamlined styling was distinctive and thoroughly in keeping with the idea of a Bentley for the 21st Century. Maximum speed was within a whisker of 200mph, with the 0-60mph dash accomplished in 4.6 seconds.

A host of spin-off models followed, commencing with four-door Continental Flying Spur in 2005; the first convertible version - the Continental GTC - was offered in 2006.

With the second generation's arrival in 2011, a twin-turbo 4.0-litre V8 engine became available, which with 500bhp on tap was only marginally less powerful than the 6.0-litre W12. This new V8 motor incorporates fuel-saving 'cylinder deactivation' technology, enabling it to achieve an overall consumption of around 26mpg compared with the W12's 17. Announced in 2013, the Continental GT V8 S boasted a more powerful (521bhp) engine together with lowered suspension and improved body control to match the higher output. Other noteworthy features included an aerodynamic front splitter, discrete side sills, a rear diffuser, exclusive 20" wheels, and red-painted brake callipers, all of which was complimented by a wide range of options enabling customers to personalise their cars.







THE CAUSE

Bentley has supported hospice care for many years and has a close relationship with its local hospice, St Luke's, located near the company's headquarters in Crewe. Many colleagues have experienced the great work that St Luke's does to care for loved ones at a very difficult time in their lives. Colleagues actively fundraise and volunteer for the charity and have even helped them refurbish a double-decker bus in Bentley livery to help their fundraising efforts. Bentley recently donated tickets to its exclusive Power on Ice customer ice driving experience to raise funds, and importantly, profile for the hospice cause. This year, Bentley is donating two cars to put a spotlight on the hospice and palliative care movement and raise significant funds to help people in the UK and around the world.

A MESSAGE FROM ST LUKE'S CHESHIRE HOSPICE AND CARE2SAVE

Very often people who need palliative care are scared; they have difficult and sometimes painful symptoms, and all this while they worry about the people they will eventually leave behind.

If you have ever known anyone receiving palliative care, or living with a terminal illness, you will know these are just a few of the struggles a patient will go through on a daily basis. For almost three decades, St Luke's Hospice and Bentley Motors have been working together to improve end of life and palliative care in Mid & South Cheshire.

The organisations started their relationship over 28 years ago and since that time have worked solidly together to fundraise for their shared local community in Cheshire, to improve the care given to those facing the end of their lives.

Combining their expertise in the hospice and motoring sectors, St Luke's and Bentley have collaborated on several innovative fundraising initiatives that have seen hundreds of thousands of pounds flood in to the hospice to help its patients live more comfortably, and help its staff deliver an excellent level of care to those often living their final days.





"I wanted the car to be bright and bold, keeping the design as simple as possible, so that the beautiful lines of the car could speak for themselves, but also create a design that reflected the motifs and patterns that I have used in my work throughout my career."

- Sir Peter Blake

Up until now the most significant of these collaborations was 'Luke', a double-decker Routemaster bus which Bentley staff renovated to support the hospice with its fundraising efforts. The bus acted as a catalyst, making the two companies think bigger; they began to think how they could make their campaigns more effective, more ambitious, and – most importantly of all – help people on a wider scale than ever previously imagined. It was then that the initial concept of the Bentley by Blake campaign was devised.

St Luke's always had ambitions of transforming palliative care on a global scale, and thanks to its longevity of community care, has the expertise and experience to educate people on why palliative care needs to change – today. Realising a separate initiative was needed to bring St Luke's ambitions to life without compromising the day-to-day care that the hospice delivers, the Care2Save Charitable Trust was born to support palliative care globally.

Every year, 40 million people around the world are in need of palliative care, yet 86% of them – 34.4 million people – will not receive the care they need. The UK – although ranked as the leading country when it comes to palliative care – faces its own challenge as part of this global crisis to improve standards and services to those receiving palliative care, with a recent report highlighting that four in ten hospitals are offering poor or indifferent care to the dying.

Out of those who need palliative care around the world, 78% live in low- and middle-income countries and for children, 98% live in low- and middle-income countries, with almost half living in Africa. And in these countries, the situation is bleak. While in the UK we might receive chemotherapy, radiotherapy, have access to opioid relief and palliative care experts when approaching our final days, many living with terminal illnesses in deprived countries are lucky to receive even paracetamol.

"It was a fascinating project to be part of, particularly for the skilled artisans in our bespoke Mulliner division, who worked closely with Sir Peter to bring this design to life".

- Kevin Rose, Bentley's Member of the Board for Sales, Marketing and Aftersales

There is such disparity in the cost of care, too; few realise the impact even the smallest donation could make to palliative care across the world. A donation of £500 ensures a patient nearing the end of their life in the UK receives 24 hours of one-to-one care from a palliative care nurse or doctor. In Uganda, for example, that same £500 would be enough money to guarantee a full care package for 28 terminally ill patients, for seven days.

While you might deliberate over buying an extra loaf of bread, or that tempting bar of chocolate, to someone living in Uganda that money is the lifeline they need to enjoy a few pain free days. A donation of just £1.50 would be enough to cover the cost of a week's worth of liquid morphine for a Ugandan cancer patient. Imagine the difference if that donation were £150, or £1,500.

The proceeds of the Bentley by Blake auction, and any other donations received will not simply be used as 'hand outs'; they will be used to create a lasting legacy. Working in partnership with organisations and charities across the world, the Care2Save Charitable Trust will invest into education at a grass roots level, so youngsters hoping to start a career in healthcare are taught at the earliest opportunity the importance of delivering effective, efficient palliative care that ensures the dying are treated with dignity. They will be equipped with the skills to set up their own sustainable and affordable palliative and hospice care models.

Closer to home, the donations will be used to close the gaps we have in the palliative and hospice care system in the UK but it is only through your donations that those receiving palliative care in other countries will receive anything remotely similar.

It is our mission to use our experience and knowledge to educate and empower others around the world to care and support individuals and families who are affected by serious and terminal illness.

To be sold without reserve









**POST-WAR &
CONTEMPORARY ART**

Wednesday 29 June 2016
New Bond Street, London

AGOSTINO BONALUMI (1935-2013)

Giallo, 1967
signed on the reverse
shaped canvas and vinyl tempera
120 x 95 x 20.5 cm.
(47 1/4 x 37 3/8 x 8 1/16 in.)
£90,000 - 120,000



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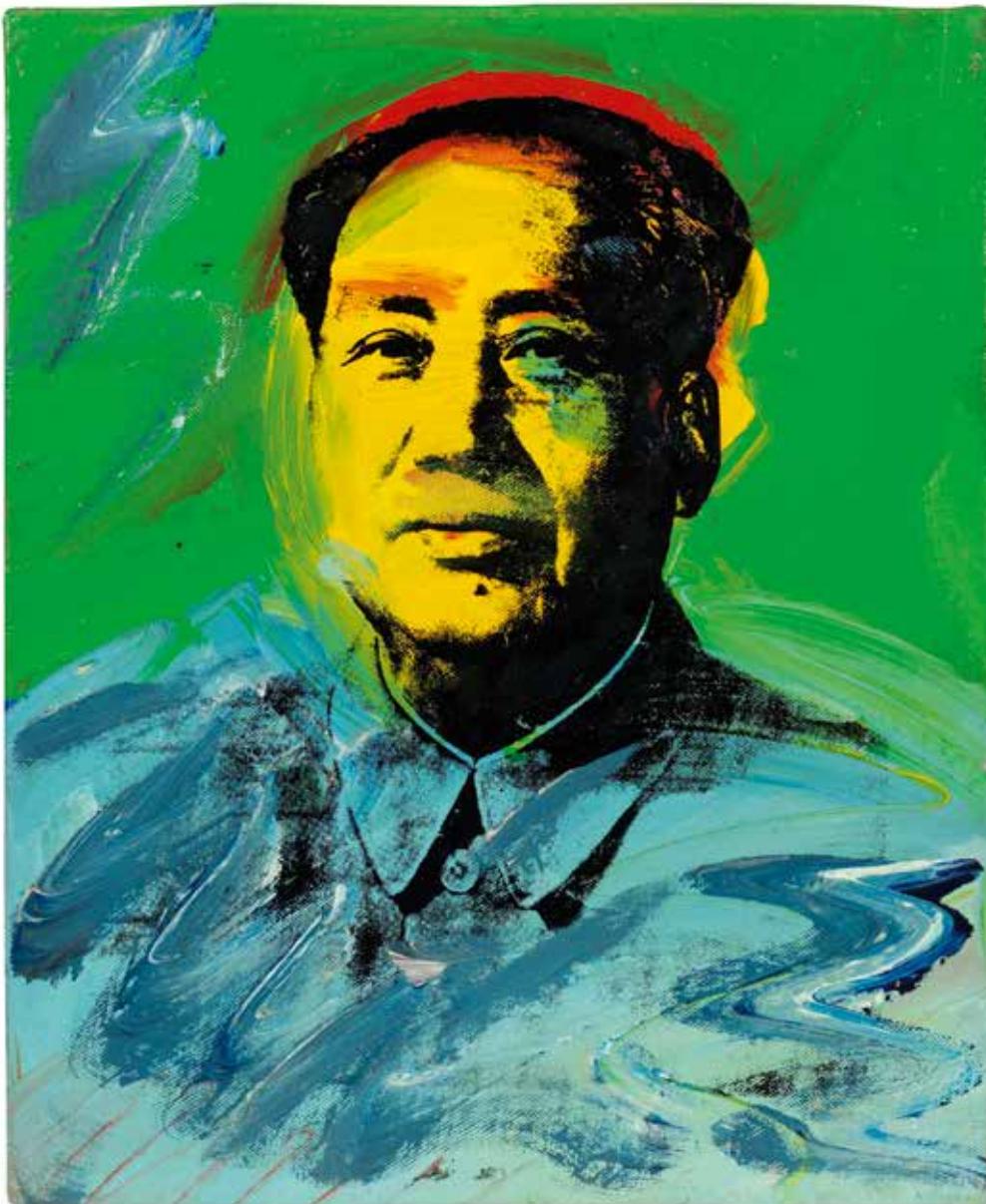
ANDY WARHOL (1928-1987)

Mao, 1973

signed, dated 73 and with the Andy Warhol
Art Authentication Board stamp and number
A104.076 on the overlap
acrylic and silkscreen ink on canvas
30.5 x 25.4 cm. (12 x 10 in.)
£580,000 - 780,000

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GOODWOOD REVIVAL SALE

Important Collectors'
Motor Cars and Automobilia
Saturday 10 September 2016
Chichester, Sussex

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Entries now invited

Multiple in period Le Mans and Mille Miglia entrant, winner of the Grand Prix des Frontières, The ex-Works, Dick Seaman, Eddie Hertzberger, Dudley Folland, John Wyer, Jack Fairman

1936 ASTON MARTIN SPEED MODEL 'RED DRAGON'
£1,600,000 - 2,000,000

The Bonhams Goodwood Revival auction offers an unbeatable platform to sell your motor car. Auction spaces are limited, please contact the department.

Bonhams

GOODWOOD REVIVAL SALE

Important Collectors'
Motor Cars and Automobilia
Saturday 10 September 2016
Chichester, Sussex

ENQUIRIES
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ukcars@bonhams.com

Entries now invited

**1933 DE HAVILLAND
DH.60 GIPSY MOTH**
£90,000 - 120,000

The Bonhams Goodwood Revival auction offers an unbeatable platform to sell your motor car. Auction spaces are limited, please contact the department.



Bonhams

QUAIL LODGE AUCTION

Consignments now invited

The ex-Lord Howe
1931 BUGATTI TYPE 51



Tazio Nuvolari tests No.51121 at Brooklands, 1933
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Bonhams

19 August 2016
Carmel, CA

Bonhams returns to the beautiful Monterey Peninsula for its 19th annual Quail Lodge Auction, featuring the world's finest and most exclusive collectors' motorcars displayed in a stunning setting on the grounds of the Quail Lodge & Golf Club

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Ex-Alan Green
1964 BILL THOMAS CHEETAH GT



1949 ALFA ROMEO PLATÉ SPECIAL
Offered without reserve

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 "AP" 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*

¤ 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.

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	2 SELLER'S UNDERTAKINGS	4.2
Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.	2.1 The Seller undertakes to you that:	
W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.	2.1.1 the Seller is the owner of the Lot or is duly authorised to sell the Lot by the owner;	5
≈ 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.	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;	5.1
Δ Wines lying in Bond.	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);	5.2
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.	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;	6
O 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.	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.	6.1
▲ Bonhams owns the Lot either wholly or partially or may otherwise have an economic interest.		6.2
Φ 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	3 DESCRIPTIONS OF THE LOT	7 COLLECTION OF THE LOT
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	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.	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.
APPENDIX 1		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.
CONTRACT FOR SALE		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.
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.		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.
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.		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.
1 THE CONTRACT	4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY	
1.1 These terms govern the Contract for Sale of the Lot by the Seller to the Buyer.	4.1 The Seller does not make and does not agree to make 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.	
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.		

8	FAILURE TO PAY FOR THE LOT	
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	
8.1.3	to retain possession of the <i>Lot</i> ;	
8.1.4	to remove and store the <i>Lot</i> at your expense;	
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;	
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.	
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.	
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his	
	9	THE SELLER'S LIABILITY
9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's hammer</i> in respect of the <i>Lot</i> .	10.3
9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.	10.4
9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,	
9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;	
9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;	
9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.	
9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.	
	10	MISCELLANEOUS
10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .	
10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will	not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
		If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
		Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
		If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
		References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
		The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
		In the <i>Contract for Sale</i> "including" means "including, without limitation".
		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.
		Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
		Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
		Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

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 [AP], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

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

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

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

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

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

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

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

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

5 STORING THE LOT

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

6	RESPONSIBILITY FOR THE LOT		
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.
		8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT
7.1.1	to terminate this agreement immediately for your breach of contract;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
7.1.2	to retain possession of the <i>Lot</i> ;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
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;	8.2	The discretion referred to in paragraph 8.1:
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
7.1.9	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;	9	FORGERIES
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.2	Paragraph 9 applies only if:
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and
		9.2.3	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
		9.2.4	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
		9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
		9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
		9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
		9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
		9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the <i>Sale of Goods Act 1979</i> and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
		9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
		9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
		9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
		10	OUR LIABILITY
		10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the <i>Misrepresentation Act 1967</i> or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm;

10.2.2	changes in atmospheric pressure; nor will we be liable for;	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 <i>Contract Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
10.2.3	damage to tension stringed musical instruments; or	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.
10.2.4	damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <i>Lot</i> 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.	11.6	References in this agreement to Bonhams will, where appropriate, include reference to Bonhams' officers, employees and agents.
10.3.1	We will not be liable to you for any loss of <i>Business</i> , <i>Business profits</i> , revenue or income or for loss of <i>Business</i> reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer's</i> management or staff or, if you are buying the <i>Lot</i> in the course of a <i>Business</i> , 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.	11.7	The headings used in this agreement are for convenience only and will not affect its interpretation.
10.3.2	Unless you buy the <i>Lot</i> as a <i>Consumer</i> , in any circumstances where we are liable to you in respect of a <i>Lot</i> , 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 <i>Purchase Price</i> of the <i>Lot</i> plus <i>Buyer's Premium</i> (less any sum you may be entitled to recover from the <i>Seller</i>) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.	11.8	In this agreement "including" means "including, without limitation".
10.4	You may wish to protect yourself against loss by obtaining insurance.	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.
11	MISCELLANEOUS	12	GOVERNING LAW
11.1	You may not assign either the benefit or burden of this agreement.		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 <i>Sale</i> 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.
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.		DATA PROTECTION – USE OF YOUR INFORMATION
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.		Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com .

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Website" Bonhams Website at www.bonhams.com

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

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

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

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

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

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

(a) the seller;

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

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

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

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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

<input type="checkbox"/>
<input type="checkbox"/>

Please contact me with a shipping quote
(if applicable)

Sale title: 2016 Bentley Continental GT V8 S Convertible By Sir Peter Blake	Sale date: 24 June 2016
Sale no. 23593	Sale venue: Goodwood, Chichester, Sussex

If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.

General Bid Increments:

£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private buyer <input type="checkbox"/>	I am registering to bid as a trade buyer <input type="checkbox"/>
If registered for VAT in the EU please enter your registration here: <input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>	Please tick if you have registered with us before <input type="checkbox"/>

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond I will collect from Park Royal or bonded warehouse Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature: Date:

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

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

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

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

Bonhams

THE BONHAMS MOTORING NETWORK

UK (Head office)			European (Head office)	USA (Head offices)	Rest of the World
101 New Bond Street London, W1S 1SR Tel: (020) 7447 7447 Fax: (020) 7447 7400	East Anglia Motorcycles David Hawtin The Willows Church Lane Swaby, Lincolnshire LN13 0BQ	Herts, Beds & Bucks & Oxon Martin Heckscher April Cottage, Cholesbury, near Tring, HP23 6ND Tel: (01494) 758 838 martin.heckscher@ bonhams.com	Paris 4 rue de la Paix Paris 75002 Tel: +33 1 42 61 10 11 Fax: +33 1 42 61 10 15 eurocars@bonhams.com	San Francisco Mark Osborne 220 San Bruno Avenue San Francisco, CA 94103 Tel: +1 415 391 4000 Fax: +1 415 391 4040 motors.us@ bonhams.com	Australia Damien Duigan Unit 14, 888 Bourke Street Waterloo NSW 2017 T: +61 (0) 2 8412 2232 damien.duigan@ bonhams.com
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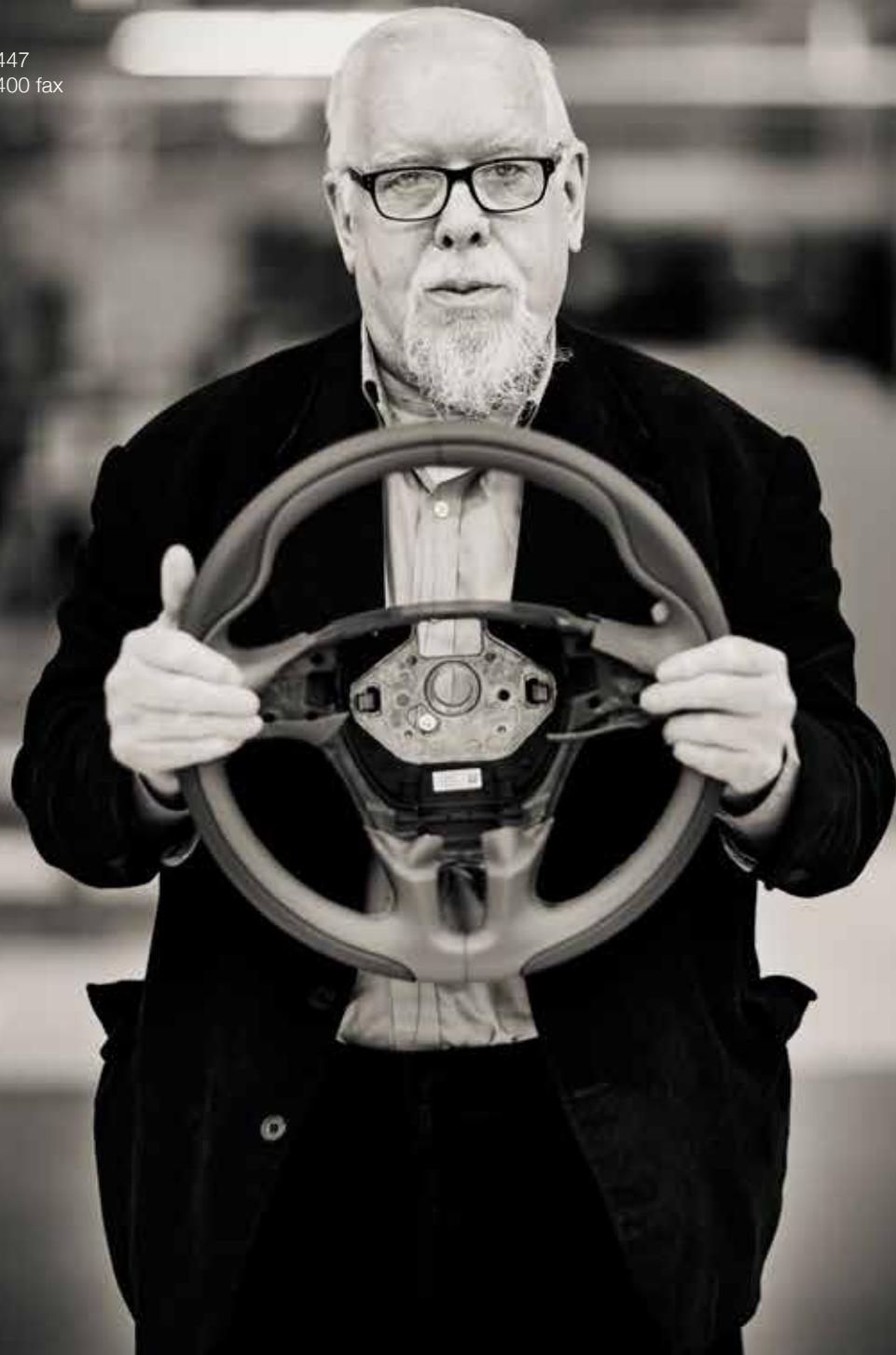




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