

Collectors' Motor Cars
and Automobilia
Saturday 10 September 2016
Goodwood Revival
Chichester, Sussex



GOODWOOD REVIVAL SALE



Bonhams





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



GOODWOOD REVIVAL SALE

Collectors' Motor Cars and Automobilia

Saturday 10 September 2016 at 11:00 and 14:00
Chichester, Sussex

VIEWING

Friday 9 September
09:00 to 17:00
Saturday 10 September
from 08:30

SALE

Saturday 10 September:
Automobilia 11:00
Motor Cars 14:00

SALE NUMBER

23595

CATALOGUE

£30.00 + p&p
(admits two)

BIDS

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

Please note that bids should be submitted no later than 4pm on Thursday 10 September. Thereafter bids should be sent directly to bids@bonhams.com

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

Live online bidding is available for this sale

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

ENQUIRIES

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

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

ENQUIRIES ON VIEW AND SALE DAYS

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

IMPORTANT INFORMATION

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

CUSTOMER SERVICES

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

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 140
Back cover: Lot 130

PLEASE NOTE

Admission to the sale by catalogue only (admits two).

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

Bonhams 1793 Limited

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

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

Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling 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,
Matthew Haley, Richard Harvey, Robin Hereford,
Asaph Hyman, David Johnson, Charles Lanning,

Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, Peter Rees,
John Sandon, Tim Schofield, Veronique Scorer,
James Stratton, Ralph Taylor, Charlie Thomas,
Shahin Virani, David Williams,
Michael Wynell-Mayow, Suzannah Yip.

General Information

Admission

Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

Absentee Bids

Bonhams will execute bids when instructed. Lots will be bought as cheaply as is allowed by other bids and Reserves.

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams not later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

To recognise bidders during the Sale all intending Buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the Sale which will enable them to bid by means of a number allocated to them.

Premium

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

For Automobilia and Watches 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 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 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 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.

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 +/- 80 lots of automobilia per hour and circa 30 vehicles per hour.

Are there any warranties offered with the vehicles?

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

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

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

Can I view the files that accompany the vehicles?

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

How can I pay?

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

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

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

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

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

Payment by card

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

Payment by cheque

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

Bank transfer

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

Are there any other charges?

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

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

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

When can I clear my purchases?

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

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

Can someone deliver the vehicle for me?

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

IMPORTANT V5/V5C INFORMATION

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

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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Motorcycle Department

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Administrator

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Buyers/Sellers Accounts UK

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+44 (0) 20 7447 7430 fax

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

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 12noon on Monday 12 September 2016 by appointment only.

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

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

All lots marked with a ◊ 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.

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

Motor Cars

Vehicles must be collected from the sale venue by 12pm on Monday 12 September 2016, at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility (please see Guide for Buyers).

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

Removal and Storage of Vehicles

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

Vehicle Removal charges

£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).

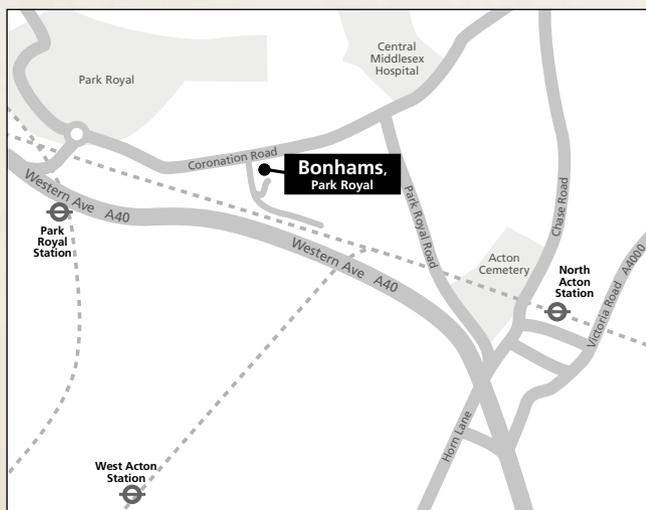
Polygon Transport
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hants SO40 4BL
02380 871 555
02380 862 111 fax
polygon@polygon-transport.com

Motor Car Preparation

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

Professional Catalogue Photography

Simon Clay
Tom Wood
Neil Frazer



Directions to Goodwood Revival

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

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

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

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

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

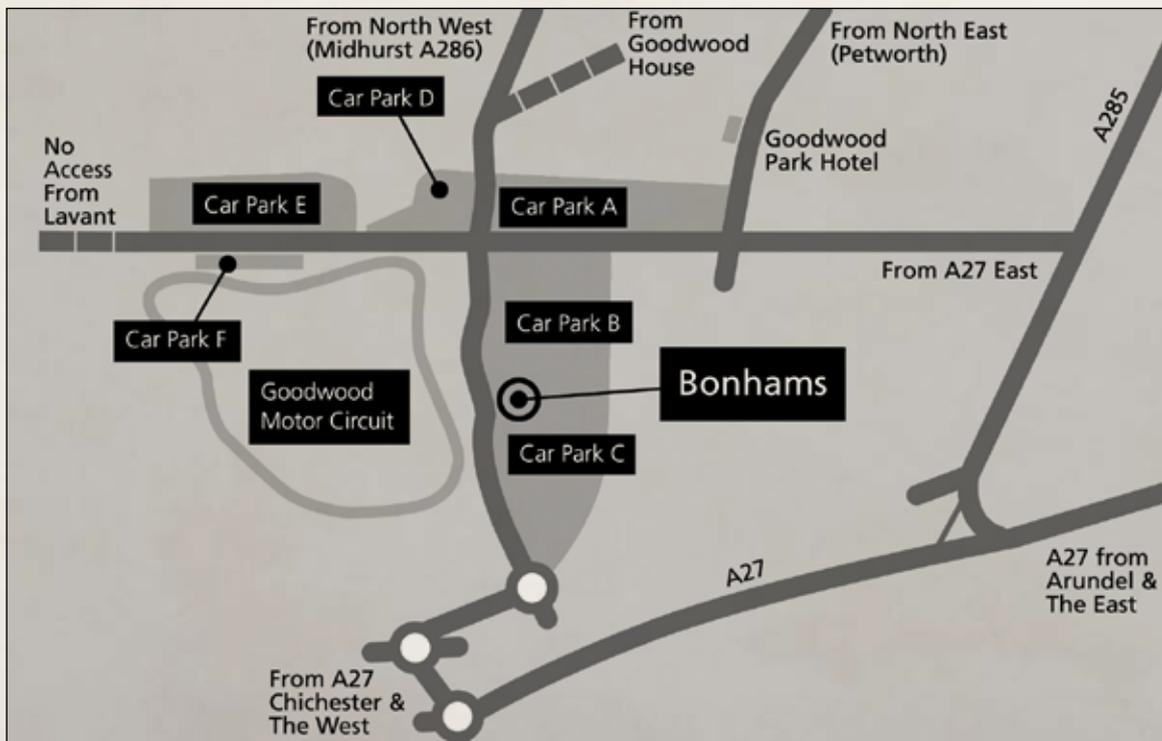
From Petersfield, Haslemere follow the A272 to Midhurst. From Midhurst follow the A286 towards Chichester. Just south of the village of Singleton take the left hand fork towards Goodwood Racecourse. At the T junction by Goodwood Racecourse turn left as directed by the AA road signs towards the A285.

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

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

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

GOODWOOD MOTOR CIRCUIT POSTCODE : **PO18 0PH**



AUTOMOBILIA

11.00am

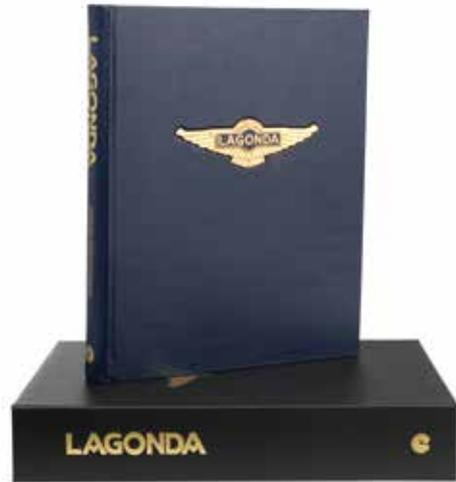
Lots 1 - 89

Images of each lot can be found at:
www.bonhams.com/23595





1



2



3



4

1•
A FERRARI DINO 246GT OWNER'S WALLET,
 containing Operating Maintenance and Service Handbook, Spare Parts Catalogue, Road Test reprinted from The Motor, Maranello sales brochure and other 'Dino' ephemera, MOT certificates and tax disc holders, the brown leather wallet marked Dino, (clasp strap split).

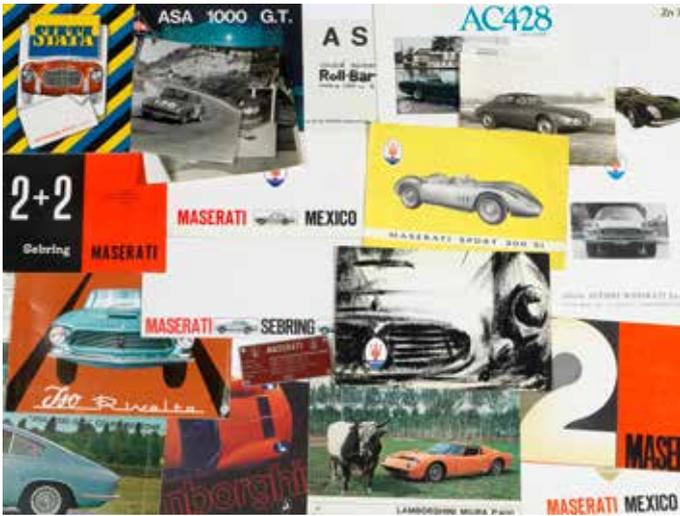
(Qty)
 £1,000 - 1,500
 €1,200 - 1,700

2•
BERND HOLTHUSEN: LAGONDA; A DELUXE SIGNED LEATHER-BOUND AUTHOR'S PROOF EDITION, PUBLISHED BY PALAWAN PRESS,
 limited edition author's proof numbered 3/5 and signed by the author to last page, bound in blue-leather hard covers by the Wyvern Bindery of London, with gilt tooling and applied Lagonda emblem to front cover, 426 numbered pages, a well illustrated history of the marque, contained within black Buckram library box and with original packing carton.

£1,200 - 1,600
 €1,400 - 1,800

3
CHRISTIAN HUEBER & DAVID A SULZBERGER: BENTLEY CONTINENTAL SPORTS SALOON; A LIMITED 'OWNER'S EDITION', PUBLISHED BY PALAWAN PRESS, 2003,
 of 208 copies published, in black leather wrap-around covers with pop-stud and gilt tooling, large 4to, numbered to title page with 'BC70C' chassis number, 400 numbered pages, well illustrated reference title relating to the R-Type Continental, together with an edition of Bentley Register for the Continental Sports Saloon, in black card covers, with build and ownership details of the cars, unopened in wrapping, and a folio of reproduced drawings and blueprints of coachwork styles by various coachbuilders including H J Mulliner and Pinin Farina, and with accompanying pamphlet, all contained in original fitted library box bearing chrome plate to front engraved with the matching 'BC70C' chassis number, offered together with two other related books by Martin Bennett: Bentley Continental, and Bentley Continental Corniche & Azure 1951-2002; a booklet by Stanley Sedgwick: 'R' Type Continental; a boxed 1:18 scale die-cast model of the car by Minichamps, and a £5 commemorative coin minted 2009.

(6)
 £2,500 - 3,500
 €2,900 - 4,000



5

4*

A GOOD COLLECTION OF FERRARI SALES BROCHURES AND TECHNICAL MANUALS,

sales brochures for 250 Granturismo illustrated fold-out, 365GTB4, Dino 246GT, 330GTS with letter from Luigi Chinetti Motors Inc dated 1968, 275GTB4, 512 TR, 365GT 2+2, 330GT, 'The Last Three Ferraris', and other sales ephemera including an F40 catalogue with photographs and technical materials booklet; technical publications including US version owner's manuals for 308 GTBi and 308 GTSi, Testarossa, F512M, F40, 308 Quattrovalvole, a spares catalogue for Dino 206GT, Warranty Card & Owner's Service Books for F355 and 1981/82 8 cylinder models, and a 1992 Testarossa Technical Manual, with other ephemera and books relating to Ferrari and two printed photographs with facsimile signatures of Enzo Ferrari and Niki Lauda, together with two enamel badges for NART and Ferrari Club of America.

(Qty)

£1,200 - 1,500

€1,400 - 1,700

5*

ASSORTED SPORTS CAR SALES LITERATURE, MAJORITY ITALIAN,

comprising Maserati Sport 200 SI, Mexico (x 2), 2 + 2 Sebring (x 2), Due Posti (cover detached), 3500 GT fold-out showing four views of the range, (tape repair to back cover), a range brochure for Mistral, Mexico, Quattroporte, Sebring and Ghibli and a similar brochure of Maserati Concession Limited, dated 1967, and a Maserati fuel and lubrication plaque, Lamborghini Miura P400 and a range brochure for Miura, Jarama and Espada, others for various marques comprising Siata, ASA with three publicity photographs, Iso Rivolta and Grifo, a Zagato press release photograph of an Alfa Romeo 2600 SZ with letter dated 1965, AC 428 convertible and Zn 75.

(Qty)

£1,000 - 1,200

€1,200 - 1,400

6*

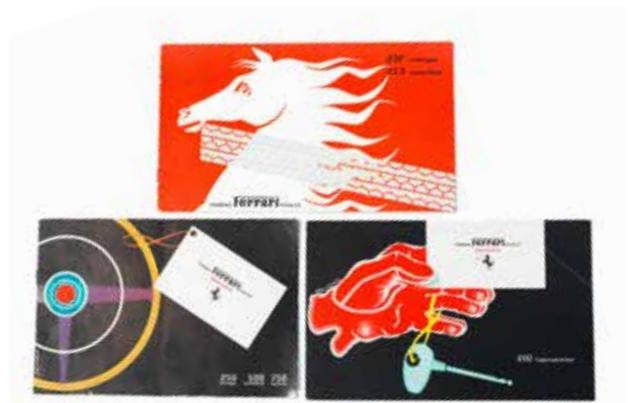
THREE FERRARI SALES BROCHURES,

comprising combined catalogue for 250 Europa, 500 Mondial and 750 Monza, 8vo, English text with central fold out, 1953 combined catalogue for 250 Europa and 375 America, red front cover with Luigi Chinetti rubber stamp, 8vo, and 410 Superamerica, 8vo.

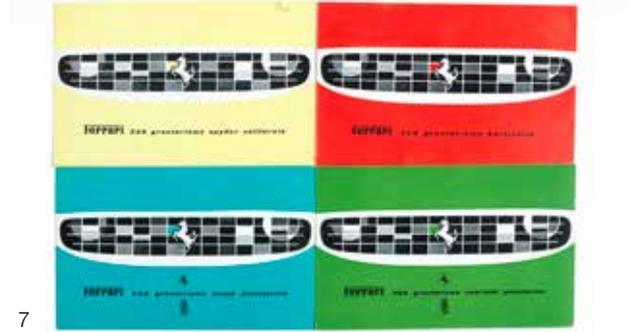
(3)

£1,000 - 1,500

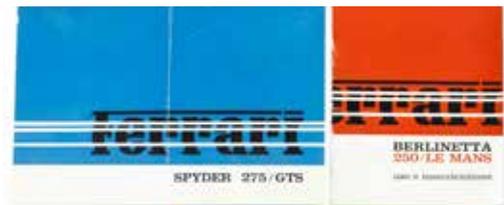
€1,200 - 1,700



6



7



8



7*

FOUR SALES BROCHURES FOR FERRARI 250 SERIES CARS,

each 4 page folded, English text, illustrated with car and engine, speed chart and specifications on rear, comprising 250 Granturismo Spyder California, printed in yellow and black on paper, 250 Granturismo Berlinetta, printed in red and black on card, 250 Granturismo Coupe Pininfarina, printed in blue and black on card and 250 Granturismo Cabriolet Pininfarina, printed in green and black on card, each small 4to.

(4)

£1,750 - 2,250

€2,000 - 2,600

8*

A RARE FERRARI 250 BERLINETTA LE MANS 'USO E MANUTENZIONE' MANUAL, ITALIAN TEXT, CIRCA 1965,

card covers, 36 numbered pages, illustrated users maintenance booklet, 8vo, together with a sales brochure for the same car, front cover creased, with Automobile MONTEVERDE Basel dealers stamp on front cover, in English, French and Italian text, small 4to, and a similar Ferrari Spyder 275/GTS sales brochure, both covers creased.

(3)

£1,400 - 1,800

€1,600 - 2,100



9



12



11

9•
A COLLECTION OF ASSORTED SALES BROCHURES,
 for various 1950s mainly British and European marques, including brochures for Alfa Romeo 6C 2500 Sport & Super Sport, Alfa Romeo 1900, Aston Martin DB2 Sports Saloon & Drophead Coupe, Aston Martin 2-Litre, BMW 501, Porsche (folded), Rolls-Royce Silver Wraith, Silver Dawn, Bentley Mark VI, Lancia Aurelia, and others for various marques including Mercedes-Benz, Daimler, Talbot, MG, Triumph, Lanchester, Delage, Morgan, Wolseley, Fiat, Vauxhall, and others.
 (Qty)
£1,200 - 1,500
€1,400 - 1,700



10

10
DOCUMENTS AND RACE MAPS RELATING TO THE LINDNER/NOCKER LOW DRAG ALUMINIUM JAGUAR E-TYPE,
 comprising two blueprint maps for Nurburgring and Le Mans, with hand-written gear changes, lift-off and braking notes for the circuit, and hand-written details regarding the set-up of the car and the date of the event, Le Mans 20/21 June 1964, Nurburgring 30 May 1964, together with an unused Nurburgring map, each folded; the documents comprising assorted typed carbon copies of competition reports for 1964 Tourist Trophy - Goodwood, 2 pages with map of the circuit complete with notes; 1964 Le Mans, 9 pages; and twelve other letters and reports relating to E Type Jaguar chassis including Coombs e-type and Cunningham Light Weight, chassis development, brake testing, brake development, gearing ratios, airflow, transmission, tyre testing, car development, mixture adjustment, 1962 Easter International Meeting Goodwood, 1964 Testing at Silverstone driven by G.Hill with circuit map, together with other documents 'Grand Prix Racing and the B.R.M.' 1964, Salisbury Gear data undated, Dunlop R5 Racing Tyres undated and a sheet of scrap paper with hand written notes relating to SU carburettors.
 (Qty)
£1,500 - 2,000
€1,700 - 2,300

11 †
AN EDWARDIAN CASED SET OF BARTHOLOMEW'S ROAD MAPS FOR ENGLAND & WALES,
 honey leather case by Sifton Praed & Co.Ltd, with leather handle, nickelled locks and catches, opening to reveal compartmentalised interior fitted with 37 canvas-back folded road maps and a Contour Road Book of England by Gall & Inglis, with measuring wheel housed in the lid, offered together with two keys, the case with branded owner's name 'E.G.Browne' to lid and measuring 40cm wide.
£1,000 - 1,500
€1,200 - 1,700

12
RUSSELL BROCKBANK (1913-1979), "LACK OF CONCENTRATION '48",
 sub-titled 'Overheating!'; signed, pen and ink on paper, heightened with white, 16 x 29cm, mounted, framed and glazed, with Chris Beetles label applied to backboard, stating 'The Motor, 25 February, Reasons for Retiring (Suggested by Brockbank) - 5, page 84'.
£1,000 - 1,500
€1,200 - 1,700



13

13 AR

CARLO DEMAND (GERMAN 1921-2000), 'DELAGE - 1927 FRENCH GRAND PRIX', signed to lower right corner, gouache on artists' board, depicting Robert Benoist in his 1.5 Litre Delage 155B leading Albert Divo in the Talbot 700, on his way to victory at Montlhery on 3rd July, 39 x 70cm, mounted, framed and glazed, the rear of the frame bearing artist's business card and hand-written annotation.

£1,000 - 1,500

€1,200 - 1,700

14

"KEEP CALM AND CARRY ON" LONDON: HIS MAJESTY'S STATIONERY OFFICE (HMSO), AUGUST TO SEPTEMBER, 1939, printed in red on white thin wove paper, with George VI crown above, designed by the MOI and HMSO, and printed in preparation for a civilian poster campaign in the event of invasion or aerial bombardment of England, median size, 29.5 x 19.5 in (75 x 50 cm), unused, central horizontal crease, unmounted.

£4,500 - 5,500

€5,200 - 6,300

The "Keep Calm" poster has, over the past decade, become the classic poster of Wartime Britain. It is not known exactly how many survive. This is a median format sized example while most of the ones that have surfaced thus far have been the window pane small sized versions. In early April 1939, six months before the Declaration of War in September, the Ministry of Information (MOI) started forming a policy on posters to be issued in times of National crisis. The MOI and HMSO, working closely together drew up poster designs between June and July 1939, the aim to produce simple artwork for posters to help the population at the time of forthcoming national crisis which would boost the morale of the general public. Eventually three 'Home Publicity' designs were chosen and printing of these posters started on 23 August 1939. Two of the designs "Your Courage, Your Cheerfulness, Your Resolution will bring us Victory" and "Freedom is in Peril, Defend it with all your might" were printed and distributed in their millions and released to be put on public notice boards, stations, and other buildings, even huge 50 sheet versions were put on large billboards. The "Keep Calm and Carry On" poster was held back for times of severe stress,



14

perhaps an invasion or bombing campaign. It is said that 2.5 million of these posters were printed between August and September 1939, but questions were raised in the press and in government about the content and style of the campaign, so the "Keep Calm and Carry On" posters were not officially released en masse and the large majority were put into store. Records are incomplete but it is believed the stock was pulped in April 1940 as part of a paper salvage campaign. It is documented that

a few were released and posted, and there are examples in the Imperial War Museum, London and in the British National Archives. Barter Books in Alnwick in 2000 found an example of the median size poster, a small cache of five were then discovered in the Midlands circa 2000 by a private collector and a further collection of 15 were found in Cupar, Fife Scotland, from the family of a veteran of the Royal Observer Corps, as seen on the BBC programme The Antiques Roadshow.



15

15
A RARE "FERRARI SERVIZIO ESPERIENZE" ENAMEL SIGN, 1950S,
 steel plate with slightly curved edges, 25 x 40cm, some light rusting to edges and on back plate, finished in black on yellow, with mounting hole in each corner fitted with rivet washer.
£1,500 - 2,000
€1,700 - 2,300



16

16
A CASED FERRARI 365 TOOL KIT,
 black vinyl case with handle, with yellow Cavallino emblem to lid, near complete, containing two trays, one fitted with seven Everest spanners (one missing), pliers, and cross-key, the other incomplete (missing ratchet), fitted with four orange plastic handled screwdrivers, oil-filter tool, three bulbs (two missing), one fuse (four missing) and two NGK spark plugs, foam padding to lid deteriorated and plastic trays cracked with some splitting, the case measuring 32cm wide.
£1,000 - 1,500
€1,200 - 1,700

17⁰⁰

A BOWSER GARAGE FORECOURT HAND-CRANKED OIL PUMP,
 restored in Pratts livery, with brand plate, 61cm high overall, together with restored 1/2 gallon Pratts oil can (2)
£1,000 - 1,200
€1,200 - 1,400

18⁰⁰

A BOWSER ONE GALLON HAND CRANKED PETROL PUMP,
 restored in Pratts Golden Pump orange livery, fitted with a Pratts Fill Here pointing hand plate & Pratts 1/3d price flag plate, hose, nozzle and burnished steel pumping rack, 188cm high.
£1,000 - 1,400
€1,200 - 1,600

19⁰⁰

A HAMMOND TWO GALLON VISIBLE HAND OPERATED SEMI-ROTARY PETROL PUMP,
 with two original Hammond one gallon glass reservoir jars, Hammond delivery trip meter, polished bronze fittings together with delivery hose and bronze nozzle, restored in Shell livery with a "Super Charged Super Shell" arrow brand plate, 1/5d per gallon Shell price flag with a Shell Guaranteed Sealed Tank transfer, 168cm high overall.
£1,200 - 1,600
€1,400 - 1,800



17



18



19

20^Ω

A JAEGER 'TEMPS DU MARCHÉ' 8 DAY CHRONOGRAPH CAR CLOCK, SWISS MADE,

12 hour black dial with luminous Arabic numerals, outer chapter with 1/5 second intervals, subsidiary dials show elapsed time of trip and minutes of the hour, each with red green indicator window, sweep second hand (sticks and requires attention), other hands with luminous paint in apparently working order, 7.5cm diameter bezel, slight chip to lens under left button, in metal and silver painted case, with red topped left button, together with four photocopies of Jaeger catalogue pages.

(5)

£1,000 - 1,500

€1,200 - 1,700



20

21



22

21^Ω

A JAEGER 'TEMPS DU MARCHÉ' 8 DAY CHRONOGRAPH CAR CLOCK, SWISS MADE,

12 hour black dial with luminous Arabic numerals, outer chapter with 1/5 second intervals, subsidiary dials show elapsed time of trip and minutes of the hour, each with red green indicator window, sweep second hand, other hands with luminous paint, in apparently working order, 7.5cm diameter bezel, in metal and silver painted case, together with a page from a 1936 Jaeger catalogue depicting a similar chronometer.

(2)

£1,000 - 1,500

€1,200 - 1,700



23

22

TWO GOOD QUALITY DASHBOARD INSTRUMENTS, 1930S,

comprising a Negretti & Zambra Metallic Thermometer, marked 0-140 Fahrenheit, with movable outer pointer, chromed casing, bezel 6cm diameter, and an Auto Altimeter, nickelled dial with scale from 22-31 inches and a movable black outer ring marked 0-10 Ten Thousand Feet, chromed casing, bezel 6cm diameter.

(2)

£1,200 - 1,500

€1,400 - 1,700



24

24[†]

A FRAMED AND GLAZED DISPLAY OF 'THE WORLD'S GREATEST AUTOMOBILES' EMBLEMS BY FRANKLIN MINT,

circa 1980, original hinged wooden case with name-plate and glazed lid, with blue velvet tray fitted with 50 sterling silver plaques each inlaid with emblem of mainly British, European or American marques including Ferrari, Bugatti, Alfa Romeo, Lamborghini, Jaguar, Mercedes, Stutz, Aston Martin, Benz, Rolls-Royce, Bentley, Maserati, BMW, and others, the case measuring 30 x 60 x 8cm.

£1,500 - 1,800

€1,700 - 2,100

23^Ω

THREE HEUER DASHBOARD CHRONOGRAPHS,

each with black dial, comprising a Master Time 8 Day clock (crown wheel loose), mounted with a Monte-Carlo stopwatch for 'Ferrari', with jump dial window numbered 0-11, on double back-plate, together with a Monte-Carlo stopwatch (lens cracked) mounted on a single-back plate, all mounted together on a shaped wooden backboard.

£2,200 - 2,800

€2,500 - 3,200



25

25

A "HOTCHKISS" COCKEREL MASCOT, BY AUGUST CAIN, FRENCH, CIRCA 1924,

signed 'A.Cain', also bearing Susse Freres, Paris foundry stamp and further stamped '187' to rear of base, nickel-plated bronze, finely detailed mascot depicting a resplendent crowing cockerel, complete with Hotchkiss-Paris emblem to base, the hollow base with twin stud for correct position mounting, beak ground down and tips to some tail feathers bent, 16cm high.

£1,000 - 1,200

€1,200 - 1,400

These mascots were only fitted to the car of the President of France and Chamber of Deputies government cars, and was the only mascot produced by the Parisian sculptor August Cain.



26

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26 †
AN ART DECO 'NU LONGS CHEVEUX' MASCOT IN OPALESCENT GLASS BY LUCILE 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, 22.5cm high, some internal bubbles.

£3,000 - 4,000
 €3,500 - 4,600

27 †
A RARE ART DECO 'FEMALE NUDE' MASCOT IN OPALESCENT GLASS BY LUCILE SEVIN FOR ETLING OF PARIS, CIRCA 1932, moulded 'Etling France 87' to rear of base, depicting a graceful female nude holding her flowing dress with both hands, 27cm high.

£3,000 - 4,000
 €3,500 - 4,600

28 †
AN ART DECO 'DRAPED NUDE' MASCOT IN OPALESCENT GLASS BY LUCILE SEVIN FOR ETLING OF PARIS, FRENCH, CIRCA 1932, moulded 'Etling France 50' to edge of base, depicting a graceful female nude holding her dress out, fixed within stepped metal base, 22cm high overall, some internal bubbles.

£3,000 - 4,000
 €3,500 - 4,600

29
TWO FERRARI TESTAROSSA CASES BY SCHEDONI, each black leather with locks and keys, 23 x 35cm., one with sloped lid from 15 to 12cm high, the other 14cm high.

(2)
 £1,000 - 1,500
 €1,200 - 1,700

30
A FERRARI TESTAROSSA COMBINATION LOCK BRIEFCASE BY SCHEDONI, black leather with partitioned lining, 44 x 33 x 19cm, with Ferrari luggage tag.

£1,000 - 1,500
 €1,200 - 1,700



29

29



30

31

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 62 cm 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)

£2,000 - 2,500

€2,300 - 2,900



31

32

A LOUIS VUITTON VANITY CASE, CIRCA 1980,

Vuittonite 'LV' monogram exterior with leather handle and edging, with brass reinforced corners, opening to beige interior with leather strap and small jewellery case, the inside of the lid bearing label with ink-stamped number 1015705, the case 30 x 22 x 21cm, together with key.

£1,200 - 1,400

€1,400 - 1,600

33⁰

A SUITCASE BY HERMES OF PARIS, CIRCA 1930,

beige canvas case with handle, brass lock and catches, with reinforced corners, opening to beige cloth-lined interior with lift-out tray with leather handles and straps, the case with some staining and applied with travel labels, 80cm wide, together with key.

£1,200 - 1,400

€1,400 - 1,600



36

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34

A LOUIS VUITTON HAT-TRUNK, CIRCA 1940,

dark brown exterior with leather-covered handle and edging, brass reinforced corners, lock and catches, opening to interior with beige lined interior, the inside of the lid bearing label with ink-stamped number 84235, the case 35 x 38 x 31cm.

£1,000 - 1,500

€1,200 - 1,700

35⁰

TWO PRE-WAR HAT-BOXES, FRENCH, CIRCA 1930,

the first by Moynat, brown exterior with leather reinforced edging and leather handle, brass lock, opening to beige cloth interior with maroon ribbon straps and bearing Moynat label, 51cm diameter, 26cm deep, the second by C.Roncati, dark blue exterior with reinforced edging, with leather handle and 'Au Depart' brass lock, opening to Paisley pattern cloth-lined interior, the inside of lid bearing maker's label, 50cm diameter, 26cm deep, both cases applied with travel labels.

(2)

£1,000 - 1,500

€1,200 - 1,700

36⁰

A LEATHER PORTMANTEAU BY HERMES OF PARIS, POST-WAR,

black leather case with handle, brass locks and catches, the front of lid with embossed initials 'M.D', opening to beige cloth-lined interior, with straps in zipped upper section and lower section with separator board, the case 65cm wide, complete with black canvas cover.

(2)

£2,000 - 2,500

€2,300 - 2,900



38



38



37

37⁰⁰

A RARE AND LARGE 'MALLE COMMODE' CABIN TRUNK BY AU DEPART OF PARIS, CIRCA 1910,

wooden canvas-covered case repainted brown, with brass sprung handles, locks, catches and edge plates, with wooden battens and brown leather edging and corners, maker's plaque to each end, the lid with quilted lining and maker's plaque, with removable fall-front opening to reveal upper lift-out canvas tray, and five canvas drawers with leather handles, each with canvas straps to interior, with old repair and remains of original maker's label to inside of door, the case measuring 91 x 58 x 65cm.

£2,000 - 2,500

€2,300 - 2,900

38^{† 00}

A FINE LOUIS VUITTON 'MALLE ARMOIRE' WARDROBE TRUNK, CIRCA 1920,

LV monogram pattern canvas case, with leather handles and reinforced edging, LV branded brass lock (numbered 063614), catches, reinforced corners and brass riveted wooden battens, with hinged upper lid and opening to reveal orange 'Vuittonite' lined interior, the left section fitted with pair of folding clothes rails and 19 various wooden clothes hangers with Louis Vuitton branding, beige cloth separator curtain and wooden spring loaded retaining bar, two canvas lattice wooden frames, and a leather handled removable case to lower section bearing Louis Vuitton leather patch to lid and further leather patch to floor of base with ink-stamped 6-digit number, the right section with six drawers with riveted leather pull-handles with Louis Vuitton branding, the upper drawer with locking mechanism, offered together with three correct keys, some general wear to exterior and painted owner's initials 'M.E.T.' to one door and lid, interior in good general order, measuring 56 x 66 x 114cm, believed to have been stored and unused since a circa 1940 'final tour' by the previous owner.

£15,000 - 18,000

€17,000 - 21,000



39



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41

39 †
A CASED COCKTAIL SET FOR SIX PERSONS BY FORTNUM & MASON, CIRCA 1905,

pig-skin cylindrical case with handle to lid, the interior fitted with central Electro Plated Britannia Metal cocktail shaker with lid containing set of six stacked plated tumblers, and surrounded by three curved spirit flasks for 'Italian', 'French' and 'Gin' spirits, the bases stamped with maker's markings and the caps all engraved with initials 'G.P.', the case 20cm high.

£2,000 - 3,000
 €2,300 - 3,500



42



42

40 †
A CASED TRAVELLING COCKTAIL SET BY DUNHILL, POST-WAR,

black leather standing case with handle, with red vinyl lined interior fitted with accessories of German origin comprising cocktail shaker, two glass drinks bottles and bottle opener, with set of four drinking tots contained behind leather straps in the lid, the case 24cm high.

£1,000 - 1,500
 €1,200 - 1,700

41 †
A CASED SET OF COCKTAIL ACCESSORIES, RETAILED BY ASPREY,

post-War, black leather-cloth case with lid, the interior with silk lining with Asprey of New Bond St retailer's name to lid, with velvet lined interior fitted with six electro plated cocktail accoutrements, the case 37cm wide.

£1,000 - 1,500
 €1,200 - 1,700

42 † ◊
A FINE CIRCA 1907 MOTORING TRUNK BY MOYNAT OF PARIS, FITTED WITH PICNIC ACCESSORIES FOR SIX PERSONS,

black leather-cloth trunk with sloped rear, leather handles and edging, brass locks and catches, with Moynat plaques to each end, believed created in collaboration with renowned atelier and designer Henri Rapin, the lid opening to re-lined interior and later fitted with fine period picnic accessories including wicker-handled kettle and tea-pot with ornate double-burner, a wicker-covered drinks bottle, three leather-covered glass drinks flasks with integral cups, another small glass bottle, two large food tins, six ceramic tea-cups, six glass tumblers, two ceramic preserves jars, set of six rectangular enamel plates, and condiments jars, with saucers, cutlery and Vesta case housed behind leather straps in the lid, the case measuring 81 x 39 x 26cm overall.

£4,000 - 6,000
 €4,600 - 6,900



43



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43



44

43 † ♦

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

black leather-cloth case with tread with nickelled surround to lid, brass lock and catches, opening to reveal wicker framework interior fitted with wicker-handled copper kettle with burner, two wicker covered drinks bottles, a smaller glass bottle, two Coracle Brand ceramic based food boxes, set of four Coracle tea-cups, stacking glass tumblers in wicker cases, ceramic butter jar and condiments jars, with saucers and cutlery housed behind leather straps in the lid, the case measuring 74 x 31 x 20cm.

£8,000 - 10,000

€9,200 - 12,000

44 †

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

brown leather case with handle, nickelled lock and catches, the lid and fall front opening to metal line 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.

£1,000 - 1,500

€1,200 - 1,700



47



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A LEATHER-CASED TEA-SET WITH SILVER ACCESSORIES FOR TWO PERSONS, CIRCA 1905,

possibly European origin, dark blue textured leather case with handle, the lid and fall-front opening to blue velvet lined interior fitted with German sterling silver accessories, majority by C.W.Jr, comprising wicker-handled kettle with burner, two glass bottles and a jar with silver lids, sugar bowl and milk jug, with Limoges bone china tea-cups with saucers, with knife and two spoons housed in the lid, the case 30cm wide.

£2,000 - 2,500
€2,300 - 2,900

46 †

A LEATHER-CASED PICNIC SET FOR FOUR PERSONS BY A BARRETT & SONS, PICCADILLY, CIRCA 1905,

honey leather case with carrying strap with buckle, brass lock and catch, the lid and fall front revealing dark green leather interior fitted with wicker-handled kettle with burner, spirit flask, a glass milk bottle, a set of four bone china tea-cups, two food tins, four rectangular enamel plates, and condiments jars, with saucers, spoons and Vesta case housed behind leather straps in the fall-front, and knives contained in the lid, the case 34cm wide.

£2,500 - 3,000
€2,900 - 3,500

47 † ◊

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

black leather-cloth case with brass handles, lock and catches. with lid and fall-front opening to interior fitted with wicker-handled kettle with burner, two large wicker-covered glass drinks bottles, a smaller glass bottle, a Coracle ceramic based food box, other food tins, set of four gilt edged Bisto tea-cups with saucers, ceramic butter and preserves jars, four rectangular enamel plates, stacked glass tumblers with wicker cases, and condiments jars, with cutlery housed behind leather straps in the lid, the case measuring 61 x 22 x 31 cm.

£9,000 - 11,000
€10,000 - 13,000



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48 †
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

€1,200 - 1,700

49 †
A CASED TEA-SET FOR TWO PERSONS BY MAQUET OF PARIS, CIRCA 1905,

black textured leather case with handle to lid, with double doors opening to grey felt-lined interior fitted with wicker-handled kettle containing tea-caddy, burner, spirit flask, tea-pot containing sugar bowl and milk jug, a pair of Royal Worcester tea-cups on felt pads with saucers, with spoons and sugar tongs contained in the double doors, the case 29cm wide.

£1,500 - 2,000

€1,700 - 2,300

50 †
AN 'SS JAGUAR' RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,

chromed with wire-mesh grille, enamel badge and 'dog-bone' cap, 18cm high.

£1,500 - 1,800

€1,700 - 2,100

51 †
A 'ROLLS-ROYCE' RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,

chromed with shutters, enamel badge and complete with miniature 'Spirit of Ecstasy' mascot, 23cm high.

£1,200 - 1,500

€1,400 - 1,700

52 †
A 'BUGATTI' RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,

chromed case with chromed grille and back-plate, enamel badge and cap, 20cm high.

£1,000 - 1,200

€1,200 - 1,400



58

53 †

A BOXED 'MERCEDES-BENZ' RADIATOR DECANTER BY RUDDSPEED, BRITISH, 1960S,

chromed with printed radiator grille, enamel badge and miniature mascot, 22cm high, contained in original presentation box.

£1,500 - 1,800

€1,700 - 2,100

54 †

A BOXED 'BUGATTI' RADIATOR DECANTER BY RUDDSPEED, BRITISH, 1960S,

chromed with black mesh grille and enamel Bugatti badge and radiator cap, 20cm high, contained in original presentation box.

£1,500 - 1,800

€1,700 - 2,100

55 †

A BOXED 'BENTLEY' RADIATOR DECANTER BY RUDDSPEED, BRITISH, 1960S,

chromed, with green wire mesh grille, enamel badge and 'dog-bone' cap, 20cm high, in original presentation box and with publicity card.

£1,200 - 1,600

€1,400 - 1,800

56 †

A BOXED 'ROLLS-ROYCE' RADIATOR DECANTER BY RUDDSPEED, BRITISH, 1960S,

chromed with shutters, enamel badge and town cap, 20cm high, contained in original presentation box.

£1,000 - 1,500

€1,200 - 1,700

57 †

A CASED SET OF MERCEDES-BENZ STERLING SILVER COMMEMORATIVE INGOTS, BY REINHOLD HUMBOLD FOR FRANKLIN MINT, 1985,

wooden case with leather panel to lid, fitted with 25 German sterling silver ingots, each 40mm wide and weighing approximately 16gms and struck with image of a Mercedes-Benz motorcar covering eras from 1886-1984, the case 34.5cm wide, and offered with boxed set of accompanying information cards.

£1,000 - 1,500

€1,200 - 1,700



60



57

58 †

A RARE PIRELLI BELT BUCKLE DESIGNED BY SALVADOR DALI (1904-1989), ITALIAN FOR THE NORTH AMERICAN MARKET, CIRCA 1970,

solid brass, with cast signature to lower right corner, numbered 'NR 0032' to lower left, with erotic motoring scene design, 10cm wide, the reverse marked 'Made in Italy'.

(2)

£1,000 - 1,500

€1,200 - 1,700

59 †

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

36 ingots, produced in the mid-1970s for the Beaulieu National Motor Museum, each hallmarked London and struck with image of veteran, vintage or pre-War road or race car including Alfa Romeo, Bentley, Bugatti, Hispano-Suiza, Mercedes-Benz, and others, each ingot 52mm wide and weighing approximately 68gms, all contained within a fitted wooden case 42cm wide, complete with two keys and corresponding information cards.

£1,500 - 1,800

€1,700 - 2,100



61



59

60

A ROYAL OBSERVER CORPS SECTOR CLOCK, FROM THE NO. 4 GROUP ROYAL OBSERVER CORPS OPERATIONS ROOM AT COLCHESTER,

the single chain fusee movement and anchor escapement stamped 19339 Made by W. Elliott Ltd, England, 1941, painted 35.5cm diameter dial, with cast bezel, silvered sight ring and mahogany surround to the pegged back-box, (old split to wood of backbox), painted black with white lettering "R 29-10-1934 stores No 21B/713; Con No. A194412/54C22 (b)" with painted broad-arrow, the surround 47cm wide, complete with three pegs, pendulum (not fitted) and key.

£1,500 - 2,500

€1,700 - 2,900

According to information supplied by the vendor, his late father was a member of the Royal Observer Corps and his final posting was to the Colchester operations room. The clock was given to him upon his retirement in 1982.

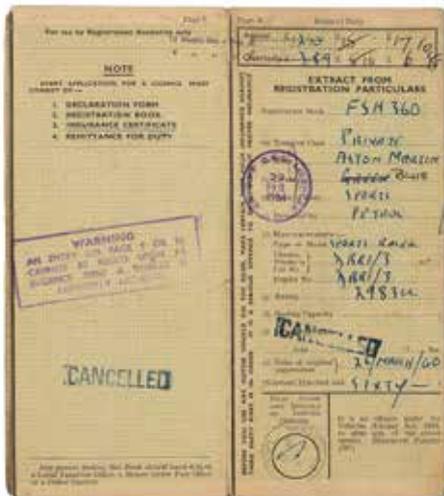
The clock is believed to have been situated in the operations room in No.4 group Royal Observers Corps from 1941 to 1982.



62



62



63



64

61^Ω

A 'BROOKLANDS TOTALISATOR' AMUSEMENT ARCADE 'ONE ARMED BANDIT' MACHINE,

believed to be a circa 1955 'after market' conversion by Tom Boland & Co. of a 1930s Mills machine, red-painted cast alloy cased front featuring decorative circular racing car motif, with wooden cabinet fitted with 1d coin operated triple-drum mechanism with 'race number' decals, in working order operated by single pull-down lever, with later replacement wooden back panel, 62cm high, offered together with various suitable copper coins.

£1,500 - 2,000

€1,700 - 2,300

62^Ω

A GIRARD-PERREGAUX FERRARI 250 GT TOUR DE FRANCE WRISTWATCH

numbered 17/25, a fine and rare, self-winding, water-resistant, stainless steel wristwatch, three-body, polished and brushed, case back with 8 screws and engraved with Ferrari 250 TdF logo, curved lugs, sapphire crystal, red dial with luminous Arabic numerals, outer tachometer, graduation to 1000 UPH, subsidiary dials for the seconds, the 12-hour and 24-hour registers, centre minute register, luminous white épée hands, bezel 40mm diameter, red leather strap, complete with Girard-Perregaux box containing guarantee card and other paperwork, within outer case.

(Qty)

£1,600 - 1,800

€1,800 - 2,100



65

63
THE ORIGINAL 'BUFF LOG BOOK' RF 60 REGISTRATION BOOK FOR ASTON MARTIN DBR1/3,

first issued March 28 1960 when the car was registered as FSH 360, with hand-written details of the vehicle and owners, with many official rubber stamps, and hand-written amounts for the licenses issued to this car. The form a four-fold 10 page document, 4to when opened, printed on both sides, stamped 'CANCELLED'.
£4,000 - 6,000
€4,600 - 6,900

DBR1/3 was driven to victory at the 1958 Nurburgring 1000Km race by Stirling Moss and Jack Brabham.

64
THE WALL CLOCK FROM ENZO FERRARI'S OFFICE, MODENA, LATE 1950S,

wooden framed case, the front applied with brass Arabic numerals, Cavallino and plaque marked 'Scuderia Ferrari Modena', 31 x 31cm, the reverse fitted with simple clockwork mechanism and label hand-written and dated 16/1/55, with key (hands loose), together with a copy of Enzo Ferrari & Maranello, published 2010, depicting the clock on page 51.
£4,500 - 6,500
€5,200 - 7,500

65 †
LADY FIONA GORE (1918-2013), THE COUNTESS OF ARRAN'S, 1980 SEGRAVE TROPHY '100MPH ON WATER' PLAQUE AND OTHER POWERBOAT TROPHIES AND AWARDS,

the rectangular bronze plaque applied with gilt bronze panel with design in relief by sculptor Gilbert Hayes and profile of Sir Major Henry Segrave, and inscribed 'Awarded to Fiona, Lady Arran', the reverse engraved 'Sgrave Trophy 1980 100mph On Water', measuring 16.5 x 10cm, in fitted case with easel stand to rear, offered together with the framed Union Internationale Motonautique certificate relating to the achievement held on 11th August 1980 on Lake Windermere in her twin-engined Trimite 'Skean-Dhu' powerboat reaching a recorded speed of 102.45mph, the first woman to reach a speed of 100mph on water, together with other 1970s and 1980s powerboat trophies and awards also presented to the Countess, including Poole Bay Championship trophy, Everest trophies, 1971 Royal Motor Yacht Club, BP National Powerboat record attempt plaques, UKOBA trophies, a 1988 UKOBA multiple signed menu, a 1988 UKOBA desk-piece award, a 'K7 Club' wooden shield, and various other powerboat certificates and related framed items.
 (Qty)
£5,000 - 7,000
€5,800 - 8,100



65

66 †
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.
£1,000 - 1,500
€1,200 - 1,700



66



67*

THE CURZON/HOWE 24 HEURES DU MANS TROPHY, 1930-31,

heavy black and green veined marble bowl with male nude bronze figure handles and inset with cast bronze frieze decorated in relief with male nude Greco-Roman athletes, above a fluted marble column with bronze male figures supporting the bowl, above base with laurel wreath decoration, 48cm high, displayed on wooden base and measuring 64cm high overall, the base applied with brass plaque inscribed:

*24 Heures Du Mans
IX ème Grand Prix d'Endurance
VII ème Coupe Biennale
1930-1931
Offerte par
l'Automobile-Club de l'Ouest
à
Lord Earl Howe
Vainqueur
sur Alfa-Roméo*

**£10,000 - 12,000
€12,000 - 14,000**

When the Automobile Club de l'Ouest launched its daunting 24-Hour race at Le Mans in 1923, the organisers' original intention was for that individual race to be merely the first Heat of an ongoing test of motor manufacturing excellence. They were to award the Rudge-Whitworth Cup for a 'Biennale' competition – decided after two 24-Hour races had been run, with a Coupe Triennale planned to reflect the overall winner after three of the annual 24-Hour races. In practice, however, the individual winner of each 24-Hour race would bask in media glory immediately after each year's event had ended. The Coupe Biennale was, however, continued. This outstandingly elaborate VII Coupe Biennale trophy was presented to Earl Howe for his consistently successful performances at Le Mans in the 1930 and 1931 24-Hour races. The award of the Trophy reflects the fifth-place finish that the British nobleman shared with co-driver Leslie Callingham in their Alfa Romeo 1750 Gran Sport in the 1930 race, followed by the Earl's great victory in the second year of this particular Biennale in 1931, when he co-drove his Alfa Romeo 8C-2300 with the celebrated British racing icon Sir Henry 'Tim' Birkin.

NBC 4

68

63 GT

69

VEHICLE REGISTRATION NUMBERS

IMPORTANT NOTICE

Before bidding on Lots 68 and 69, 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.

68

NBC 4

UK vehicle registration number held on V778 Retention Document, expires 18 05 2026.
£8,000 - 10,000
€9,200 - 12,000

69

63 GT

UK vehicle registration number held on DVLA V778 Retention Document, expires 07 09 2025. The GT series of numbers was issued in London from August 1931 to December 1931.
£11,000 - 13,000
€13,000 - 15,000

70

A 1:8 SCALE MODEL OF THE JAMES BOND 'GOLFINGER' 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, with wooden transport case.
(2)
£1,000 - 1,500
€1,200 - 1,700



70



71



72

71

A 1:8 SCALE MODEL OF A PORSCHE 550 SPIDER BY KARSTEN SCHMIDT, scratch-built 'kerbside' model, finely detailed with handcrafted interior, mounted on black display base applied with maker's plaque under Perspex case, together with a certificate of authenticity.
(2)
£1,400 - 1,700
€1,600 - 2,000

72

A 1:8 SCALE SCRATCH-BUILT MODEL OF THE 1961 FERRARI 156 F1 'SHARK NOSE' BY JAVAN SMITH, depicted as raced by Wolfgang Berg Von Trips, kerbside model with full cockpit detailing, mounted on a clear Perspex plinth and enclosed within a Ferrari etched Perspex display case, 60 x 28 x 20cm overall, together with certificate of authenticity signed by the modelmaker.
£1,800 - 2,200
€2,100 - 2,500



73



76



74



77



75

73

A 1:8 SCALE MODEL OF THE 'LUMSDEN/SARGENT' JAGUAR E-TYPE LOW DRAG COUPE BY JAVAN SMITH,

a very early and believed unique Javan Smith model of the Low Drag E-Type Jaguar famously raced in period by Peter Lumsden and Peter Sargent, finished in the dark Jaguar British Racing Green livery, the model depicting the two British drivers entry to the 1964 Le Mans 24 hour race, believed dating back to the early 2000's, this model has been in Javan's own keeping since then, and has recently been re-furbished complete with new plinth and display case, 'kerbside' model with full cockpit detailing, presented on a clear Perspex display base under Perspex cover 60 x 27 x 20cm, with certificate of authenticity.

(2)

£2,000 - 2,200

€2,300 - 2,500



79

74

A 1:8 SCALE MODEL OF THE 1958 ECURIE ECOSSE LISTER JAGUAR "KNOBBLY" BY JAVAN SMITH

fine scratch- built model of the iconic Lister Jaguar, registered number 341SG, chassis number BHL104 in Ecurie Ecosse livery as raced in period by Masten Gregory, 'kerbside' model with full cockpit detailing, presented on a clear Perspex display base and enclosed within a Perspex display case, 60 x 27 x 20cm, together with a certificate of authenticity.

(2)

£2,000 - 2,500

€2,300 - 2,900

This is the first time that a 1:8 scale model of this car has been offered on the market by the model maker.

75

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

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

(2)

£2,000 - 2,400

€2,300 - 2,800

76

A 1:8 SCALE MODEL OF THE 1961 FERRARI 156 F1 'SHARKNOSE' BY JAVAN SMITH,

'kerbside' model with full cockpit detailing, presented on a clear Perspex display base with incised signature, enclosed within a Plexiglas display case 60 x 27 x 20mm, together with certificate of authenticity.

(2)

£2,000 - 2,500

€2,300 - 2,900

77

A SCRATCH-BUILT MODEL OF A LANCIA-FERRARI D50,

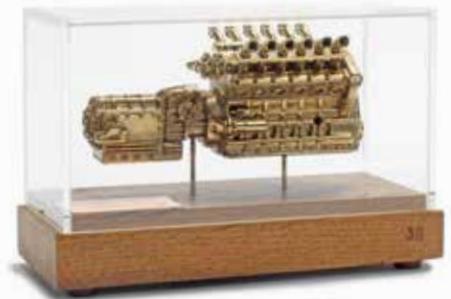
'kerbside' model with full cockpit detailing, presented on a clear Perspex display base, under Perspex display case etched with the Ferrari name, 60 x 27 x 20mm, together with certificate of authenticity.

(2)

£2,000 - 2,500

€2,300 - 2,900

The Lancia D50 made its race debut toward the end of the 1954 Formula One season in the hands of two-time and reigning World Champion, Italian driver Alberto Ascari. Following Ascari's death, and in increasing financial trouble, the Lancia family sold their controlling share in the Lancia company, and the assets of Scuderia Lancia were given to Scuderia Ferrari. Ferrari continued to develop the car, and was rebadged as the "Lancia-Ferrari D50". Juan Manuel Fangio won the 1956 World Drivers Championship with this car. During their competition lifespan D50s were entered into 14 World Championship Formula One Grand Prix races, winning five.



78

78

A 1:12 SCALE MODEL OF A FERRARI 330 P4 ENGINE, BY JACQUES CATTI, FRENCH,

detailed cast bronze model of the V12 engine, 11cm long, mounted with copper plaque engraved with details to a wooden base stamped number 30 to edge, within a fixed Perspex case, 15cm long overall.

£1,000 - 1,500

€1,200 - 1,700

79

A 1:12 SCALE SCRATCHBUILT LIMITED EDITION MODEL OF A FERRARI 330 P4, BY JACQUES CATTI, FRENCH,

marked 'J.Catti' and numbered 9/16 to underside, constructed from metal and resin parts, with opening doors, hinged rear body panel revealing detailed V12 engine and rolling wheels fitted with rubber tyres, finished in Rosso Corsa livery, 32cm long, on display base and glass case (one panel cracked), 50cm long overall.

£5,500 - 6,500

€6,300 - 7,500

Provenance: Lot 6, Bonhams & Brooks 'Cavallino Classic' sale, Florida, 20th January 2001.



80



81

80[◇]

A FINE 1:8 SCALE 'ONE-OFF' SCRATCHBUILT MODEL OF THE BUGATTI ROYALE 'EDSERS' ROADSTER BY MARC ANTONIETTI, FRENCH,

finely detailed model of the luxury 'Type 41' with Jean Bugatti coachwork styling, as owned by the French couturier Dr Armand Edsers, constructed at the Antonietti-Bossac factory, from many accurately engineered and handmade individual brass, steel and aluminium parts, featuring opening hinged bonnet revealing detailed engine, with handle-operated opening doors and driver's compartment with cream leather seats and wooden dashboard with instrument panel, with panel opening to 'dickie' seat to rear, and fitted with rubber tyres and with spare wheel fixed to rear, finished in two-tone green multi-layered paint scheme and fitted with miniature Bugatti Elephant mascot, with rolling wheels, functioning suspension and steering mechanism, measuring 70cm long, bearing brass plaque to rear underside inscribed 'Marc Antonietti et Henri Bossat No 677', together with metal transport box.

(2)

£7,000 - 9,000

€8,100 - 10,000

81[◇]

A FINE 1:8 SCALE 'ONE-OFF' SCRATCHBUILT MODEL OF A BUGATTI ROYALE BY MARC ANTONIETTI, FRENCH,

finely detailed model of the 'Type 41 100' car with 1928 Fierce Coupe coachwork, constructed from many accurately engineered and handmade individual brass, steel and aluminium parts, featuring opening hinged bonnet revealing detailed engine, with handle-operated opening doors and detailed interior with tan leather seats and wooden dashboard with instrument panel, fitted with rubber tyres, with miniature 'Louis Vuitton' trunk and spare wheel to rear, finished in black and yellow multi-layered paint scheme and fitted with miniature Bugatti Elephant mascot, with rolling wheels, functioning suspension and steering mechanism, measuring 72cm long, bearing brass plaque to rear underside inscribed 'Marc Antonietti No 776', and together with wooden transport box.

(2)

£8,000 - 10,000

€9,200 - 12,000

82 † ◊◊◊

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-DBR1-007 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 windscreen, 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
€8,700 - 11,000

83 ◊◊◊

A HALF-SCALE ELECTRIC-POWERED MODEL OF 'DAD'S ARMY' LANCE-CORPORAL JONES' 1935 FORD BB BOX BUTCHER'S DELIVERY VAN,

child's car, powered by 24 Volt electric motor driving twin rear wheels, with forward and reverse gears powering the vehicle to a speed of approximately 8mph, with rack and pinion steering and hydraulic disc brakes to front wheels shod with 14inch pneumatic tyres, with working headlights, Klaxon horn, opening front and rear doors, moveable cab roof and bulkhead to suit larger drivers, with seating to rear and finished in blue and white livery with yellow trim and signage as featured in the famed 1970s British comedy series and 2016 film, and complete with dummy rifle barrels emerging from portals in the left side, measuring approximately 280cm long, 100cm wide and 130cm high.

£4,000 - 6,000
€4,600 - 6,900

84 ◊◊◊

A PETROL DRIVEN 1961 'SHARKNOSE' FERRARI 156 CHILD'S CAR,

50cc engine, with self starter, box section chassis, with bolt-on monocoque body of alloy and steel construction, trimmed cockpit with engine turned dashboard, three instruments, 'Ferrari' steering wheel to rack and pinion steering, inboard rear brakes and 30cm diameter spoked wheels fitted with pneumatic tyres, the car 224cm long overall.

£10,000 - 14,000
€12,000 - 16,000



82



83



84



85

85
GREGORY PERCIVAL (BRITISH 1964-), 'ALBERT BALL VC', A BRONZE SCULPTURE IN TRIBUTE TO THE FIRST WORLD WAR BRITISH ACE,
 limited edition number 005/050 bronze sculpture, 18cm long, on raised base, overall weight approximately 5Kg, together with Mark Hillier: 'Suitcases, Vultures and Spies', the story of Wing Commander Thomas Murray DSO DFC.
 (2)
£1,000 - 1,500
€1,200 - 1,700

Charity lot offered on behalf of The Murray Flying Scholarship Scheme.

The scheme has been offered by the family of Wing Commander Thomas Murray DSO, DFC*, MID in his memory. An exceptional aviator, recognised for his bravery and exceptional leadership. Its intention is to promote aviation within the local ATC and CCF units to support cadets who are considered to have the aptitude for flying. The Scholarship Scheme has been established to give the winning candidate 15 hours flying time in a DH Chipmunk aircraft to be flown at Boulton Flight Academy, Goodwood in June 2017.



86

86
GREGORY PERCIVAL (BRITISH 1964-), 'ENDEAVOUR', A BRONZE SCULPTURE IN TRIBUTE TO BATTLE OF BRITAIN PILOT SQUADRON LEADER GEOFFREY WELLM DFC,
 edition produced in 2016 by 'lost wax' process, from the artist's 'Knight of the Sky' sculpture series, depicting Wellum in the cockpit section of his MkIIa Spitfire in flight, the fuselage bearing his Squadron Code 'Q J', limited edition numbered 10 of 25 examples, measuring 30cm long, mounted to a bronze stem above a stepped slate display base, 40cm high overall.
£1,500 - 2,000
€1,700 - 2,300

Gregory Percival produced the original work specifically for the 'Fly to Help' charity event held at the RAF Club London 1st May 2013 where the first artists proof was auctioned for the charity. Geoffrey Wellum was the guest of honour.



87

87
GREGORY PERCIVAL (BRITISH 1964-), 'DOUBLE EXPOSURE'.
 limited edition sculpture 05/10, glass clear resin cubed 22cm high, with solid blue pigmented resin spitfires 'floated' within, mounted on slate, weighs approximately 13Kg.
£1,500 - 2,500
€1,700 - 2,900

An optical sculpture in recognition of the RAF Photo Reconnaissance Units who flew bravely, unarmed and fast to capture vital images. This solid cube contains two solid blue hand cast and finished Spitfires which have been encased within the main sculpture which took five attempts to create. Develop your own picture by viewing different angles of the cube and its contents.

First Exhibited at The Mall galleries 2013, as part of the Guild of Aviation Artists annual exhibition, this work being a new field of more abstract work for Gregory Percival.

88 ◊◊◊

A ROLLS-ROYCE MERLIN ENGINE (TYPE 500) NUMBER 29-306483,

supercharged, liquid cooled V-12 aero engine, reconditioned by Retro Track & Air in 2009, with plain top covers, 207cm long x 136cm high mounted upon a blue painted 2 ton metal pallet and stand, mounted with engraved copper plaque, overall weight approximately 3/4 Ton Imperial.

£25,000 - 35,000

€29,000 - 40,000

The Rolls-Royce 500 series were single stage, two speed supercharger Merlin identical to a Merlin T.24-2 but renumbered to denote a civil or commercial operator. With the end of the war, work on improving Merlin power output was halted and the development effort was concentrated on civil derivatives of the "Transport Merlin" commencing with the Merlin 102 (the first Merlin to complete the new civil type-test requirements). The aim was improving reliability and service overhaul periods for airline operators using airliner and transport aircraft which led to the development of the 500 series which found success as the power plant for Avro Lancastrian and Avro York as well as other aircraft types. The Merlin 500-29 engines were used in CASA C.2111 aircraft, the 500-45 in Hispano HA-1112 aircraft. After they were removed from aircraft these two Merlin engines were fitted into an aircraft testing facility's wind tunnel, before they were removed, reconditioned and stored for 7 years.

89 ◊◊◊

A ROLLS-ROYCE MERLIN ENGINE (TYPE 500) NUMBER 45-306655,

supercharged, reconditioned by Retro Track & Air in 2009, with Rolls-Royce lettered rocker covers, 207cm long x 136cm high mounted upon a blue painted 2 ton metal pallet and stand, mounted with engraved copper plaque, overall weight approximately 3/4 Ton Imperial.

£25,000 - 35,000

€29,000 - 40,000

90 - 100

No lots

End of Automobilia



88



89





MOTOR CARS

14.00

Lot 101 - 186

Images of each lot can be found at:
www.bonhams.com/23595



101

1962 NASH METROPOLITAN COUPÉ

Registration no. 615 UYK

Chassis no. NK3E/32705

The Heritage Certificate on file shows that this particular Nash, chassis number 'NK 3E/32705', was built at Longbridge on 27th February 1957. The car was finished in Coral Red/Frost White, with extras of a heater, radio, whitewall tyres, and a laminated windscreen. Immediately exported to the USA, it was purchased by an American serviceman, who a few years later was posted to a US base in Suffolk. The Nash came with him and was registered in the UK in 1962. Successive owners can be traced from the early 1970s onwards, with only two further keepers from 1978 to date. In 1978, the car was discovered by Nash enthusiast Bill Dowsing, who had established the Nash Owners Club in 1972 and was its Chairman. A full 'last nut and bolt' restoration was then undertaken. This was evidently a labour of love, as the Nash did not return to the road until 1983, and it was not until 1990 that the interior was finished. Contained within a history file, accompanying documentation consists of the original old-style green logbook, a substantial quantity of expired MoTs, a V5 registration document, a typed history from Mr Dowsing, plus various original handbooks, workshop manuals, and various prizes and memorabilia. Restored, driven, and cherished by the Club Chairman, this well known Club car is a 'must have' for the Nash enthusiast.

£10,000 - 15,000

£12,000 - 17,000

No Reserve



102

1959 DE SANCTIS FORMULA JUNIOR MONOPOSTO

Chassis no. 003

The brainchild of Count Giovanni 'Johnny' Lurani, Formula Junior was intended as a relatively low cost 'feeder' class for open-wheel, single-seater racing, the pinnacle of which was, and still is, Formula 1. Formula Junior was first introduced in 1958 in Italy, and rapidly spread across Europe. It catered for two classes of car: minimum weight 400kg (1,100cc engines) and minimum weight 360kg (1,000cc). Engines had to be taken from standard touring cars, and opportunities for tuning were limited. Italian manufacturers dominated the class during its early years, fielding mainly conventional front-engined cars, before British mid-engined designs took over. The Italian-built De Sanctis was unusual in being mid-engined. Gino De Sanctis and his son Lucio ran a FIAT dealership in Rome and, naturally enough, their car used a FIAT engine. The De Sanctis FJ featured a tubular spaceframe chassis with coil-sprung control-arm front suspension and transverse leaf-sprung swing axles at the rear. It soon became the car to beat in Italy. The example offered here is powered by a FIAT 1100 engine and is finished in Italian Rosso Corsa with contrasting black cockpit. Accompanying CSAI papers (dated 1979) show that the De Sanctis was owned at that time by one Massimo Vezzosi. Restored in 1999, the car comes with FIA papers (2001), and represents an exciting opportunity to acquire a potentially competitive 'turn key' historic racer.

£20,000 - 30,000

£23,000 - 35,000

No Reserve



103

1976 LAND ROVER SERIES III 88" 4X4 UTILITY

Registration no. MHY 664R

Chassis no. n/a

A Series III model on the 88" wheelbase, this Land Rover has the 2¼-litre diesel engine. The vendor discovered the vehicle around 18 months ago in a field where it has been sitting for a couple of years, and purchased it from the owner. It has since been extensively restored, receiving a new high-quality Richards galvanised chassis, a galvanised bulkhead, and a full re-spray, and having countless other parts replaced. All metal trim parts were re-galvanised, while the wiring loom and prop shaft were renewed and a stainless steel full exhaust system fitted. Finished in pastel green with cream hardtop, the body is original (with the exception of the doors), as is the engine, which has been fully serviced and fitted with new-type glow plugs. Other noteworthy features include Exmoor front seats, front seatbelts, rear bench seats, 'Rocky Mountain' suspension, and new suspension leaf springs. It should be noted that the speedometer has been changed. Said to start first time and run very well, this comprehensively rebuilt Land Rover is offered with restoration invoices and a V5C registration Certificate.

£10,000 - 15,000

£12,000 - 17,000



104

1955 DAIMLER FERRET MK2/4 ARMoured SCOUT CAR

Registration no. XSL 646

Faced with the requirement to update its light armoured vehicles post-WW2, the British Ministry of Defence turned to the Daimler company. Development began in 1949 and the resulting Ferret armoured, or scout, car first entered service in 1952. The Ferret shared many design features with its Daimler Dingo predecessor but incorporated a larger crew compartment and a small machine gun turret. The six-cylinder engine was a Rolls-Royce B60 overhead-valve petrol unit developing 129bhp, good enough to endow the 3.75-ton ('dry') Ferret with a top speed close to 60mph. Drive was transmitted via a fluid flywheel to a five-speed pre-selective gearbox and thence via a transfer 'box' to all four wheels. Today the Ferret is very popular with private collectors of military vehicles due to its compact size and relatively affordable price. This Ferret comes with copies of its military service and maintenance history supplied by The Tank Museum, Bovington. These documents state that the vehicle was up armoured from Mk2/3 to Mk2/4 specification in November 1973, and that its last known military service was during the first Gulf War (1990/1991). Following detailed research it transpires the vehicle previously belonged to the 14th/20th Hussars, a very famous cavalry regiment, along with the Blues and Royals. Having spent ten years in Northern Ireland, the enthusiast vendor surmises the Ferret was "undoubtedly shot at a lot". This example features a gas-firing 0.30 calibre Browning M1919 machine gun (no certificate required) and comes fully equipped with pickaxes, shovels, cargo net, storage bins, cooker, First Aid kit (unopened), and a fully working intercom. Driven weekly and recently benefitting from the most comprehensive service possible, the engine, hubs, fluids and communication system have all received attention. The vehicle is offered with a V5C document.

£18,000 - 20,000

£21,000 - 23,000



105 N *

**1953/1970 FRAZER NASH LE MANS
REPLICA RECREATION**

Chassis no. 400/1/566

- *Built by renowned UK based restorers Crosthwaite & Gardiner*
- *One of a series of six faithful recreations by this restorer*
- *Regarded as one of the best driving experiences of all historic cars*
- *Offered from a prominent private collection*





Denis Jenkinson - *'Motor Sport'* magazine's legendarily well-informed and hugely experienced Continental Correspondent (who navigated Stirling Moss in their 1955 Mille Miglia-winning factory Mercedes-Benz 300SLR) - was a lifelong Frazer Nash fan and he wrote as follows: "In 1949 one of (their new cars) finished third at Le Mans. This prompted Frazer Nash to name the model the Le Mans Replica, and it was in production for four years, about fifty being built. In its day it was a good yardstick for performance, for it would do well over 120mph and cover a standing-start quarter-mile in 16 seconds. It handled well and apart from being a good road car it was a very successful racing car in its day, being sold 'ready to race' in anything from the Targa Florio to a Goodwood Club meeting" - which the discerning original owners of Frazer Nash Le Mans Replicas did in their droves, and which standard modus operandi has been enthusiastically pursued by subsequent owners to this day.

Testament to their driving capabilities, the Le Mans Replica is one of a handful of iconic sports racing cars which have from time to time been copied by aspiring enthusiasts wishing to sample a particular legend. For this model, two of the most noted people to clone them have been Werner Oswald and famed restorer Richard Crosthwaite of Buxted in the UK. The latter business founded by Crosthwaite and business partner John Gardiner has become synonymous with the quality of restoration, recreation of parts necessary to ensure that owners of historic cars can continue to use and enjoy them, and to at the ultimate extreme in building long lost machines such as Mercedes-Benz and Auto Union Grand Prix cars from scratch and most recently for their construction of the Buckminster Fuller Dymaxion.

This is one of six Frazer Nash Le Mans 'Replica' Replicas built by Crosthwaite and Gardiner. As there so often is, there is a tale behind the car's creation, and in this case the story goes back to the 1970s: Richard had needed to rebuild a chassis for a car that had an accident and, while remaking one, decided to build six further identical chassis and then build them up as authentic clones of the real car.

This particular example was sold by Crosthwaite to an owner in Australia, and later returned to the UK where it was campaigned in the 1990s. It arrived in the U.S. care of a noted collector in New York State before passing through TV's Wayne Carini to the present owner some eight years ago.

In the care and custody of its enthusiastic current owner it has been routinely campaigned in VSCCA Hill Climb Events, quite literally reaching the top when last year it was listed on the trophy of the Mount Equinox Hill Climb. Having achieved this, its owner decided to retire it from historic competition and to focus on other cars in his collection.

Resplendent in British Racing Green livery and fastidiously maintained, this super sports car is ready for the road, for fast road tours or alternatively it has the additional option of a roll cage if its next owner should wish to continue its competitive hill climb career or to take it circuit racing.

Please note this vehicle will be subject to the reduced 5% import tax if remaining in the EU.

£150,000 - 175,000

€180,000 - 200,000

No Reserve

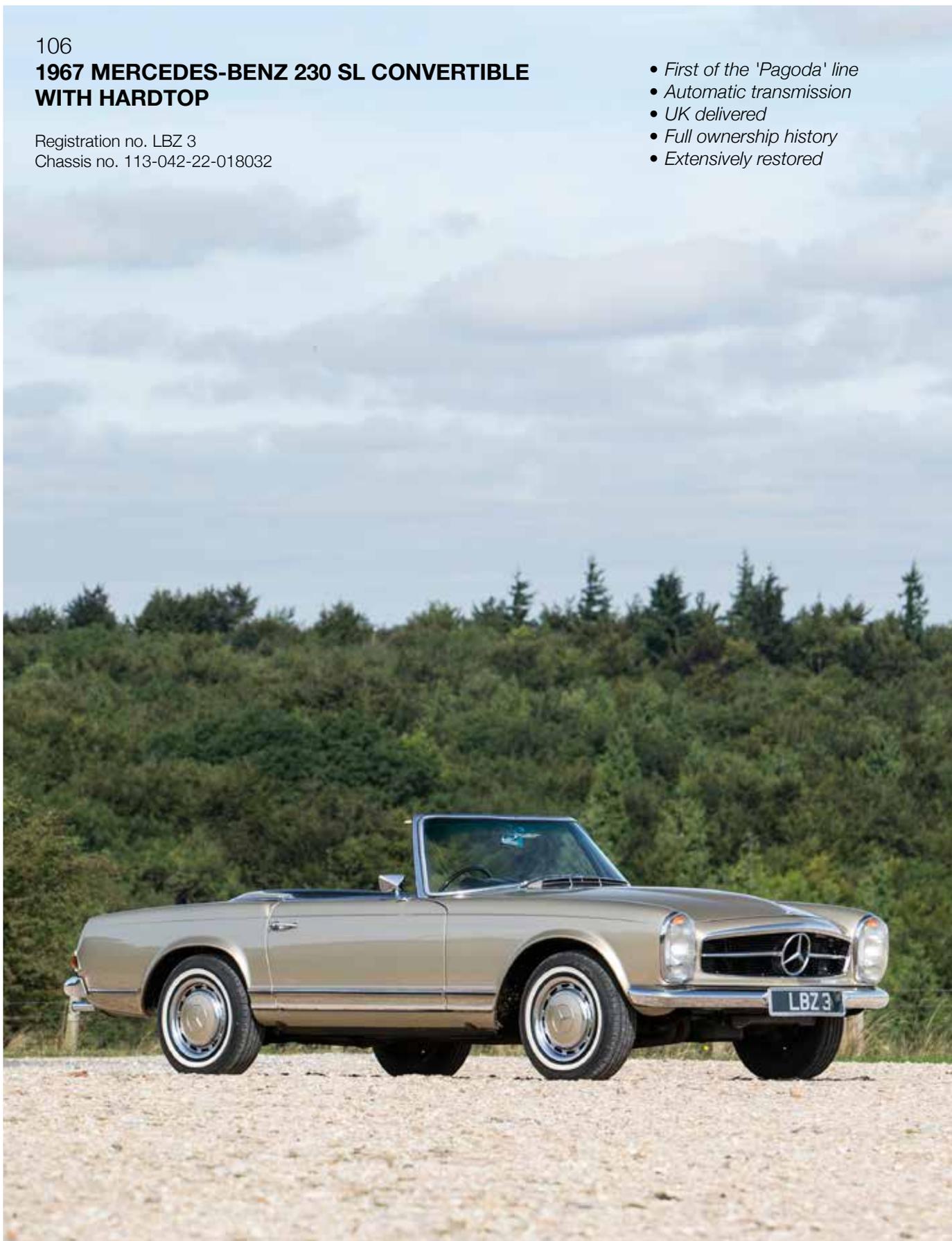
106

**1967 MERCEDES-BENZ 230 SL CONVERTIBLE
WITH HARDTOP**

Registration no. LBZ 3

Chassis no. 113-042-22-018032

- *First of the 'Pagoda' line*
- *Automatic transmission*
- *UK delivered*
- *Full ownership history*
- *Extensively restored*





Introduced at the Geneva Salon in March 1963 as replacement for the 190 SL, the 230 SL is a landmark model which founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. An instant classic, the body design was entirely new, while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. More refined than its predecessor, the 230 SL abandoned the 190 SL's four-cylinder engine in favour of a smoother 2.3-litre fuel-injected six derived from that of the 220 SE and producing 150bhp. Top speed was in excess of 120mph.

The Pagoda SL is one of the most elegant convertibles ever built, and this one has the 4 speed automatic transmission option and comes with a hardtop and soft top, in generally excellent condition throughout. The car was with its previous keeper for 21 years (bill of sale included) and has been owned by the lady vendor for the last ten years. Maintained regardless of cost, the Pagoda comes with extensive restoration/service history dating back 30-plus years, including bills totalling over £28,000 for work carried out within the last 25,000 miles. The history file also contains MoTs dating back to 1984 and service records from Mercedes-Benz specialists Bingleys totalling £11,000. Major works undertaken include an engine rebuild in December 1986, since when some 22,000 miles have been covered, engine is smooth running, with perfect oil pressure cold and hot.

A complete body restoration in 1997 that involved fitting new front wings, rear wings, front and rear panels, inner wings, re-chromed trim, etc, etc; only some 2,000 dry miles have been covered since then. In 2005 a new mohair hood was installed and the interior refurbished with a full set of carpets and new door inner panels and seat belts (1,000 miles ago).

A full service was carried out in July 2016 to prepare the Pagoda for sale. This included adjusting the valve clearances; setting up the fuel injection system (by 'Pagoda' expert Clive Jordan at Autochek UK); and renewing all ball joints and bushes in the throttle linkage. Other parts renewed include filters, belts, hoses, stainless clips, water pump, distributor cap, rotor arm, HT leads, points, condenser, ignition coil, spark plugs, engine oil, antifreeze, exhaust parts, wiper blades, five 'white band' H-rated tyres, and a new windscreen and rubber. In addition, the fuel tank has a new Spitfire Fuel Catalyst Pellet Bag installed, which - it is claimed - eliminates the need for liquid fuel additive every time you fill with unleaded petrol (with product guarantee, and £1,000,000 insurance cover).

MoT'd until July 2017, the car comes complete with a handbook, parts book, tool kit (in its original bag), jack, ratchet, wheel chock, etc and original spare wheel cover, all in excellent condition. A hardtop stand and a 'Leicht Benz' number plate - 'LBZ 3' - are included in the sale together with a Pye radio/cassette player of 1980s vintage (the car is fitted with a modern radio/CD player).

£58,000 - 68,000
£68,000 - 80,000

107

1956 JAGUAR XK140 SE COUPÉ

Registration no. 294 UXF

Chassis no. S815758BW

- *Imported from California*
- *Left-hand drive*
- *Restored between 2002 and 2006*
- *Manual/overdrive gearbox*





Launched in 1954, 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-trying, 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 XK140 MC (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 1,965 XK140 coupés made in left-hand drive configuration, this desirable 'SE' model was discovered in California needing restoration, and was imported into the UK by the current vendor in 1992. The car was kept in storage until 2002 when it was despatched to renowned marque specialists Fullbridge Restorations for a concours-standard rebuild, which was completed in 2006. In the course of restoration, 'S815758BW' was fitted with a correct Moss four-speed manual/overdrive gearbox, replacing the original Borg Warner automatic. Since the rebuild's completion in 2006, the XK has been used regularly and serviced as required. The car was MoT'd annually from 2005 until the last MoT in November 2014 by J D Classics, after which the United Kingdom DVLA requirement for renewal was cancelled for classic cars. In 2011 the engine was rebuilt by Fullbridge and the cylinder head upgraded to C-type specification.

Following a scrape to the passenger's side, JD Classics undertook a repaint of the entire car in 2012, and at the same time replaced the ignition system with one of their own electronic systems. In July 2014 JDC carried out a full service and replacement of worn parts, including the rear suspension springs (see bill for £9,118.60 on file). The most substantial history file contains invoices for all works carried out from 1992 to date, together with a comprehensive photographic record. A lovely XK140 SE coupé equipped with the desirable C-type-specification cylinder head .

£60,000 - 80,000
€70,000 - 94,000

108

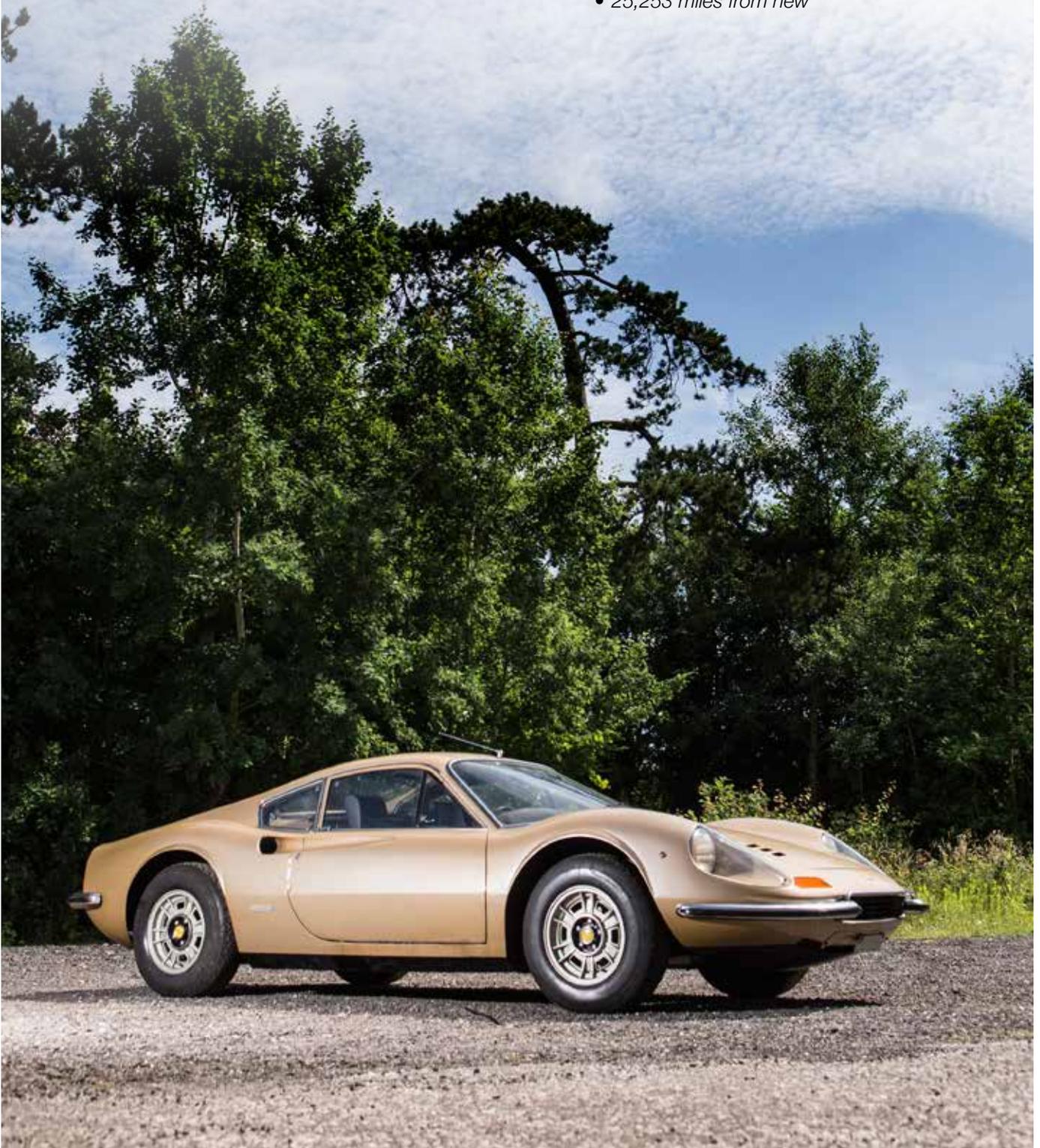
1971 FERRARI DINO 246 GT BERLINETTA

Coachwork by Pininfarina

Registration no. GPE 5J

Chassis no. 02114

- *Right-hand drive, UK delivered*
- *First registered to Maranello Concessionaires*
- *Two private owners from new*
- *Present ownership since March 1977*
- *Dry stored since 1981*
- *25,253 miles from new*





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 Alfredo 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.

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 Spydery by the time the model was deleted in 1974.



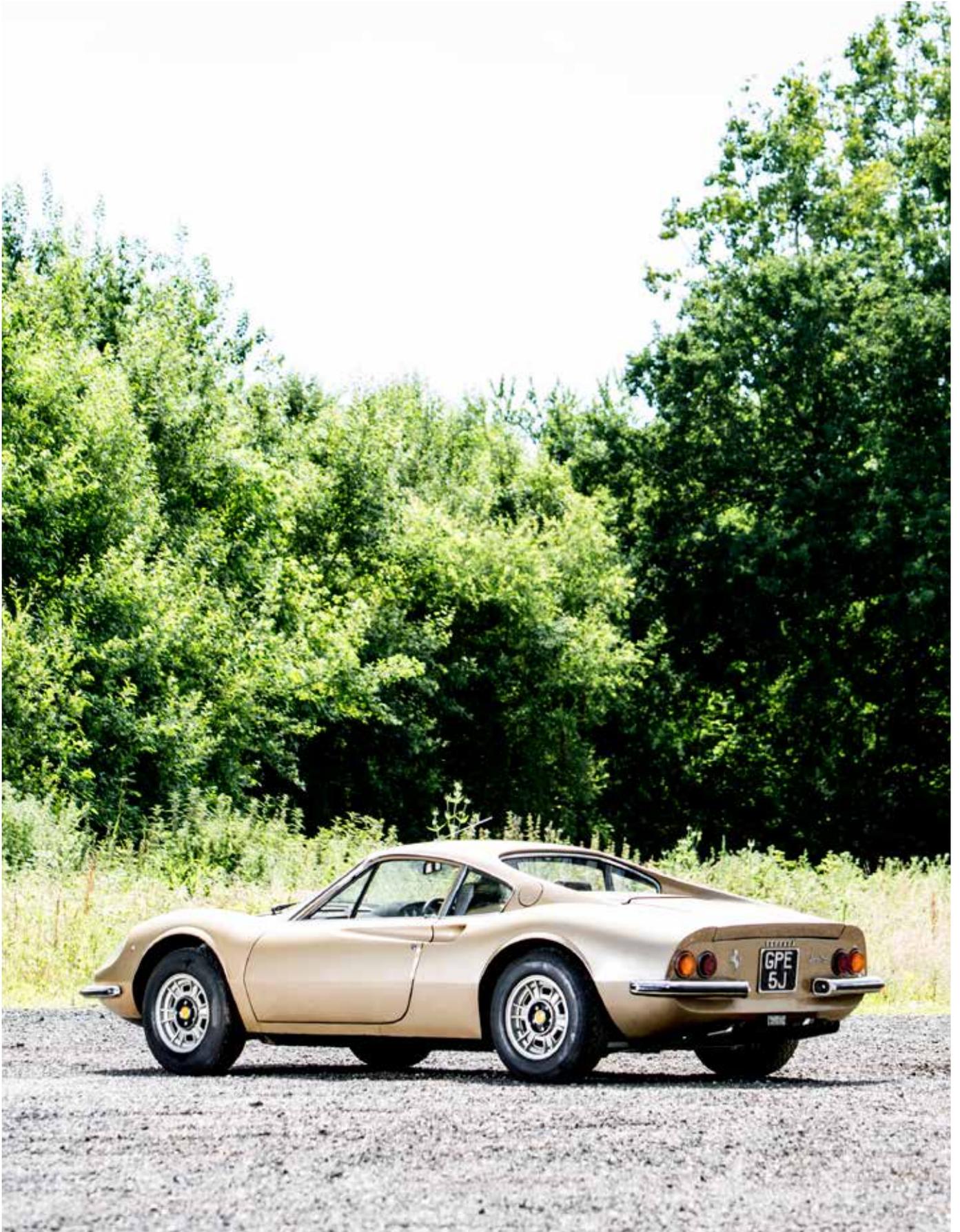
Dino 246 GT Berlinetta, chassis number '02114' was completed at the factory on 3rd June 1971 finished in Oro Chiaro (gold metallic) with Nero (black) vinyl interior. The car was delivered new to Colonel Ronnie Hoare's Ferrari importer, Maranello Concessionaires Ltd in Egham, Surrey and registered by them as 'GPE 5J' on 14th July 1971. In July 1972 the Dino was sold to its first private owner, one E M Cole of Somerset, and in March 1977 (at 19,747 miles) was acquired by the current vendor. A motoring enthusiast and mechanical engineer, he took great delight in being shown the Ferrari workshops at Egham in 1977.

In 1981, the Ferrari was taken off the road and since that time has been kept in dry storage, the engine being turned over regularly by hand. It should be noted that prior to this period of layup the road wheels were removed, all suspension parts removed, cleaned, painted and refitted. The sills all washed through, and every spec of road muck removed by the meticulous vendor - the result is this wonderful highly original and preserved Dino we are proud to offer.

All historical paperwork is present, including the service records, registration documents, MoT certificates, insurance certificates, and the owner's personal logbook of every journey undertaken and work carried out, viewing of which is highly recommended. The car also comes with original owner's and workshop manuals, and a spares catalogue.

A modification the vendor learned from his visit to Egham in 1977 is the glassfibre spare wheel well (removable to improve access to the nose section) and improved front wheelarch closure panels being the only notified deviations from factory specification. Retaining its factory paintwork, interior, carpets, engine, light lenses, etc, this superb 'time warp' Dino 246 GT represents a possibly once-in-a-lifetime chance to acquire an original and unmolested example of this iconic Ferrari.

£150,000 - 200,000
€170,000 - 230,000



1962 LOTUS ELITE SERIES II SUPER 95 COUPÉ

Registration no. 791 HYT

Chassis no. 1959

- A landmark of sports car design
- One of an estimated 23 Super 95s built
- Matching chassis, engine and gearbox numbers
- Engine rebuilt 700 miles ago



'The road manners of the Elite come as near to those of a racing car as the ordinary motorist would ever experience.' - *The Autocar*.

With the Lotus 14 of 1959 - better known as the Elite - Colin Chapman demonstrated that his skills as a racing car designer and constructor could just as easily be applied to production road cars. The Elite was, nevertheless, conceived with competition in mind - Chapman had his sights set on class wins at Le Mans and the Monte Carlo Rally - and incorporated technology developed in Lotus's single seaters. Every bit as innovative as Chapman's outright competition cars, the Elite featured a glassfibre monocoque body tub - the world's first - independent suspension all round, rack-and-pinion steering and four-wheel disc brakes, the rears mounted inboard. Its engine was the lightweight four-cylinder Coventry-Climax FWE, a single-overhead-cam unit of 1,216cc producing 75bhp, while the gearbox, an MGA unit fitted with an alloy casing and modified bell-housing, was sourced from BMC.

The curvaceously styled body - the work of Peter Kirwan-Taylor and aerodynamicist Frank Costin - although possessing an admirably low coefficient of drag (0.29), made few concessions to comfort or noise suppression, not that that is likely to have bothered the Elite's customers, for whom its 112mph top speed and superlative handling were of far greater importance.

Body production was farmed out to Maximar, a boat builder, which supplied around 250 for assembly at the Lotus factory in Edmonton, North London. With demand increasing, the company relocated to a new purpose-built factory in Cheshunt, Hertfordshire in 1960. The body contract for what would become known as the 'Series 2' Elite was given to the Bristol Aircraft Company, and by the time production ceased in 1963 an estimated total of 1,030 cars had been completed. Series 2 developments included an improved design of rear suspension and more civilised interior. Engines in higher states of tune became available and the Elite could be ordered with optional twin Weber carburettors and/or a ZF all-synchromesh close-ratio gearbox. As its name suggests, the 'Super 95' came with an engine producing 95bhp.

On the racetrack, the Elite proved every bit as successful as Chapman had hoped, scoring its first international class win at the Nürburgring 1,000km race in 1959, and would go on to win its class at Le Mans on five occasions, twice winning the prestigious Index of Thermal Efficiency competition, with best finishes of 8th overall (twice). They were a mainstay of sports and GT racing at national level on both sides of the Atlantic and many are still in action in historic events today.

A Bristol-bodied Series II Elite, the car offered here is an original, right-hand drive, 'matching numbers' (chassis, engine, gearbox) example of the Super 95 model, of which approximately 23 were built.



An accompanying letter from Lotus Cars Ltd confirms that '1959' is an original Super 95 Special Equipment model that was sold new to one A J Mucklow in December 1962. Finished in green with grey leather upholstery, it has the desirable ZF gearbox and twin SU carburettors.

Believed to be the 1962 Earls Court Motor Show car, '791 HYT' was acquired by the current owner, a Club Lotus member since 1957, in 2008, since when it has formed part of his private collection of Lotus cars and other classics. The Elite has been driven some 6,000 miles since acquisition, being used sparingly and never raced. Relatively recent works carried out include a no expense spared engine rebuild by Jim Stokes Workshops (JSW) at a cost of circa £20,000 700 miles ago, and an interior re-trim in Connolly hide (in 2013). Bills for these works are on file and the car also comes with extensive service history and a quantity of expired MoT certificates. The bonnet and boot have been refurbished by the owner. Adjustable dampers and a plumbed-in fire extinguisher are the only notified deviations from factory specification.

Offered with a V5C document and current MoT, '791 HYT' represents a rare opportunity to acquire one of these highly desirable, limited edition, Special Equipment Elites, offered from discerning enthusiast ownership.
£65,000 - 75,000
€76,000 - 88,000



110

1986 ASTON MARTIN V8 VANTAGE ZAGATO COUPÉ

Registration no. C71 LOG

Chassis no. 20013

- *The Geneva Motor Show car*
- *Formerly owned by Rowan Atkinson, CBE*
- *Built to competition specification by Aston Martin *Works Service*
- *Road legal*
- *Huge spares package*



One of the 52 cars eventually constructed, this Aston Martin Vantage Zagato was delivered new to its original owner in 1986 and was the first right-hand drive chassis. It is the Geneva Motor Show car and was originally numbered as chassis '11', which was changed to '13' post-show.

Bought by Rowan Atkinson in 1998 when it had covered only 7,500 miles, the car was immediately sent to Kingsley Riding-Felce and his team at Aston Martin Works Service for a ground-up rebuild as a competition car, for racing with the Aston Martin Owners Club.

However, it was not the intention to produce a full-blown, lightweight racer; rather, the brief was to conform to the mildly modified C2 class, thus ensuring that the car could easily be converted back to road specification.

Work undertaken included a full strip down of the car and removal of extraneous items; the production of special window moulds (excluding the windscreen) enabling Perspex windows to be made; and fitting V8 Supercharged Vantage pedal gear incorporating a master cylinder servo allowing the use of twin 8-pot callipers front and 6-pot rear with the largest discs available. (This arrangement was later changed to single 6-pot at the front to facilitate the use of 16" wheels). In addition, the gearbox was stripped and rebuilt using steel synchros instead of the standard brass.

The suspension uses Eibac springs and Koni dampers all round, which are fully adjustable in bump and rebound. Experience from the Driving Dynamic programmes was used to improve the handling, with help from ex-Formula 1 driver and Lotus engineer, John Miles. The interior was left looking as standard as possible.

The heart of any car is its engine and this one's really is the 'Jewel in the Crown': arguably the last works unit of its type and the only one designated '580XR', it was built at Newport and is, we understand, in essence a 'Nimrod' engine as fitted to the works Le Mans cars of that name. Weber fuel-injected and fitted with ceramic-coated exhaust headers, it comes with the original dynamometer chart showing a peak power when new of 482bhp (probably closer to 500 horsepower now) but more importantly a solid, flat torque curve (in excess of 350lb/ft from below 4,500 to 7,000rpm). This was a personal request because, when racing, Rowan Atkinson does not like a 'peaky' engine. He told Bonhams that this Zagato's is truly amazing, possessing power and torque characteristics that would make it an exciting yet highly practical road car.

No stone was left unturned in lightening the Zagato within the regulations, maximising performance yet maintaining safety, so it now weighs 1,485kgs, compared to 1,800kgs for the standard car. Total rebuild cost was around £220,000, over and above the purchase price.



The Zagato made its competition debut at Silverstone in 1999 and was subsequently campaigned with much success, although the total number of races contested numbered only 15-or-so. Notable results include class wins at Brands Hatch, Thruxton and Donington.

When the car was retired from competition in 2007, it returned to Works Service to be reconverted for 'fast road' use. Its present specification might best be described as that of a road-legal, track-day vehicle. (When the engine was developed it was set up to meet the MoT standards of its manufacture and registration date). The Safety Devices roll cage's bracing bars were removed, but are available for reinstallation should the car be raced again, thus ensuring FIA approval. A heater has been installed to improve ventilation, while ride heights were raised by 10mm to increase ground clearance for the road. The brake discs and pads were renewed all round, with the floating rotors discarded.

Looked after by Works Service Technician, Ray Brown, the car has covered only some 300-or-so miles since its re-conversion for road use. He told Bonhams that this Zagato's engine is truly amazing, possessing power and torque characteristics that make it a very exciting yet practical road car. The current vendor purchased the Zagato at Bonhams' Sale at Aston Martin Works Service in May 2008 (Lot 316) since when it has been professionally stored, the engine being run up to temperature each month. It is expected that the car will have been lightly serviced and MoT'd by Aston Martin Works prior to sale.

A full inventory and photographic record of the huge spares package is available for inspection. The package includes Dymag wheels of 18" diameter; the car's original 16" wheels and space-saver; the original cream leather interior including original seats; and the original bonnet and spare left and right front wings in aluminium. Moulds for the glassfibre bonnet and Perspex glazing are included also. Special instruction manuals; service voucher book; retail order form; warranty card; and beautifully prepared history files (invoices and photographic record of the rebuild, set-up and other data) come with the car.

£250,000 - 300,000
€290,000 - 350,000

110A

BRIAN JAMES MOTOR SHUTTLE

Finished in matching Gladiator Red, this is the bespoke trailer used to ferry the Zagato to races. It comes comprehensively equipped with tilt bed, interior lighting, double access doors, and electric winch.

£5,000 - 7,000
€5,800 - 8,100
No Reserve

1965 FORD CORTINA MKI 1500GT SPORTS SALOON

Registration no. DAF 947C
Chassis no. BA77EA40705

- Rare survivor of this sporting Ford model
- Purchased in 2013
- Restoration completed 2016
- Fitted with roll cage, rally seats, and Halda Tripmeter



Ford first applied the 'Cortina' name to its medium-sized family saloon in 1962, sticking with the tried and tested mechanical formula of front engine/rear wheel drive, McPherson Strut independent front suspension and a live rear axle from the original Mark I to the final Mark V. The Cortina's conventional specification did it no harm whatsoever, the model dominating its market sector for 20 years.

Launched in two-door 1,200cc form, the Cortina first became available in four-door configuration in October 1962 and in January 1963 the original was joined by the 1,500cc Cortina Super, which boasted bigger brakes and a heater as standard equipment. Revised instrumentation was one of the first major changes made, in September 1963, while prior to that Ford had introduced the first 'performance' version: the 1500 GT, which arrived in April of that year. Boasting a Cosworth camshaft, front disc brakes, wider wheels, and a remote gear change, the 1500 GT had 78bhp on tap, which was good enough for a top speed of around 92mph. The 1500 GT outsold the Lotus Cortina by a factor of more than 20:1, yet far fewer of the former survive today.

This stunning 1500 GT was purchased from an executors' sale in 2013. Its discovery was featured in *Classic Cars* magazine, and the Cortina was subsequently restored by Autos Restorations of Newchapel, Surrey. Carried out to 'better than new' standard, the rebuild was completed in 2016 and the car comes with an illustrated album recording the entire process, which consumed some 3,100 man-hours and cost in excess of £65,000. Noteworthy features include a roll cage, rally seats to the front, and a Halda Tripmeter

'DAF 947C' also comes with its original logbook, service booklet, FIA papers (Touring Car Class, 1992), RAC Competition Logbook (1993), and a quantity of expired MoTs issued prior to 1984. Currently SORN'd, the car is MoT'd to July 2017 and has a V5C registration document. Undoubtedly the best of its kind currently available.

£25,000 - 30,000
€29,000 - 35,000

112

1971 VOLVO P1800E COUPÉ

Registration no. DAE 12K
Chassis no. 184352 U37Y32

- Used on the BBC's 'Celebrity Antiques Road Trip'
- Restored condition
- New clutch
- Power assisted steering



Introduced in 1960 and popularised by *The Saint* television series, starring Roger Moore, Volvo's pretty P1800 sports coupé, although no hairy-chested tyre-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Lacking a sports car in its range, Volvo had started the project back in 1957, the man chiefly responsible being an engineering consultant, Helmer Petterson, who had designed Volvo's PV444. Carrozzeria Frua built the first three prototypes and it was intended that Karmann would undertake production, though this idea was vetoed by Volkswagen, Karmann's biggest customer.

Based on the 121 saloon, the P1800 was built initially by Jensen Motors in West Bromwich and employed Volvo's rugged, four-cylinder, overhead-valve engine in 1,778cc form. Breathing through twin carburetors, this unit produced 100bhp, an output sufficient to propel the solidly built coupé to a top speed of around 105mph. The running gear was conventional, with independent front suspension and live rear axle, and all versions came with servo-assisted front disc brakes. Production of the P1800 was transferred to Sweden in 1963.

A capacity increase to 1,985cc was followed by the adoption of Bosch electronic fuel injection in 1969 on the P1800E. Maximum power increased to 130bhp, and four-wheel disc brakes were standardised at the same time. By the end of the 1960s, the model was beginning to look dated, but the introduction of the Reliant GTE-influenced P1800ES sports estate version extended its lease of life until 1973.

This P1800E coupé has been painstakingly restored over the years to a standard deemed good enough for it to feature in the BBC Television series 'Celebrity Antiques Road Trip', on which it was co-driven by journalists Natasha Kaplinsky and Michael Buerk. Finished in its original, and unusual, blue livery with black leather interior, the car has just been serviced and MoT'd by specialists Templar & Wilde of Hedgerley, and been fitted with a new clutch. The sensible provision of power assisted steering is the only notified deviation from factory specification. Described by the private vendor as in generally good condition, this rare sporting Volvo is offered with sundry restoration invoices, a V5C Registration Certificate, and a current MoT certificate.

£18,000 - 24,000
€21,000 - 28,000

113
NO LOT

114

1955 JAGUAR MARK VIIM SALOON

Registration no. RLU 494

Chassis no. 726904DN

- *Three owners from new*
- *Outstandingly original and untouched*
- *Believed genuine 8,800 miles from new*
- *Ultimate and more powerful M specification*





Work on Jaguar's advanced new saloon had been interrupted by the war, and in 1948 elements of the proposed newcomer made their first appearance in other models: the twin-overhead-camshaft engine in the XK120 sports car, and the chassis design in the interim Mark V saloon. It was not until 1950 that the two were combined in the Mark VII, which would be the first of a family of high-performance luxury saloons that would culminate with Mark IX.

A considerable improvement on what had gone before, the Mark VII's cruciform-braced chassis featured torsion-bar independent front suspension and all-round hydraulic brakes. The 3.4-litre 'six' had already demonstrated its prowess in the XK120 and proved capable of propelling the Mark VII's not inconsiderable bulk past 100mph. Priced at a mere 40% of its Bentley Mark VI rival, but available at first only for export, the Mark VII was a big hit in the USA, that market's demands prompting the introduction of an automatic transmission option in 1953. Two years later the model was revised as the Mark VIIM, with maximum power increased from 160 to 190bhp.

One of slightly more than 10,000 Mark VII saloons produced, this example has its original old log book showing that it was initially registered to M Lipton Ltd, London. The first change appears to be when Mr Max Lipton bought the car out of the company and registered in his personal name. Mr Lipton then passed the car on in 1966 to Achille Attard-Montal, who it is thought was Mr Lipton's chauffeur. Mr Attard-Montal was to keep the car for many years, subsequently being acquired by the current owner in 2007.

The Jaguar has covered a believed genuine 8,800 miles from new and, although there is no documentary evidence to support this, the condition and originality of the car, and the MoTs lend credence to this belief. The oldest of the 15 MoTs on file, issued in 1978, records the mileage at that time as 6,957, while the most recent (2007) records it as 8,441. The car also comes with a V5 registration document and the aforementioned old log book.

The present owner is a noted collector who has a particular passion for the Jaguar marque, with respected Jaguar specialists CKL Developments looking after his *équippe*, including this wonderful Mark VII.

£45,000 - 55,000
€53,000 - 64,000

115

1965 FERRARI 275 GT BERLINETTA

Coachwork by Pininfarina/Scaglietti

Registration no. KPJ 233C

Chassis no. 06901

Engine no. 06901

- *One of only 48 right-hand drive 275 GTBs built*
- *Short-nose steel body; three carburetors*
- *Delivered new to the UK*
- *First owned by Sir Max Aitken*
- *Restored in the 1990s*
- *Present ownership for the last 16 years*
- *Ferrari Classiche certified*





'06901' Photographed by then owner Ian Skales prior to sale to noted collector Lord Bamford, 1970s. © Mr Ian Skales





'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.

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. Today, many regard these quite rare GTBs as the finest road-going Gran Turismo Ferraris of all time.





Chassis number '06901' has the short-nose steel bodywork and is one of only 48 right-hand drive Ferrari 275 GTBs built. Ordered new in 1965 by Colonel Ronnie Hoare's Maranello Concessionaires, the Ferrari was delivered to its first owner, Sir Max Aitken - 2nd Baron Beaverbrook and Chairman of Beaverbrook Newspapers Ltd - and originally registered 'DUL 9C' (later 'MAX 777'). Its original colour scheme was Rosso (red) with Nero (black) full leather upholstery, matching carpets, and light grey headlining. A Webasto sunroof was another early feature.

All the original Ferrari factory and Maranello Concessionaires paperwork is on file together with a considerable amount of correspondence between Sir Max Aitken and Col Ronnie Hoare dealing with, among other matters, proposed upgrades, including the fitting of a Halda Speedpilot and possible alterations to the seating. Sir Max sold the car back to Maranello Concessionaires in late 1967/early 1968. Following Sir Max Aitken's ownership, '06901' was owned from February 1968 by Ian Skales, who sold the car to noted collector Anthony Bamford; it was the latter's first Ferrari. By this time the car had been reregistered as 'KPJ 233C'. The next known owner is a Mr Dobson of the Telesurance Group of Companies, London N14, as evidenced by an invoice on file dated 31st December 1971. Subsequently, the car was exported from the UK to the USA where it was owned from 1977 by Tommy Charles of Birmingham, Alabama. By 1987, the Ferrari was back in the UK.

In April 1996, '06901' was advertised for sale by Steve Pilkington following a seven-year restoration, still finished in red but with a tan interior; Rardley Motors carried out the mechanical rebuild, while the cosmetic restoration was completed by Moto Technique (bills on file). The car's next owner, as evidenced by several invoices on file, appears to have been Mr Greg Melgaard of London W11. The current vendor is an ex-Maranello Concessionaires technician who worked for the company from early 1965 to 1969. He actually worked on this very same 275 GTB and had always wanted one, and purchased '06901' at auction in 2001. Since acquisition, the Berlinetta has been maintained by Ferrari specialist Vincent Mezzullo of Kingfield, Surrey (bills on file) and also, of course, by the current vendor who has specialist knowledge of the marque.

The car has been kept in professional storage for most of the last 16 years, with occasional outings to Goodwood and other agreeable venues, and is currently MoT'd. There is a letter on file from Ferrari archivist Tony Willis stating that Ferrari Classiche has been applied for and accepted, and that the all-important Red Folder will follow in due course. The original steering wheel is included in the sale.

Presented in generally very good condition, '06901' represents a rare opportunity to acquire what many consider to be the finest road-going Gran Turismo ever produced by Ferrari.

£1,100,000 - 1,500,000
€1,300,000 - 1,700,000



116

**1990 LAMBORGHINI COUNTACH
25TH ANNIVERSARY COUPÉ**

Registration no. G358 VYL

Chassis no. ZA9C005A0KLA12815

- *The ultimate Countach*
- *Rare right-hand drive model*
- *Four owners*
- *10,800 miles from new*
- *Extensive service history*





The Lamborghini Countach's ultimate development, considered by many to be the most desirable, arrived in September 1988. This was the Anniversario, introduced to celebrate Lamborghini's 25th anniversary as a motor manufacturer. Restyled and updated, the Anniversario incorporated hundreds of subtle changes and improvements over the Quattrovalvole.

The body was reworked by designer Horacio Pagani, creator of the Pagani Zonda, gaining a new nose and front bumper/spoiler incorporating front brake air ducts. The most striking difference in the Anniversario's appearance was in the treatment of the radiator air intakes directly behind the doors, which featured thicker vertical strakes, colour-matched to the body. Beneath the skin the chassis had been extensively updated for improved handling, its development assisted by none other than three-time World Rally Champion, Sandro Munari. Split-rim forged alloy OZ wheels were adopted for the Anniversario, shod with Pirelli's new 'P Zero' dual-compound asymmetrical-tread tyres. In total, 657 Countach Anniversario models were made between September 1988 and April 1990.

Right-hand drive chassis number '12815' was purchased new by a Mr Merszel on 16th March 1990 and registered as 'G358 VYL'. He sold it through Sytner Lamborghini in 1997 having covered 8,905 miles. There are five stamps in the service booklet under his ownership.

Mr Richard Chong purchased the vehicle from Sytner, and moved it to Central Car Storage in Hendon where it remained until November 2009. The car was not driven during this period, with the exception of routine 'start up' services as per to the storage agreement, until it was moved in November 2009 to Colin Clarke Engineering in order for necessary maintenance work prior to being sold. The re-commissioning comprised a full service and overhauls of the fuel system, clutch, brakes, and suspension at a cost of £17,000.

In February 2010 the Countach was sold to its third owner, Miss Sophie Louisa Newman, with a mileage of 9,062 miles, although she kept the car for less than two months before selling it to the current owner in March 2010. Since then the vendor has covered 1,600 miles, during which time the clutch has been replaced, the suspension and brakes reconditioned, and three annual services carried out, most recently at Lamborghini Seven Oaks. Although, according to the current owner, the Countach was in beautiful condition, he decided a repaint was required to do proper justice to this stunning car. A full re-spray was duly carried out this summer.

Representing a rare opportunity to acquire what is widely regarded as the best road-going Countach in terms of handling and reliability, this well-maintained Anniversario is offered with stamped service booklet, MoT certificates from 1995 onwards, receipts, service bills, MoT to April 2017, and a V5C Registration Certificate.

£200,000 - 250,000
£230,000 - 290,000

117

1987 FERRARI 328 GTS TARGA COUPÉ

Coachwork by Pininfarina

Registration no. D185 YOO

Chassis no. ZFFWA10A1H0067213

- Delivered new to the USA
- Left-hand drive
- Extensive service history
- Circa 74,500 miles from new



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 amidships-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.

Chassis number '67213' was supplied new to Richard C Barlow of Colorado Springs, USA via Ron Tonkin Gran Turismo of Portland. A photograph on file from Ron Tonkin, dated 21st May 1987, depicts the Ferrari in their showroom.

Finished in metallic Blu Chiaro with cream Connolly leather interior, the car is equipped with air conditioning, power door mirrors, electric windows, rear window defroster, tinted glass, central locking, limited-slip differential, ventilated disc brakes, stereo speakers, and an electric radio antenna.

A National 1st Prize winner at the Antique Automobile Club of America concours at Hershey, PA in October 2013, the car comes with its original Ferrari leather wallet containing the US handbook, dealer list and service book. Stamped up to 1992 (at 45,000 miles), the latter records servicing by Roger Mauro Ferrari (Denver) and Concours Cars (Colorado). Other significant maintenance includes a service, air conditioning recharge, and a new speed control unit at Scottsdale Ferrari in October 2011 (\$1,600); a new clutch, belts, ball joints, and fluid service at P & M Motorsport, Los Angeles in March 2012 (\$6,000); cosmetic repairs to the front bumper, grille assembly, etc by Classic Car Shop, Baltimore in September 2012 (\$1,581); and a service and wheels refurbished at Benchmark Motors, Columbia in July 2013 (\$1,000). Servicing in the USA during March/April 2014 included replacing the oil and filter, and fitting Porterfield racing brake pads front and rear. Imported in December 2014 by Tim Snowden, Yorkshire, the Ferrari was purchased by the vendor in January 2015. Bills for the aforementioned works are on file and the car also comes with MoT to February 2017, a V5C registration document, and a (copy) workshop manual.

£70,000 - 90,000
€82,000 - 110,000

1954 AUSTIN-HEALEY BN1 ROADSTER

Registration no. not UK registered

Chassis no. BN1/155919

- *Delivered new to Sydney, Australia*
- *Dry stored for 30-plus years*
- *Restored between 2015 and 2016*
- *Rebuilt to 100m 'Le Mans' specification*



Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finishing in 12th and 14th places, a highly praiseworthy achievement for what were recognisably production sports cars. Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburettors plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs, and distributor with alternative ignition advance curve. With the kit installed, power increased from the standard 90 to 100bhp.

From October 1955 the conversion was available factory-fitted on the successor BN2 model in the form of the 100M, which also incorporated other performance-enhancing modifications. Power increased to 110bhp and top speed, with windscreen folded flat, to within a whisker of 120mph. The number of BN1s converted by their owners is unknown but 1,159 cars, mostly BN2s, were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory.

This original, right-hand drive Austin-Healey 100 export model was delivered new to the Larke Hoskins dealership in Sydney, Australia and registered in Queensland, where it remained.

Later on it was discovered, dismantled, in dry storage, apparently having been off the road for 30-plus years. The vendor purchased the Healey in 2015 and immediately commissioned a full 'last nut and bolt' restoration by a marque specialist, which has returned the car to the effectively 'as new' condition in which it is presented today.

The restoration involved fully overhauling and balancing the engine, which has been rebuilt to 100M 'Le Mans' specification, and overhauling the gearbox with an upgraded overdrive. A new, cloth-covered wiring loom has been installed, replicating the appearance of the original.

The original chassis and body have been restored to generally excellent condition, the latter being repainted in its factory colour scheme of Spruce Green, while the interior has been re-trimmed and re-carpeted. Mechanical upgrades include a reduction-gear starter motor; adjustable shock absorber mounts; electronic ignition; 64-spoke chromed wire wheels; and a MotoLita steering wheel.

Offered with Heritage Certificate and a full photographic record of the restoration, '155919' represents a rare opportunity to acquire an iconic, first-of-the-line 'Big Healey', rebuilt to the desirable 100M 'Le Mans' specification.

£55,000 - 65,000

€64,000 - 76,000

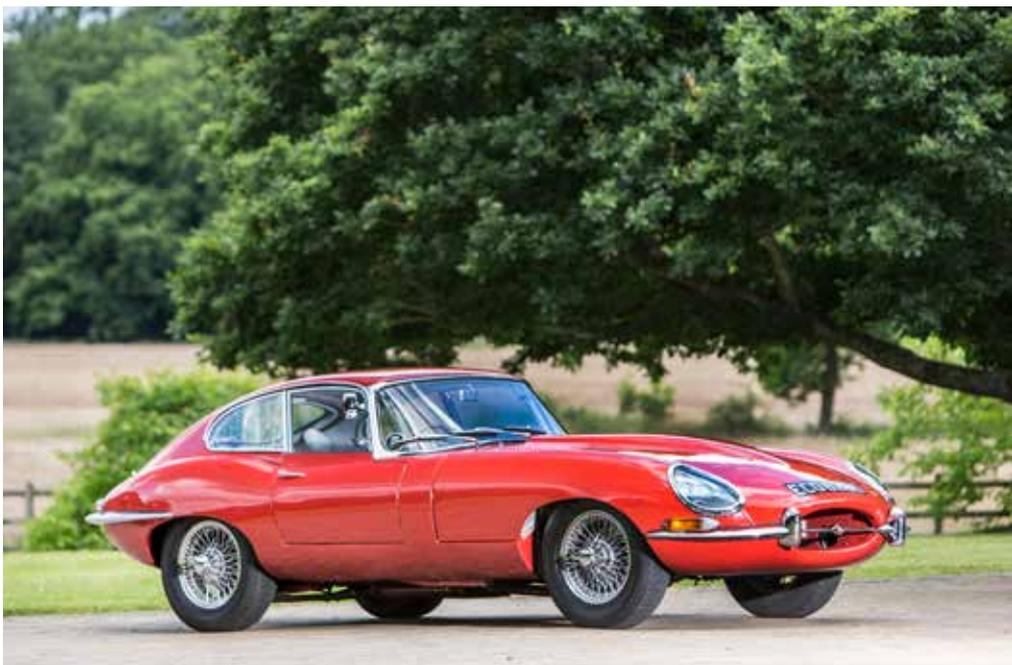
119

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

Registration no. ECO 626C

Chassis no. 1E20313

- *Original UK delivered, right-hand drive model*
- *Only 66,779 miles from new*
- *Ground up restoration*
- *Aluminium bodywork*



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

A Ground up restoration commenced in 2010 was completed during the last 3 years. among these works was total re-furbishment of the engine together with a new clutch by Jim Stokes Workshops at a cost of over £11,000 (invoice in folder). Yet to be run in (it has only 400 miles on its bores), the engine boasts reconditioned carburetors and a new water pump, and has been upgraded with a 123 GB 6-R-V electronic ignition distributor, 123 ignition coil and silicone plug leads. The radiator and coolant hoses are new, while cooling has been further improved by the installation of an electric fan complete with bespoke fan cowling. A new fuel tank, high pressure fuel pump, and a complete stainless steel exhaust system were fitted also an alternator and a new battery.

Turning to the transmission and running gear: the limited slip differential and drive shafts were completely overhauled, and new rubber mountings fitted, also all wheel bearings, track rod ends, suspension joints and bushes have been replaced as have all four shock absorbers (bills in folder). The braking system has been upgraded with new Cooper Craft aluminium 4-pot callipers and an improved handbrake linkage. The interior is completely new with upholstery in leather by Rawles Motor Sport, this includes the dashboard panel and carpet set (see invoice for over £6,000 in folder).

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

£70,000 - 90,000
€82,000 - 110,000

120

**1989 PORSCHE 911 TURBO SE
'FLAT NOSE' CABRIOLET**

Registration no. G217 MKO
Chassis no. WPOZZZ93KS020243

- *Ultra-rare 911 variant*
- *Right-hand drive*
- *Four registered keepers*
- *Circa 33,200 miles from new*





Combining the turbocharged engine with open coachwork modified in competition style, the 911 Turbo SE 'flat nose' cabriolet is one of the rarest and most desirable of modern Porsches. Group 4 homologation rules, which required 400 road cars to be built, had spurred the development of 'Project 930' - the original 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 153mph. The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. The engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph.

The 911 Turbo's raison d'être - the racing 935 - had pioneered what would come to be known as the 'slant' or 'flat' nose, and this new look was soon in demand from 911 customers. Kremer Racing offered a conversion and this service as later taken up by the factory's own Customer Department to special order (Sunderwunschen) from 1981, becoming an official option only in 1986.

The front wings were steel, incorporating cooling vents and pop-up headlamps (early examples had them in the air dam) while the rears had extra cooling intakes. There were different sills and along with the body modifications came an even more luxurious interior.

An ultra-rare variant of an already exclusive model, this right-hand drive, 911 Turbo SE 'flat nose' cabriolet had covered only 500 miles when it was acquired by the immediately preceding owner, its third from new. The current vendor purchased the Porsche at Bonhams' sale at the RAF Museum, Hendon in April 2014 (Lot 326), since when it has seen little use.

Original and accident free, the car comes with full service history, there being 16 stamps in the service booklet from main agents and independent specialists, the most recent dated 14th August 2012 at 32,403 miles (the current odometer reading is circa 33,200 miles). Finished in White Pearl with matching leather interior, this ultimate 911 soft-top is presented in generally very good condition and offered with current MoT and a V5C registration document.

£100,000 - 130,000
€120,000 - 150,000

1932 INVICTA 4½-LITRE S-TYPE REPLICA

Registration no. WP 1684

Chassis no. L40

- *Genuine Invicta chassis*
- *Carbodies-style coachwork*
- *Built between 1999 and 2010*
- *Circa 750 miles since completion*



The story of this S-Type Replica's construction began when Invicta specialist Rob Pollock of Vintage Sports Cars tipped off the owner about the availability of a derelict Invicta stored in a barn near Honiton, Devon. After a process of negotiation with the owner, who had rescued the car from a scrapyard in the 1960s, the vendor became the proud owner of a 1932 Invicta 1½-Litre (chassis number 'L40') in July 1999. The car was trailed back to Rob's workshop at Lymington in the New Forest where the initial evaluation of the project took place.

The car was in a sorry state, with little left of its original saloon body, and had been fitted with a Standard 12 engine and gearbox. With it was a 4½-litre Meadows marine engine; clearly, the previous owner had contemplated building a 1½-Litre/4½-Litre Special, and it did not take long to decide that this was indeed the best course of action. Fortunately, the 1½-Litre (12/45hp) chassis has the same wheelbase and track dimensions as the S-Type.

In light of his long experience of working on Invictas, Rob Pollock was asked to carry out much of the basic work, which he always does to the highest standards. It was estimated that the project might take a couple of years to complete, but in the event it took more than five times as long.

A process of dismantling was quickly completed, and a replica body in Carbodies style was commissioned. The owner's initial task was to source various missing parts. These included five Rudge-Whitworth 19" wheels, Rotax 10" headlamps, all correct instruments, SU HV5 carburettors, steering wheel, Marles L3 steering assembly, gearbox, Bosch horns, bonnet catches, shock absorbers (both Luvax and André Hartford), starter, dynamo, distributor, magneto, water pump, petrol pumps, cycle wings, seats, correct sump, rocker cover, fan assembly, and much more. Initially an Alvis all-synchromesh gearbox was sourced, but later it was decided to use a Rolls Royce 20/25 'box. The wings came from an Alvis, and Simon Parker did a superb job converting them to fit, as well as other works including a new bonnet. The seats came from an S-type in the USA.

Meanwhile, it was decided to straighten and box-in the chassis. Keith Roach made the necessary S-Type cross members, and an A-Type bulkhead, which Rob had found at an auction, was converted to fit. A complete new S-Type replica radiator, with increased water and cooling capacity, was ordered together with new stronger half-shafts, new 52mm hubs, and a new S-Type replica fuel tank. The engine was rebuilt by Rob Pollock, using re-machined parts, new pistons, a new road/race camshaft, and a new flywheel. One of the most difficult tasks was getting the Rolls/Royce 20/25 gearbox to fit on the engine. A conversion plate was needed, and several attempts were made to adapt a Borg & Beck clutch.



The car was trailed to Richard Jones' workshop for rewiring, and then on to an exhaust specialist. After another sojourn in the New Forest, it came back to the vendor's workshop at the end of 2009.

The vendor then took over the project management and arranged for the painting of the car, its re-upholstery, the reconditioning of the steering box, a second rebuild of the front and rear springs, and many other finishing tasks. An MoT certificate was successfully obtained on 18th August 2010.

Initially, the vendor drove the Invicta for a series of short runs to understand and improve the car's handling and performance, making adjustments on every outing; fitting the reconditioned Luvax shock absorbers greatly improved the ride and handling. In March 2011, the car was taken to the Open Day at Jim Stokes' Workshop in Waterlooville, where it attracted much attention and many generous comments. Since then the car has been driven without incident, on a regular basis for pleasure, as well as to several events and meetings.

Very good 'Low Chassis' Invictas have been known to change hands for in excess of £1m, which makes this faithful S-Type re-creation exceptional value for money.

£200,000 - 250,000
€230,000 - 290,000



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1985 MG METRO 6R4 GROUP B RALLY CAR

Registration no. B20 FPU

Chassis no. SAXXRWNP7AD570124

- Rare Group B rally car
- In-period competition history
- Works type inner front wings
- 1998 Targa Tasmania class winner



On its way to a class win in the 1998 Targa Tasmania.

Even back in the 1980s, Austin-Rover's Metro must have seemed an unlikely candidate for World Rally Championship honours. But although the MG-badged Metro 6R4 - like its Group B rivals from Lancia and Peugeot - bore a passing resemblance to the road car whose name it bore, beneath the skin it was an entirely different animal. Gone was the puny A-Series engine/front-wheel-drive package, replaced by a 3.0-litre, 90-degree V6 sited behind the front seats and driving all four wheels. Twin-cam cylinder heads, modelled on those of Cosworth's Formula 1 DFV V8 engine, enabled the V64V unit to develop 250bhp in 'Clubman' trim, with up to 410bhp being available in full works tune.

Designed by Patrick Head of Williams Grand Prix Engineering, the mid-engined chassis, needless to say, owed almost nothing to that of the standard Metro. In the course of development a host of aerodynamic and other appendages were grafted on to the basic Metro bodysell, resulting in an end product that looked... well, 'purposeful' was about the kindest description. Group B regulations required a minimum build of 200 cars, the first of which was completed in mid-1985 and the last in November of that year. When Group B was axed by the FIA, Austin-Rover disposed of the reputedly 120-or-so cars left unsold, warning purchasers that the Metro 6R4 was 'not intended for domestic, casual, business or other motoring on the public highway...'



Sadly, the works Computervision-sponsored 6R4's debut performance, when Tony Pond drove one to 3rd place in the '85 RAC Rally behind a brace of Lancia Delta S4s, would prove to be its most successful. However, after the works team's withdrawal from World Championship rallying, the 6R4 found its true métier - Rallycross - a sport it would continue to excel at well into the 1990s.

This Metro 6R4 was driven in period by Haymarket Publishing's Simon Taylor and David Power, who shared the car in hill climb events at famous venues such as Shelsley Walsh, Prescott, and Gurston. The car was prepared by Power's company, Power Engineering.

In May 1987, Power drove the Metro at an event at Prescott, following which it was considered necessary to replace the front wings; the car's front end was then upgraded with a set of very rare, and much sought after, inner front wings. Constructed in aluminium with honeycomb reinforcement, these 'evolution' wings were bonded and bolted to the bodyshell. These wings had been built prior to the San Remo Rally of 1986, and had been fitted to the cars driven in that event by Tony Pond and Malcolm Wilson. It is believed they were removed prior to the RAC Rally of 1986 and subsequently purchased by David Power from the works stores at Cowley. These wings are still on the car today.

In March 1997, the Metro was sold to John Potter in Australia, who further up-rated it with a twin-plenum, 3.0-litre, International Specification engine from specialists Nelson Engineering Services. The car retains a factory 'dog' gearbox and is fitted with power steering. Only ever driven on tarmac events, it remains in superb condition and is also extremely competitive, as evidenced by a class win in the 1998 Targa Tasmania.

After that event, the Metro was sold to Garry Cliff in New Zealand. It returned to the UK in 2012. Accompanying documentation consists of sundry bills, a V5C Registration Certificate, and current MoT.

According to an article in *Autosport* in 1992, this car is built on an ex-works shell; however, this information is not verified, and is believed to relate to the car's 'San Remo' front end. Prospective purchasers are advised to satisfy themselves with regard to the car's specification prior to bidding.

£100,000 - 120,000
€120,000 - 140,000

123

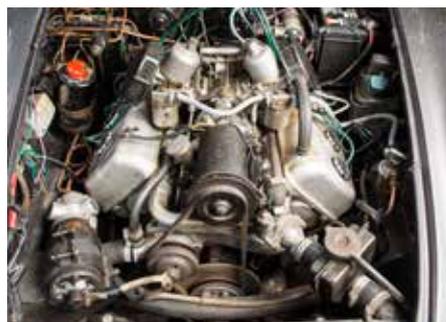
1960 DAIMLER SP250 AHC RETRACTABLE HARDTOP COUPÉ

Coachwork by Daimler/AHC

Registration no. 309 RPF

Chassis no. 101354

- *Unique retractable hardtop prototype*
- *Single family ownership from new*
- *Recently re-commissioned*
- *Roof in working order*

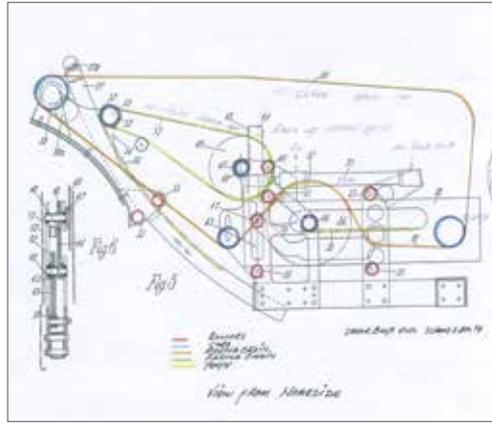
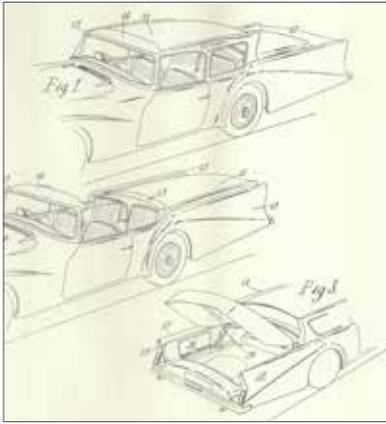


Antony Croucher and two engineers seated in comfort in the newly completed AHC Daimler, 1963

The unique Daimler SP250 offered here incorporates a retractable hardtop roof patented by Antony H Croucher Precision & Prototype Engineering Co Ltd (AHC) of Alton, Hampshire. Antony H Croucher, the vendor's father, first came up with the idea of a power operated (electro-hydraulic) retractable hardtop roof in the late 1940s and applied for a patent in 1947 (No. 18875/47), which was completed in October 1950 on a Riley 1.5, although nothing ever became of it. With the patent running out in 1964, a new Daimler SP250 was purchased in 1960, this car being considered ideal for conversion on account of its glassfibre body.

An unusual departure for a firm more noted for its stately limousines, the SP250 sports car was Daimler's final fling before the firm's acquisition by Jaguar. Aimed at the North American market and launched in 1959, the SP250 employed a separate ladder-type chassis on which sat controversially styled glassfibre coachwork constructed by Daimler themselves. Four-wheel disc brakes were an unusual feature at the time, but unquestionably the car's biggest virtue was its 2.5-litre V8 engine. An outstandingly flexible unit designed by Triumph Motorcycles' Edward Turner, the smaller of Daimler's two V8s produced 140bhp, an output good enough to propel the SP250 to a top speed of 125mph. In keeping with the demands of its intended market, automatic transmission was available as an option. The model survived Jaguar's 1960 takeover, but the E-Type's arrival sounded the death knell for the SP250, which ceased production in 1964.

A video of the hardtop in operation can be viewed at bonhams.com/23595/123



As well as incorporating the novel retracting roof, AHC's converted SP250 was made into a four-seater and given an enlarged boot. AHC applied for a patent in 1962 (23981/62), which was completed in July 1964. Company records show that some 3,080 man-hours were spent on the engineering side and 1,948 man-hours in the drawing office. King & Taylor of Godalming, Surrey made the body, while all of the engineering, including making body moulds, was undertaken at AHC's factory. The car was finished in 1963 at a cost in excess of £30,000. Unusually, the AHC roof could be raised or lowered at speed, unlike other systems that require the car to be stationary.

AHC's Daimler got good press coverage, copies of which the vendor still has, as well as the working drawings. The system was intended for use on large luxury cars such as the Jaguar Mark X, Vauxhall Velox, etc but nothing became of it. Eventually, after lengthy negotiations with his father, the vendor bought the Daimler from him in 1969. *Classic & Sports Car* magazine invited its owner to show the car at the BBC *Top Gear* Classic Car Show, where it appeared in May 1994.

After a defective car cover caused the paint to micro-blister, the car was re-sprayed silver grey (originally it was orange with a white roof, bonnet and boot). Unfortunately, when the coachworks finished the re-spray they could not get the roof to work properly; it has to be shut to refuel so was temporarily fixed in that position. '309 RFP' attended the SP250 50th Anniversary gathering at Gaydon on 20th June 2009, has returned to the Classic Car Show (on 17th November 2012), and has also visited the Goodwood Revival.

After years of deliberating what to do about the roof, the owner was persuaded by his brother (an engineer) to get it working. His brother and another engineering friend set about the task and after months of effort succeeded in returning the roof to working order. So the car could be seen, it was put on display in 2013 in the Atwell-Wilson Motor Museum in Calne, Wiltshire where it has been up to now. Recently re-commissioned, this unique prototype Daimler is MoT'd and ready for use. Accompanying documentation includes an old-style logbook, V5C registration document, sundry restoration invoices, and the inventor's original notes outlining the concept.

£50,000 - 70,000
€59,000 - 82,000

124

**2000 ASTON MARTIN VANTAGE
LE MANS V600 COUPÉ**

Registration no. V335 KGX

Chassis no. SCFDAM2S6XBR70245

- *Delivered new to V600 specification*
- *One of 40 made*
- *Two owners*
- *Circa 17,000 miles from new*
- *Full Aston Martin service history*





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

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

For the Vantage, Aston Martin engineers developed a blown version of the proven 5,340cc V8 engine, twin mechanically driven Eaton superchargers being preferred to turbo-chargers on the grounds of superior throttle response.

Quite apart from its stupendous maximum output of 550bhp, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that makes even the mighty Chrysler Viper V10's 450lb/ft seem puny by way of comparison. And for those who found 550bhp insufficient, there was the Works Service-developed 'V600' enhancement that brought with it an additional 50 horsepower together with upgrades to the wheels, suspension and brakes. Announced at the British Motor Show at the NEC, Birmingham in 1998, the V600 package added £43,000 to the price of the standard Vantage.



Autocar summed up the Vantage as, 'a real Aston Martin; a big, very beautiful, very fast, albeit expensive GT with so much appeal and purpose behind it that it is more an experience than it is mere transport.' On the road its potential performance was equally staggering: 0-100km/h (62mph) being achievable in 3.9 seconds and a top speed in excess of 320km/h (200mph) possible.

The Le Mans interior too was specially reconfigured in the sporting idiom, boasting perforated, competition-style pedals, an oversized tachometer, aluminium gear lever knob, 'button' starter and brushed metal panelling instead of the traditional wood veneers, while the Wilton carpeting featured embossed 'Aston Martin' emblems.

One of 40 made, this limited edition Vantage Le Mans was delivered new with the factory's V600 package installed. Finished in Aston Martin Racing Green with Magnolia hide piped in Forest Green with green carpets and Parchment Alcantara headlining, noteworthy additional features include burr walnut veneer inserts to the fascia installed by Works Service (in place of the stock silver-painted items) together with power-fold door mirrors, and an Alpine navigation system.

'V335 KGX' has had only two owners from new and comes with comprehensive Aston Martin Works Service and dealer network service history dating back to its PDI at Lancaster Aston Martin in December 1999. Serviced and MoT'd by Aston Martin Works in July 2016, this low-mileage Le Mans V600 comes with its original book pack, a quantity of invoices and MoTs, a V5C registration document, and two sets of keys.

£350,000 - 450,000
€410,000 - 520,000



125

1953 LAGONDA 2.6-LITRE MARK 2 THREE-POSITION DROPHHEAD COUPÉ (SEE TEXT)

Coachwork by Tickford

Registration no. TPC 110

Chassis no. LAG/50/506

- Formerly the property of Rob Walker
- Rare drophead coupé model
- Factory-fitted with a 3-litre engine
- Offered fresh from full restoration



'Beauty of line, power and grace, superlative comfort and proud dignity are embodied in the three litre Lagonda Tickford Saloon and Drophead Coupe.' - Lagonda advertisement.

The David Brown organisation's take-over of Lagonda in 1947 allowed production of the latter's W O Bentley-designed all-new model to commence the following year, and at the same time made Lagonda's 2.6-litre twin-cam 'six' available for the new Aston Martins. An advanced design employing a cruciform-braced chassis with independent suspension all round, the Lagonda was available as a saloon or drophead coupé, both with coachbuilt bodies. The interior with its leather upholstery, plentiful walnut and quality fittings stood comparison with that of the very best in the luxury car class. A Mark 2 version arrived in the autumn of 1952 boasting revisions to body and interior, as well as a Jackall self-jacking system. By the time production ceased in the summer of 1953, some 547 cars had been built.

Coachbuilders Tickford of Newport Pagnell had begun to play an increasingly important role as body suppliers during manufacture of the 2.6-Litre, and when the new 3-Litre model was announced in 1953, assumed sole responsibility for body production of the two models offered initially - a two-door saloon and drophead coupé - and the four-door saloon that followed.



The newly enlarged (to 2,922cc) engine now produced 140bhp, an output good enough for a top speed in excess of 100mph despite the gain in weight over the '2.6'.

In October 1955 a revised Mark 2 model was introduced and the range reduced to the four-door saloon only after only five Mark 2 dropheads had been completed. Expensive to produce and necessarily exclusive, the luxurious Lagondas did not sell as well as their manufacturer had hoped, though high-profile owners included HRH The Duke of Edinburgh (who had two dropheads) and actor Peter Ustinov (just the one).

Completed in June 1953, this late 2.6-Litre Mark 2 comes with its (copy) order form recording two changes of engine early in the car's life: from the original 'LB6G/50/584' to the 3-litre 'VB6J/74' in November 1953, and then to the current 'VB6J/130' in June 1954. A new gearbox was fitted in November 1953, and a brake servo conversion in February 1955. The original colour scheme was silver metallic with red interior trim and grey hood, and the car was first registered as 'TPC 110'.

In its section devoted to the Lagonda 2.6-Litre, the AMOC Register notes that 'LAG/50/506' was a 'bare Mark 2 chassis (supplied) to Brooklands'. There was never an 'official' 2.6-Litre Mark 2 drophead, though the Register does record a handful of Mark 2 chassis going to Brooklands for bodying by Tickford as DHCs.

The Lagonda's original purchaser was Guy Salmon Automobiles of Thames Ditton, Surrey. Three further owners are listed, commencing with garage proprietor and Formula 1 team owner, Rob Walker; the others are Major J Scott Hopkins of Farnborough (January 1956) and one A J Linnell of Wilbye, Northamptonshire (June 1956). Acquired by the current owner in 2013, the Lagonda was fully restored in 2015/2016, the engine being overhauled by LMB in Antwerp, Belgium. Photographic documentation and bills are available. Finished in dark red with cream leather interior, the car is said to drive beautifully and is described as 'new' in all departments except for the interior, which is rated as 'good'.

Offered with an old-style logbook, expired MoT certificates, and an owner's manual, 'LAG/50/506' represents a wonderful opportunity to acquire one of these exclusive and luxurious Lagondas, possessing the added cachet of association with Formula 1's most successful private entrant.

£100,000 - 150,000
£120,000 - 180,000

126

**1967 MERCEDES-BENZ 230 SL
CONVERTIBLE WITH HARDTOP**

Registration no. JUB 400E
Chassis no. 11304020018904

- *Landmark, first-of-the-line model*
- *One owner from new*
- *Manual transmission; power assisted steering*
- *Fully restored between 2010 and 2014*





A convertible model finished in white with black leather interior, this car is a right-hand drive example of the 230 SL. A landmark model which founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Introduced at the Geneva Salon in March 1963 as replacement for the 190 SL, the 230 SL abandoned its predecessor's four-cylinder engine in favour of a more refined 2.3-litre fuel-injected six derived from that of the 220 SE and producing 150bhp.

The 230 SL even managed a debut competition victory, as *Sporting Motorist* noted: 'Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt. Soon after the 230 SL was announced, Eugen Bohringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory.' Christened 'Pagoda' after their distinctive cabin shape, these Mercedes-Benz SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

This manual transmission 230 SL was purchased new by the owner for his wife, who used it rarely as she had access to a company car. Thus 'JUB 400E' saw only occasional use over the years before being placed in storage during a house move. Subsequently, the Mercedes was treated to a full 'last nut and bolt' restoration, which commenced in late 2010/early 2011 and was completed towards the end of 2014. Returned to its former glory, the car was re-sprayed in its original Mercedes-Benz white, while other noteworthy features include a contrasting full black leather interior, matching convertible hood and hardtop, and red carpets.

Accompanying documentation consists of a photographic record of the body restoration, sundry invoices, a V5 registration document, SORN, and an expired MoT certificate from 1996 recording the mileage at that time as 33,288 (the current odometer reading is 33,600 miles). Freshly MoT'd and described by the vendor as 'fully rebuilt' throughout, this is a turnkey example of a user-friendly appreciating classic.

£80,000 - 100,000
€94,000 - 120,000

127

1986 FERRARI 328 GTS TARGA COUPÉ

Coachwork by Pininfarina

Registration no. D500 TJX

Chassis no. ZFFWA20C000066221

- *Delivered new to the UK*
- *Right-hand drive*
- *Extensive history*
- *Circa 22,200 miles from new*





The Ferrari 308 was superseded by the mechanically similar but larger engine 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.

Chassis number '66221' was delivered new to the UK and has had only six owners over the course of the last 30 years. Stored for 6-7 years during the 1990s, the car has been used regularly but sparingly since 1998 and had covered a mere 22,214 miles from new at time of writing. MoT certificates and servicing/maintenance invoices dating from 1990 onwards are available, and for the last 6½ years 'D500 TJX' has been looked after by independent marque specialists Migliore Cars of Bromsgrove. The most recent service, which included changing the cam belts, was carried out in April 2016. Described as in generally very good condition, with excellent bodywork, this desirable modern Ferrari is offered with a quite superb history file and its original leather wallet containing the handbook and service booklet.

£80,000 - 100,000
€94,000 - 120,000

128

1952 ASTON MARTIN DB2 SPORTS SALOON

Coachwork by Mulliners (Birmingham) Ltd

Registration no. NLO 949

Chassis no. LML/50/281

- Restored by Four Ashes Garage
- Upgraded for historic rallies and hill climbs
- Extensively campaigned
- Widely featured in motoring magazines





This particular DB2 was completed in November 1952 and despatched to Brooklands of Bond Street on 17th April 1953. The car was registered 'NLO 949'. Its first known owner was Mrs J Bromage of London (1950-1993) followed by Mr Pat Anderson of Aylesbury (1993-2006). The Aston then had an unknown owner in Germany before returning to the UK in February 2007 in the ownership of Richard Dodkins of Stafford, from whom it was purchased in June 2008 by the immediately preceding German owner, an enthusiastic member of the Aston Martin Owners Club.

While in Richard Dodkin's ownership the Aston had been completely restored by renowned DB2 specialists Four Ashes Garage, who upgraded the engine for increased power, converted the electrics to negative earth, fitted halogen headlights and installed DB5 disc brakes. The interior is trimmed in dark green hide with black carpets, and features an original Halda Twinmaster and two bespoke bucket seats which are replicas of the seats in the works DB2 Le Mans race cars (originals with car). Other noteworthy features include a Dynator alternator and Dayton wire wheels shod with Michelin Pilot radial tyres.

Four Ashes regularly serviced the car for the first year following its restoration, since when it has been looked after by Davron. No effort has been spared in ensuring that the Aston would be a reliable long-distance tourer capable of covering up to 1,500 kilometres per day without problems on the European auto-routes.

The Aston was regularly driven from Hamburg, Germany to Davron's premises at Dinton near Salisbury for inspections (a round trip of some 2,000 kilometres).

The DB2 has competed in various rallies and hill climbs including the Ennstal Classic, Württemberg Classic, the famous Vernasca Silver Flag at Piacenza, Italy and the Bo'ness Hill Climb Revival at Bo'ness, Scotland and has always been driven to these events. It has won the 'Outstanding GT' award at the Vernasca on three occasions. The Aston has also made frequent trips from Germany to the Goodwood Revival meeting and Goodwood Breakfast Club.

'NLO 949' has appeared in various magazines, most recently *'Prestige Cars & Luxury'* (Winter 2011/2012 edition). It has also featured in *'Octane'* (April 2007) appearing on the front page and in an article entitled *'Evolution of the Species - All DB Aston Martins'* representing the DB2; and in *'Classic Cars'* (January 2010) again on the front page and in the article *'Distinctly British'*.

The current vendor purchased the DB2 at Bonhams' Sale at the Goodwood Revival meeting in September 2014 (Lot 251), since when it has been reunited with its original UK registration number and the original seats have been re-fitted. Presented in generally very good condition, this sensibly upgraded and eminently useable DB2 is offered with sundry restoration invoices, an old-style logbook and V5C Registration Certificate.

£150,000 - 180,000
€180,000 - 210,000

129 N *

1960 JAGUAR XK150 'S' 3.8-LITRE ROADSTER

Registration no. Not registered in the UK

Chassis no. T820082DN

- One of only 24 RHD 3.8-litre 'S' roadsters
- Current ownership for 32 years
- Past concours winner
- Drives very well



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 chassis characteristics, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space, comfort and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's split 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 the achilles heel 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. 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 XK150 'S'. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in 'SE' (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

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

Representing the XK150 in its ultimate configuration, with the 3.8-litre engine and overdrive gearbox, this ultra-rare 'S' roadster was manufactured in May 1960 and supplied via dealer Tom Garner to its first owner, Mr Henry D Leete. The car was originally finished in Pearl Grey with black interior and hood, and was first registered as 'YNE 111', a Manchester mark. The foregoing details are recorded on the accompanying Jaguar Heritage Trust Certificate, which lists the body number as 'F 17212'; however, the body number stamped on the chassis plate is 'J 8118'. The F prefix denotes a roadster and the J prefix a coupé.



Bonhams enlisted two independent specialists to inspect the car and they confirmed that it has an original roadster body; the reason for the discrepancy is not known. A previous owner, Dr David Steiner, has confirmed to Bonhams that the XK was very much a roadster when he bought it in Manchester in the autumn of 1972.

On 7th September 1973, Dr Steiner sold the car (still registered 'YNE 111') to Mr Anthony Lumsden-Cook. Mr Lumsden-Cook totally restored the XK in the late 1970s/early 1980s and then entered the car, now registered '1 LUM', into various concours events, including the 1981 XK Day organised by the Jaguar Drivers' Club. Related correspondence states: 'Congratulations on your win on Sunday.... I was unable to have a really close look at your car as I was judging 120s but Geoff Small assures me it was the best he had ever seen.' - John Hedges (Secretary of the JDC's XK Register); and also: 'My fellow XK Committee members, some of whom judged concours at XK Day, were rather impressed by your car, reckoning it to have achieved the highest standards seen for some time....' - Ian Hart (Editor XK Bulletin).

It is unknown who carried out the restoration but there is an invoice on file dated September 1981 from DK Engineering in relation to preparing the car for the XK Day concours, and another invoice regarding transporting it from DK Engineering to well known and respected trimmers Suffolk & Turley. A charming supplier's plate is affixed to the dashboard illustrating that, at some stage, the car was handled by Duncan Hamilton & Co. A St Christopher medal and two stopwatches also grace the dashboard.

The present owner acquired the Jaguar from Anthony Lumsden-Cook in March 1984 and subsequently took it to Switzerland where it has resided ever since. Shortly thereafter, a KPH speedometer was installed although the original MPH speedo is offered with the car. The owner, an enthusiastic Jaguar collector who also owns an XK150 Coupé, has frequently driven - and rallied - the car, which has mellowed since its concours-winning days. He has entered no fewer than six Coupe des Alpes (in the 1980s/90s); a couple of Tour Autos; the GP Montreaux regularity trials; the Megeve - St. Tropez; and the Byblos Rally to St Tropez. The car has also benefitted from regular servicing and renovation work that included fitment of an aluminium fuel tank and exhaust.

The car has also been given a thorough road test by Bonhams Group Motoring Director James Knight, who drove it some 40 kilometres through lakeside villages, the Autoroute and into downtown Geneva. The XK150 'S' behaved very well, with good power and smooth delivery; slick gearbox; surefooted handling and impeccable temperature and pressure readings. Handsomely finished in Indigo Blue with grey leather interior, '820082' represents an exciting opportunity to acquire one of the rarest models ever produced by Jaguar of the ultimate version of the legendary XK family.

Please note this vehicle will be subject to the reduced 5% import tax if remaining in the EU.

£220,000 - 280,000
€260,000 - 330,000

130

The Ex-Works, Dick Seaman, Eddie Hertzberger, Dudley Folland, John Wyer, Colonel Ronnie Hoare, Jack Fairman

1936 ASTON MARTIN 2-LITRE SPEED MODEL 'RED DRAGON' SPORTS-RACING TWO-SEATER

Registration no. FGY 409

Chassis no. H6/711/U

It is particularly fitting that this singularly important Aston Martin sports-racing car is offered for sale here at the Goodwood Motor Circuit since two of its most celebrated drivers in-period have particular links here. Richard John 'Dick' Beattie-Seaman – the finest British racing driver of the 1930s, later winner of the 1938 German Grand Prix in his works Mercedes-Benz W154 – was born at Aldingbourne House, which still stands today a mere three miles away to the east, within earshot of Goodwood Motor Circuit. And in later years this remarkable car would be owned and campaigned by leading Welsh privateer Dudley Folland – one of the first internationally-known owner-drivers to compete at Goodwood, not least in the first Ferrari V12 ever to appear in England.

Against this background, Bonhams is particularly delighted to offer this uniquely-specified historic Aston Martin here at the Goodwood Revival Meeting. As new this particular car could perhaps be regarded as the ultimate in the illustrious line of pre-war Aston Martin 'Ulster' works racing cars.

Rumours had begun to circulate early in 1936 of a new larger-engined Aston Martin to replace the marque's successful 1½-litre designs. Discreet official confirmation came when two entries were made in the 2-litre class of the Le Mans 24-hour race. Aston Martin's production of the 2-Litre 'Speed Model' competition variant would total just 23, making it more rare and exclusive than its 'Ulster' predecessor, production of which ran to 31.

The 4-cylinder engine was enlarged to 1,949cc with the ports reversed in expectation of minimizing detonation as experienced on the 1½-litre unit. The patented Renwick & Bertelli wedge-shaped combustion chambers were retained, while 18mm spark plugs appeared on the exhaust side of the cylinder head instead of the inlet side. Scintilla magneto ignition was used, and dry-sump lubrication retained.

Two new Speed Model Team Cars were readied for Le Mans only for that 1936 race to be cancelled following French industrial strife. Neither car would ever be raced by the works. The first chassis, 'LM22' was the last to bear the famous factory prefix 'LM'. Chassis design followed that of the familiar Mark II model's, down-swept beneath the rear axle and upswept over the front. It was wider, and more rigidly cross-braced, although its 102-inches, 260cm, wheelbase matched the Ulster's. The front axle was mounted via 'Silentbloc' bushed trunnions, with torque reaction during braking or under drive being controlled by stout cables in tension. Great attention was paid to improved steering geometry while Lockheed hydraulic brakes with twin master cylinders were adopted. The gearbox was in unit with the enlarged engine.

- *The ultimate pre-War competition Aston Martin*
- *Multiple participant in the Mille Miglia and Le Mans 24-Hour race*
- *Competitive entrant for the world's premier historic motoring events*
- *Equally at home on road and track*



© Stuart Collins





1
Dick Seaman in H6/711/U (No. 21)
at the start of the 1936 TT. © LAT

2
Seaman powering round the Ards TT course, 1936.
© Ecurie Bertelli Archive



Sadly, economic times were hard. Following the cancellation of Le Mans, Aston Martin withdrew indefinitely from active competition. The two prototype 2-litre cars were to be sold. However, they had aroused such interest that two further machines were laid down, with pure two-seater bodies. Two entries were then made in the 1936 RAC Tourist Trophy race at Ards in Northern Ireland, one a deadly serious fully factory-backed effort and the other a relatively light-hearted entry for Alan Phipps and his wife (nee Doreen Evans).

So it was that this very special machine made its racing debut in the last of the RAC TT races on Northern Ireland's fabulous Ards circuit. Its driver on the 13.6-mile loop of rural roads linking the towns of Dundonald, Newtownards and Comber, was the then 23-year-old Dick Seaman.

He was then just completing the sensational *Voiturette* racing season in which he won on the Isle of Man, and at Pescara, Berne and Donington Park in his modified nine-year old straight-eight Delage – humbling the strongest ERA and Maserati opposition. He had caught the eye of Daimler-Benz racing manager Alfred Neubauer who offered a works Mercedes-Benz test-drive at Monza. From 1937-1939 Dick Seaman would become the first British driver to command a place in a major Continental factory Grand Prix team – winning the 1938 German GP before crashing fatally while dominating the 1939 Belgian Grand Prix...

At Ards in 1936, driving 'H6/711/U' offered here, Dick Seaman had been engaged to resist the German-design threat of the latest Frazer Nash-BMW 328s, which Aston Martin was clearly desperate to beat. Aston technical head 'Bert' Bertelli and new owner Gordon Sutherland fully appreciated how valuable a TT victory could be over their German foe.

But during practice, to the team's dismay, the Seaman car lost its oil pressure due probably to a wrongly fitted dry-sump suction pipe, and the engine bearings ran. By working through the night, chief mechanic Joe Bestente and his crew re-assembled the engine in time for the race, but it could not be run in. Seaman could race flat out and attempt to break the BMWs before wrecking his own engine...or nurse the new Aston Martin throughout, hoping for misfortune to befall the German cars.



The race was run in heavy rain. Seaman the racer evidently took the former course and as Aston Martin historian Dudley Coram related: "From the fall of the flag he was travelling at a great pace well ahead of his class... ". Despite the conditions Seaman lapped at 75.89mph "... doing best against (his) handicap, the young Englishman putting up a wonderful run in circumstances which were anything but envious". But after only three or four laps the car's oil pressure began to fluctuate "...and at twelve laps the bearings gave up the struggle and Seaman retired after a truly magnificent drive...(which)... impressed everyone... and it seemed all the more unfortunate that the firm remained adamant in their decision not to race again...".

In this car Dick Seaman had led that 1936 TT overall on handicap and twice broke the 2-litre class lap record, before engine seizure due to oil loss.

Surviving factory documentation lists the original engine as unit 'H-6-711', installed in "Chassis built in experimental shop for 1936 Ulster race & driven by R. Seaman". A further note records "Engine seized due to lack oil. Afterwards rebuilt & sold E. Hertzberger. Ran various continental races during 1937, inc. Mille Miglia, Le Mans, Montlhery".

Its initial ex-works ownerships have been listed as follows:

E. Hertzberger of Westersingel 88, Rotterdam, Holland
 A.D. Whitworth, Connaught Club, London W1
 Mr Elwes, University Motors
 Capt. D. Folland, Powley Sales Co
 P.A.B. Stewart, 15 Hillside Road, East Ewell, Surrey

A separate listing includes in November 1950, Ronald John Hoare CBE of Kelling Hall, Holt, Norfolk – the great former-Royal Artillery motoring enthusiast who became famous simply as 'The Colonel' – Ronnie Hoare – UK Ferrari importer, head of Maranello Concessionaires Ltd and patron of that company's eponymous, highly successful Ferrari racing team. 'The Colonel' was a famously exacting character who would only settle for the very finest motor cars.

Peter Stewart's subsequent ownership is then recorded as commencing in 1952 followed by four further owners before marque enthusiast Geoff Bishop of 'Wheelspin', Macdonald Road, Lightwater, Surrey, acquired the car, his tenure enduring from 1959 until 1996. These latter owners are listed in the car's buff continuation logbook, issued in 1950 and commencing with John Wyer and Dudley Folland...







3
Hertzberger/Van der Pijl pose in H6/711/U before the start of the 1937 Mille Miglia. © SVCC

4
Hertzberger/Van der Pijl during their epic drive in the 1937 Mille Miglia. © The Spitzley Zagari Collection



Following Geoff Bishop's 37-year tenure, 'Red Dragon' as offered here passed through three further ownerships before being acquired by the present vendor, a connoisseur of fine motor cars of many years standing.

Following its dominant start in the 1936 RAC TT, the car's first private owner was Dutch sportsman Eddie Hertzberger, a wealthy Rotterdam clothier who also excelled at boxing, sailing and skiing. Aston Martin fitted a new engine for him which was stamped with the original serial number to simplify Customs documentation, Hertzberger also adopted a more modern-style radiator cowl and streamlined wings, the car's appearance becoming similar to the contemporary sports-racing Talbot-Lago, but resplendent in Dutch Racing Orange.

Eddie Hertzberger entered the 1937 Mille Miglia 1,000-mile round-Italy race. Clearly a hard, determined and talented racing driver - knowing he would be at a disadvantage to the Italians on their home soil - he drove his Aston Martin from Holland, negotiating as many Alpine passes as possible to gain experience.

The great race was again run in almost continuous rain, Hertzberger driving as if in a Grand Prix, pushing the Aston to its absolute limits. At Florence he was comfortably leading the 2-litre class - a remarkable seventh overall...

Unfortunately this fine run was halted by a broken valve spring, Hertzberger's skilful (and brave) riding mechanic Van der Pijl changing the offending component despite dropping a valve collet down the timing chain gallery, which was retrieved with a blob of grease on the end of a stick.

The pair lost an hour, dropping to fourth in class, but Hertzberger fought on through the ceaseless drizzle, clawing his way back to finish a fine second in class and 16th overall. He and his Aston Martin had proved formidably competitive Mille Miglia contenders.

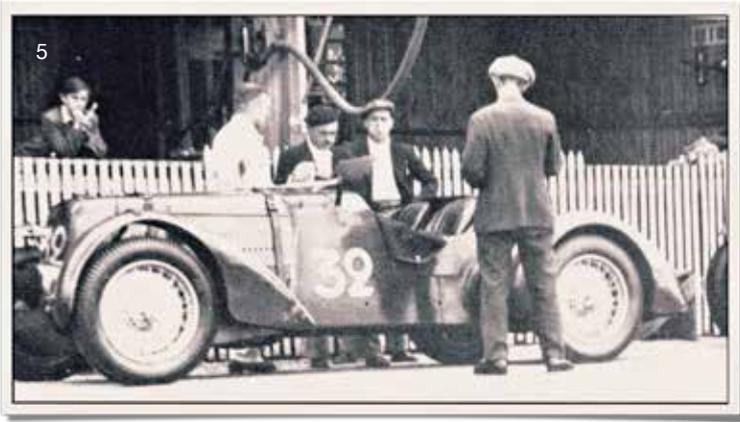


With French fellow-enthusiast, Albert Debille, Hertzberger then co-drove this Aston Martin in the 1937 Le Mans 24-Hour race. Ranged against an armada of works BMW 328s, 'H6/711/U' again proved hugely competitive. The mercurial pairing duelled so effectively with Gérard's 3-litre Delage and the quickest 328s for the class lead, that by the early hours of Sunday morning they ran a remarkable sixth overall. Sadly, this second very competitive appearance at pinnacle International level was ended by a dropped valve.

Albert Debille then won the 2-litre class of the subsequent *Coupe de l'Automne* race, run during the AGACI *Journée des Indépendants* meeting at Montlhéry, France, on September 19th 1937.

Into 1938 Eddie Hertzberger entered this Aston Martin for its second Mille Miglia race, co-driving with Albert Debille. Yet again confronting the usual squadron of works-backed BMW 328s, the gallant Dutch-entered Aston Martin took the battle to them before having, sadly, to retire. Regardless, Montlhéry again proved lucky as Hertzberger won the 2-litre class in the 1938 *Coupe de Paris*.



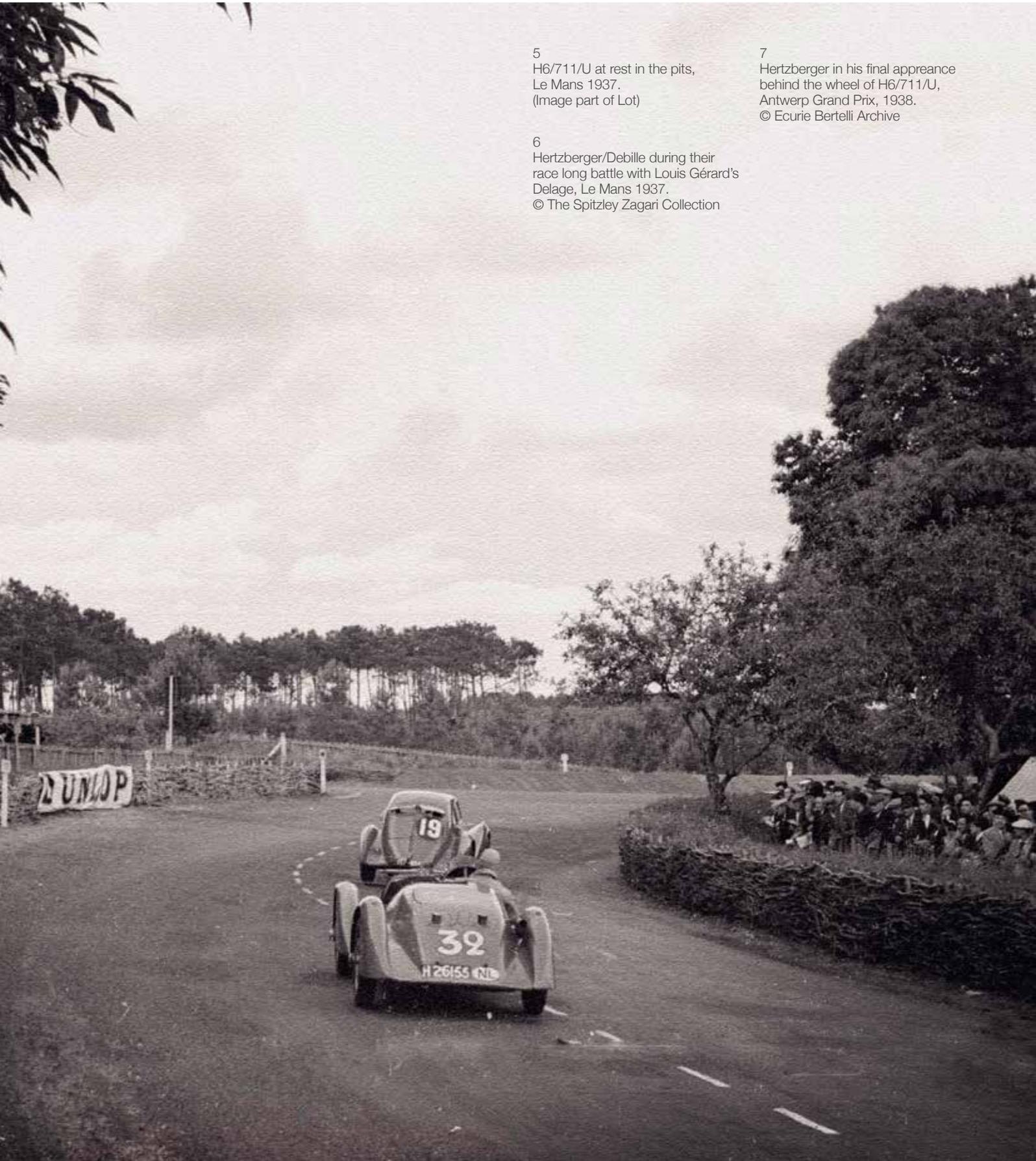


The car's story featured postwar in *'The Autocar'* magazine's 'Talking of Sports Cars' series. It had achieved further fame in the ownership of Dudley Folland. In the journal's February 18, 1949, edition – under the heading 'The Folland Aston Martin' – he was cited as being rightly proud that 'FGY409' (as the car had been UK road-registered) was the Aston Martin in which "...the late Richard Seaman, after confounding the prophets by staying out of sight of the Frazer Nash-BMWs for twelve laps, and twice breaking the Class E record for the circuit, the second time at 78.06mph..." – had competed in the 1936 TT.

Having been returned to England by Hertzberger in 1939 the car had "...fretted the war away in a Glasgow garage. Via Allan-Arnold of Manchester it then passed into the hands of Jim Elwes..." (who "...ran the Aston on the road for about eighteen months, piling up a substantial mileage and becoming progressively more enamoured of a car which so entrancingly epitomized a great...tradition. Virtually innocent of temperament and vices, the Aston proved as dependable a bowler-hat machine as the heart could desire, and, with something closely approaching 100bhp available on Pool..." (low-grade utility petrol) "...was, frankly, a wolf in wolves' clothing."

Dudley Folland bought 'FGY409' in the summer of 1947, at which time it represented the most potent British sports-racing car available to compete in international endurance races. Here another great name enters the story – John Wyer, of postwar Aston Martin works team and eventual Gulf-JW multiple Le Mans and World Championship-winning fame.





5
H6/711/U at rest in the pits,
Le Mans 1937.
(Image part of Lot)

6
Hertzberger/Debille during their
race long battle with Louis Gérard's
Delage, Le Mans 1937.
© The Spitzley Zagari Collection

7
Hertzberger in his final appearance
behind the wheel of H6/711/U,
Antwerp Grand Prix, 1938.
© Ecurie Bertelli Archive



Just postwar, he had been invited to join Monaco Motors at Watford as managing director, appointed by founders Peter Monkhouse and Ian Connell. Both were established racing drivers and created the company to prepare racing cars for private owners. In 1948 Welsh enthusiast Dudley Folland bought Peter Monkhouse's share. He had been at Cambridge University with Connell pre-War when he raced under the pseudonym 'Tim D. Davies' to avoid family alarm.

He entrusted the very car now offered here to Monaco, wishing to run it in the first postwar 24-Hour race, to be run at Spa-Francorchamps in Belgium. A measure of the respect in which this car and team were held is well illustrated by a letter on file from then Aston Martin company owner Gordon Sutherland saying that the car should be treated as a works entry with the firm's full backing.

In his brilliant autobiography *'The Certain Sound'* (Automobile Year: Edita, 1981) John Wyer recalled: "I am amazed at the light-hearted way in which we undertook what was really quite a serious operation. Our team consisted of exactly five people – Dudley and his wife Joy, Ian Connell, my wife Tottie and myself....Joy and Tottie were in charge of time-keeping and catering, Ian was second driver and second mechanic and I was team manager and first mechanic. Only Dudley, the owner, was not expected to do anything except drive."

Their trip began inauspiciously as they missed their ferry, crossing finally to Dunkirk, where the war-damaged lock gates had jammed, delaying them a further four hours. The pavé road from Dunkirk to Ostend then split the Aston Martin's special 28-gallon fuel tank – a Monaco Motors replacement for the standard 15-gallon type. Limping the car to Brussels they found a tinsmith to repair the tank. After his first practice lap at Spa, Dudley Folland then reported clutch slip. John Wyer tried the car to confirm the problem. He then stripped the clutch, found it had been over-oiled and fitted a new clutch plate which cured the problem. In second practice the car ran perfectly.

Wyer wrote: "In the race things went unbelievably well... I had decided in advance how fast we could safely run for 24 hours and Dudley and Ian simply drove at that speed and took no notice of anybody. We had a very large fuel tank and could run for four hours without stopping. To our surprise we quite soon found ourselves in the first ten and then in the first five."



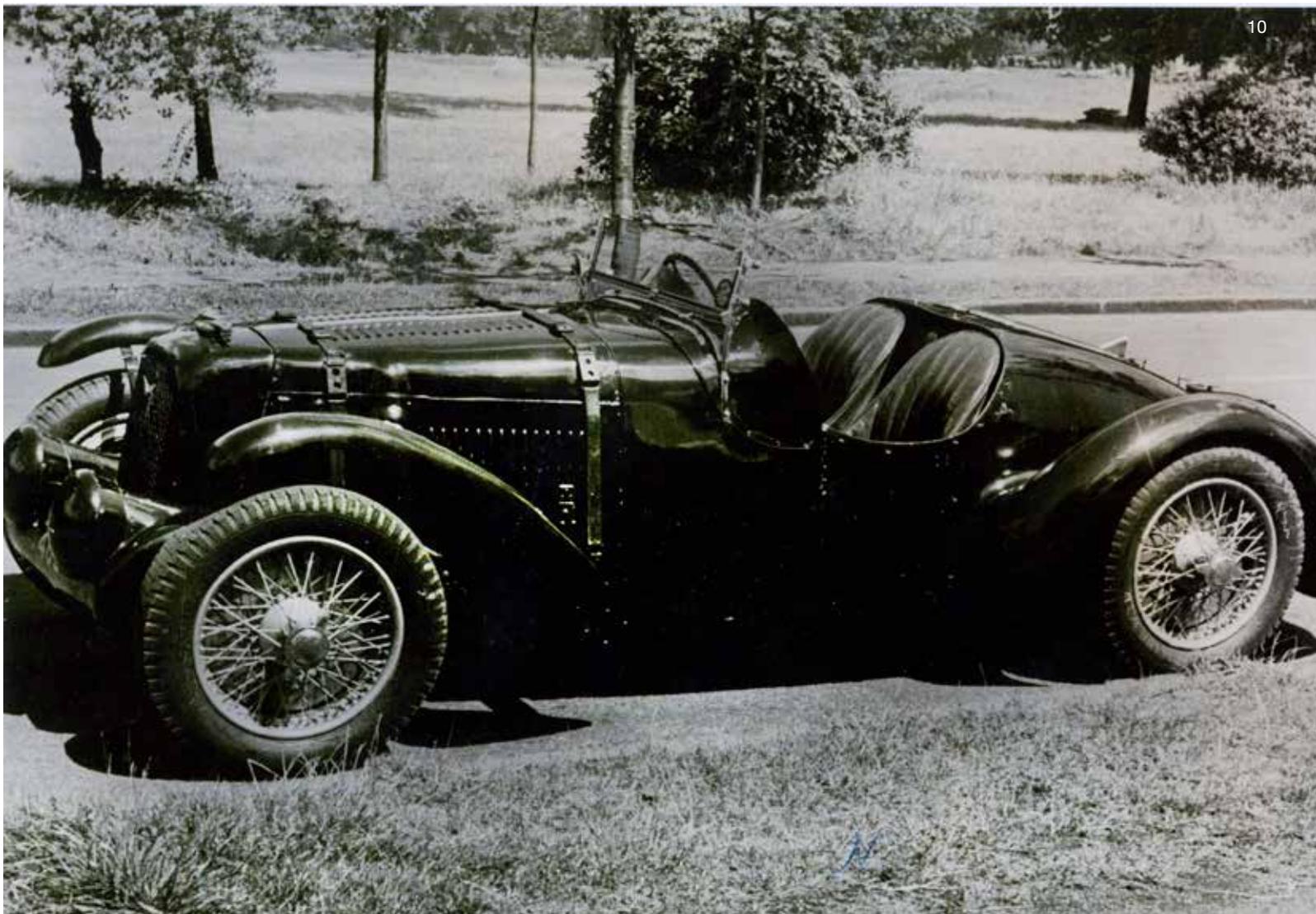


8
Spa 24-Hour race, 1949
© Adam Ferrington

9
Le Mans 24-Hour race, 1949.
© Adam Ferrington

10
On route to the Mille Miglia, 1938.



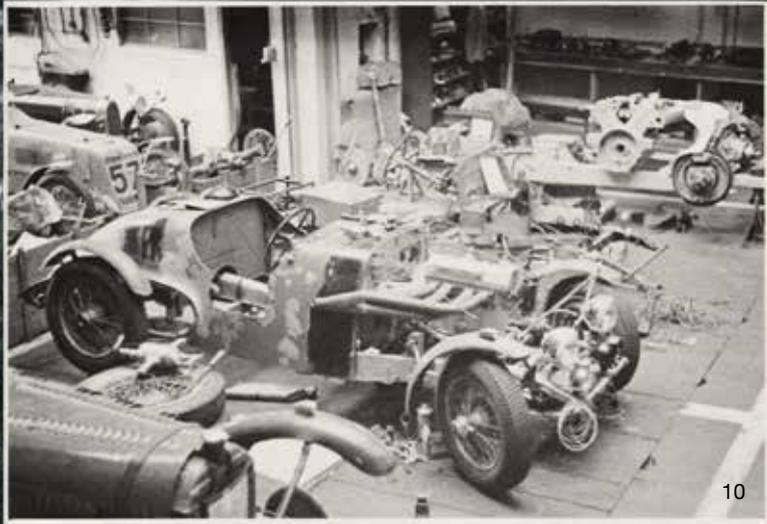


“It rained heavily and continuously which is bad enough anywhere but worse at Spa. During the night there was all sorts of mayhem...and by 04.00 on Sunday morning the only two really competitive cars left on the track were the works Aston Martin – co-driven by St John ‘Jock’ Horsfall and Leslie Johnson – “...and our own, running first and second and on the same lap.

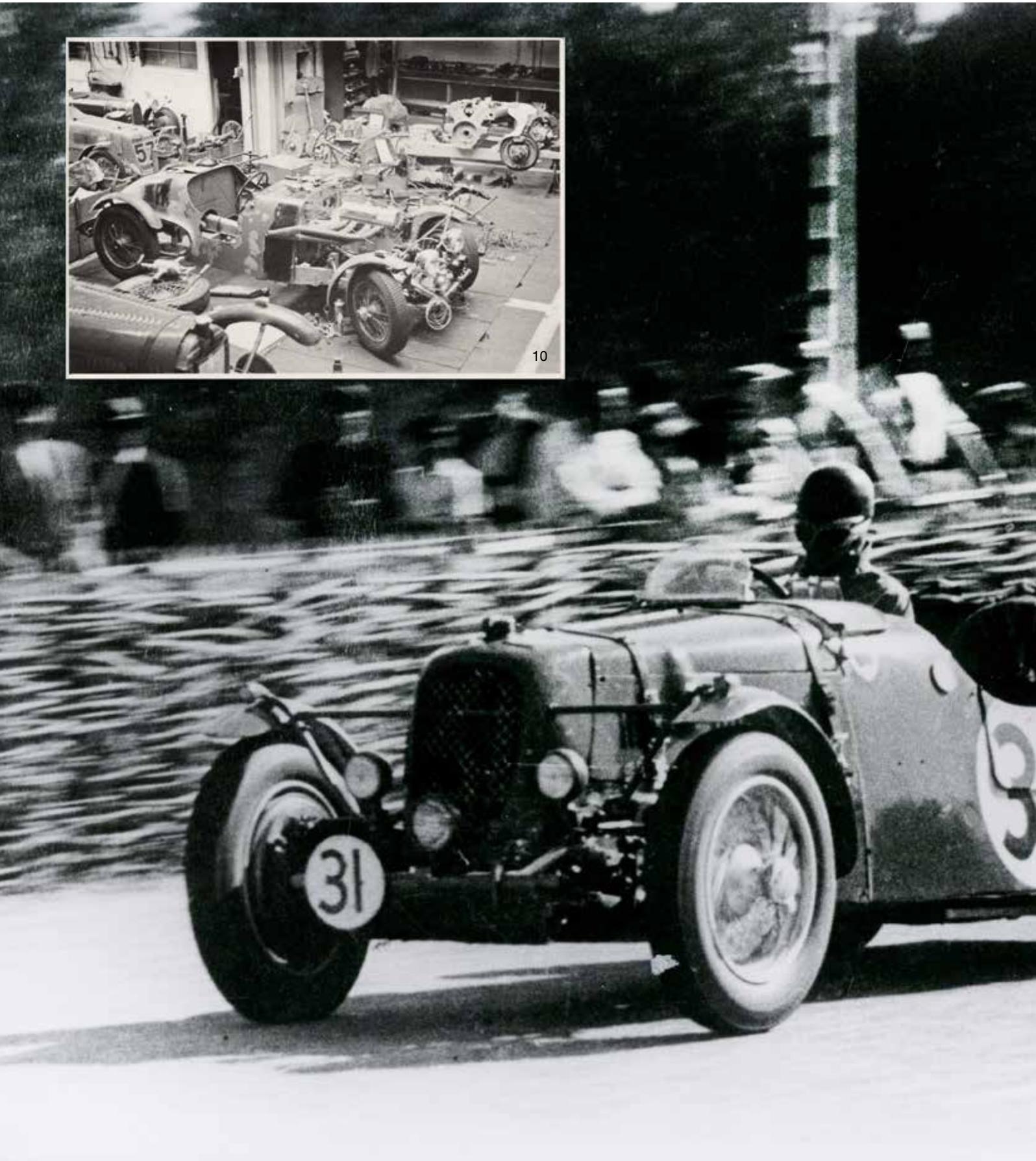
“At about 07.00 John Eason-Gibson came to me and said that David Brown wanted us to stop racing against each other and to have an arranged finish. I said ‘Does that mean we win and you are second?’, and he said, ‘No, it means that we win and you are second’. I said I would discuss it with Dudley. It was still raining hard and very slippery and Joy Folland was all in favour of the arrangement. Finally Dudley agreed that we would have a moratorium and maintain position at reduced speed until 12.00 when we would think again.

“At one point during the Sunday morning I noticed that the works Aston Martin had speeded up and was increasing its lead. I protested to Eason-Gibson who professed ignorance and slowed his car down, but of course he knew exactly what was going on.

“At 12.00 we came in for our last stop and for Ian to replace Dudley. I knew the works car would have to stop again whereas we would not. Moreover, it would be driven by Leslie Johnson and while Jock Horsfall was slightly faster than Dudley, Ian was certainly faster than Leslie. We were less than half a lap behind and our car seemed better than at the start. I was fairly confident we could win in the last four hours. But at that last pit stop I noticed that the car took an extra churn of fuel, about 20 litres. Then, as Ian left the pit and accelerated up the hill from the Eau Rouge we saw the car spin, it seemed quite slowly, and slide down the steep slope on the right of the road.



10



10
'Red Dragon' in the midst of its
winter rebuild at Monaco Motors.
© Adam Ferrington Collection

11
Le Mans 24-Hour Race, 1949
© Ferret Photographic

13
The team pose before the Le Mans 24-Hour race
in 1949, from left to right co-driver Anthony Heal,
John Wyer and Dudley Folland.
© Adam Ferrington Collection

13
Geoff Bishop, Prescott Hill Climb, 1960s.
© Guy Griffiths



11



"I ran and scrambled up the muddy bank, still with some hope of getting the car back on the road but I found it lying at a steep angle and it was obvious that any attempt to move it would end in the Eau Rouge. I then noticed a smell of petrol and found that the fuel tank had split again. I have always been convinced that it was petrol being sprayed onto the rear tyres which had caused the crash and it was in no way lan's fault. The rain had stopped and the road was drying, and lan was still going quite slowly after the pit stop....we were all stunned by our misfortune and could hardly believe it was true. We...we sat behind the pits with Tony Rolt (who had retired much earlier) and Freddie Dixon, drinking brandy and periodically going to sleep..."

After this disappointment, the Folland Aston Martin reappeared in the Paris 12-Hours at Monthléry, in which Folland and Connell finished third overall, beaten only by Luigi Chinetti's latest Ferrari V12 and the rapid Louveau/Brunet Delage. Their Aston Martin averaged 68.3mph for the 12-Hours, and Folland's final two laps were the car's fastest of the race. He was entranced by the Chinetti Ferrari, and ordered one from the factory. Into 1949 it would become the first Ferrari to appear in the UK – and Dudley Folland would campaign it briefly as a stable-mate to the Aston Martin. Both would be emblazoned with his Welsh dragon symbol, H6/711/U being known ever since Folland's ownership as 'Red Dragon'.





14
 'Red Dragon' on the grid, Goodwood
 March 1952. © Revs Archive

15
 Jack Fairman on his way to victory, Goodwood
 March 1952. © Revs Archive

16
 'Red Dragon' still proving hugely competitive,
 by now in historic racing, Geoff Bishop, VSCC
 Silverstone 1969. © Guy Griffiths



15



16

Into 1949 it was campaigned for the second time in the Le Mans 24-Hour race and again in the Spa 24-Hours, but as John Wyer put it "...the old car was beginning to feel its age and failed on both occasions".

Under his direction at Monaco Motors, 'FGY409' was progressively lightened to extend its competitive life. This culminated in the lightweight body currently fitted, most probably in preparation for the 1950 season, which bears a striking similarity to its fellow 'Red Dragon' - the cycle-winged *Spider Corsa*-bodied Folland Ferrari, but the owner then decided to retire from racing. The car is still accompanied by its original fuel tank (which still bears traces of Hertzberger Dutch Racing Orange paint) while the cycle-type mudguards appear to be those used by Folland in the 1940s. According to notes on file he spent *circa* £1,500 on the car with Monaco Motors from 1948 to 1950 - a very considerable sum at the time.

This Lot's impressive documentation file includes a 1948 John Wyer report on the car's engine performance plus type-written notes to a Mr Pugh (presumably Folland's 'man') detailing work due on 'Red Dragon' for 1949. The file also contains subsequent owner Peter Stewart's notebook covering his racing with the car during 1951-52; highly detailed, recording lap times, thoughts and all work done. It mentions that his best lap at Goodwood in 1952 was 1min 58secs compared to works Aston Martin driver Jack Fairman's 1.55 - 'Jolly Jack' actually winning in this then-Peter Stewart-entered car at Goodwood on March 22 that year.



Another notebook accompanying the car dates from Chris Coulman's ownership in the late 1950s into the Bishop tenure through the 1980s. The car competed in the embryonic historic racing events held at Goodwood in 1964 - finishing 5th amongst a very strong field including ERAs. The file also features many invoices for work done from the early 1950s forward, while numerous race programmes and cuttings demonstrate the car's successful competition life. Indeed it was widely regarded as the quickest pre-war Aston Martin in historic racing, as it had been when new in contemporary racing, before its active hiatus between 1973 and 1988.

Geoff Bishop rebuilt the car around 1988-89 within his exceptionally long ownership, while marque specialist Ecurie Bertelli has completed considerable further work upon the car for its current owner who has taken, in his own words "... a money no object approach to the cars ownership".

He has used 'FGY409' offered here with great success in all of the world's premier historic motoring events including the Le Mans Classic, Monaco Historique, Mille Miglia Retrospective amongst many others, in all of which it has proved not just extremely competitive, but at the same time an excellent and most tractable road car. Aston Martin '*Red Dragon*' was also invited to the 2014 Pebble Beach *Concours* where it was much admired on the lawn and performed faultlessly during the accompanying road rally *Tour d'Elegance*.

Following a minor racing accident at Brands Hatch in 2013 the opportunity was taken to refurbish the car cosmetically, and fully rebuild the engine at cost of circa £35,000, since when the car has remained fresh, being little used. The context in which such historic Aston Martin endurance-racing cars are viewed today makes this ex-Works, ex-Dick Seaman, ex-Eddie Hertzberger, ex-Dudley Folland car - with which the late, great John Wyer had such a close relationship - of particular appeal. It remains as it so clearly always has been the ultimate pre War competition Aston Martin, ready as it always has been to punch above its weight on the racing circuits of the world or be an effortless high speed touring car. It is offered here complete with FIA HTP and FIVA papers, and we recommend it highly as a valuable - and immensely useable and enjoyable - collector's Aston Martin warranting the closest possible consideration.

£1,600,000 - 2,000,000

€1,900,000 - 2,300,000

© Stuart Collins



PHILIP YOUNG 1948 - 2015

Philip Young was an extraordinary man who led an extraordinary life. His career as a journalist gave him an eye for a good story and his upbringing, surrounded by cars and rallying, left him restless for adventure. When rally driving gave way to rally organising, it was on a global scale.

Philip's interest in rallying started at his father's garage on the A20 in Kent. He recalled topping up the fluids in the works Minis from Abingdon, on their way to the European rallies of the early 1960s. Subsequently, as a teenager he landed a job with the local newspaper after bumping into the James Bond author Ian Fleming.



Philip entered rallies himself, but it was watching the start of the 1968 London to Sydney event at Crystal Palace, that proved the pivotal moment of his life. "I knew if they ran it again I wanted to be a competitor," he said.

Working as a journalist for the *Daily Mail* in 1977 however prohibited him from driving for a motor manufacturer so he set about building an MG Magenta kit car for the event.

Sadly, this first marathon rally ended in disappointment with Philip sitting in an Iranian prison cell watching the rally disappear; a punishment for having driven down a one-way street and then over someone's foot. Still a journalist, Philip published his own award-winning magazine, *Sporting Cars* alongside his wife Jane. From this they also set up the Historic Rally Car Register in 1983.

His drive and willingness to take a risk whilst organising rallies for historic cars earned him the sobriquet as the Godfather of the sport and the Pirelli Classic Marathon in 1988, was his first success. Shortly afterwards he added the Monte Carlo Challenge to his portfolio but his ambitions extended well beyond Europe.

The epic 1997 Peking to Paris, following in the wheel-tracks of the 1907 challenge, really pushed the boundaries of historic motorsport and, to welcome the millennium in the year 2000, Philip ran the monumental Around the World in 80 Days.

The next ten years were filled with some exceptional endurance rallies, including three more Peking to Paris events, World Cup rallies across Africa, Trans-America and Cape Horn rallies tackling North and South America respectively. Closer to home, the three day Flying Scotsman and Alpine Trials catered for those with pre-war cars looking for more compact events.

Even in his 60s, Philip still hankered after adventure and decided to break a world record in 2013 by driving the 10,000 miles from Cape Town to London. In a Fiat Panda....

Philip also wrote many books, such as the Himalayan Minor and a number of lavishly illustrated coffee table books chronicling the bigger events which he and his ERA team had organised.

Philip was both a forthright, larger than life man who never took 'no' for an answer but was also a quiet, loyal, generous and focussed person who looked out for those around him.

131

1979 VAUXHALL CHEVETTE HS HATCHBACK

Registration no. UJY 747V

Chassis no. 9B08RJY146283

- Rare 'homologation special'
- One of 400 made
- Engine rebuilt in 2012
- Professionally re-sprayed in 2013



'The Vauxhall Chevette HS was an extremely successful "homologation special", which in factory-driven hands was as effective as the Escort RS of the day.' - Graham Robson, 'A-Z of Works Rally Cars'.

The Vauxhall Chevette HS hatchback was launched in 1976, although there were none for sale until January 1978. Vauxhall's first 'Homologation special', the Chevette HS was powered by the Magnum's 2.3-litre slant-four engine, upgraded with Vauxhall's own twin-cam 16-valve cylinder head, which delivered its 135bhp maximum via a Getrag five-speed close-ratio gearbox. Up-rated suspension and brakes, wide-rim alloy wheels, and front and rear spoilers completed the picture, all these components being sourced from other high-performance models in the General Motors family.

Dealer Team Vauxhall (DTV) was running the 'factory' competitions programme at the time, with both circuit racing and rallying being Bill Blydenstein's responsibility from 1976. Blydenstein's 'Droop Snoot' competition entries had traditionally been finished in silver, and this evocative colour scheme was carried over to the Chevette HS, which also featured tartan interior trim and additional instruments. Only 400 examples were built, this being the minimum required by the FIA for homologation, and today these special cars are both rare and highly collectable.

Representing the very best of Vauxhall's 1970s output, this rare Chevette HS benefits from an engine rebuild carried out in 2012 and comes with a detailed report from the engineer responsible. It has also been treated to a full professional re-spray, carried out in 2013, and the body and paint still in good condition today.

'UJY 747V' was purchased at auction by Philip Young in February 2014; sadly, he died in March 2015 so did not get the opportunity to enjoy the car as much as he would have liked. Kept in professional storage since then, the Chevette runs and drives and is described as in generally good condition.

A fun car to drive, making all the right noises and giving all the feedback one could wish for, the Chevette HS was one of the truly great 'Hot Hatch' models of the 1970s, possessing the added cachet of being produced in strictly limited numbers.

£16,000 - 20,000
€19,000 - 23,000

132

1983 ROVER SD1 RALLY CAR

Registration no. A377 VUK

Chassis no. SARRREWZ7CH249998

- Works car built by the Austin-Rover Competitions Department
- In-period competition history
- 1986 Himalayan Rally 10th overall
- Restored in the 1990s





'A377 VUK' is one of only two ex-works Rover SD1s surviving from a programme organised during the final years of the Austin-Rover Competitions Department. Three Rover SD1s were built by the Department when manager John Davenport thought a re-run of the Peking-Paris long-distance rally was on the cards. When that failed to materialise, these cars were used in Middle East rallies and various Group A events closer to home, including a televised Rallysprint at Donington Park.

This particular SD1 was used for 'recce' work by Tony Pond and Rob Arthur, and was then left in Dubai. Recovered and returned to the UK, the car was registered on 25th May 1985 to Ian Lines (Rallying) Ltd, which had acquired Austin-Rover's entire Middle East rally team. The first actual competitive outing for 'A377 VUK' was at a rally in Belgium, where driver Ruben Borjesson (a member of the King of Sweden's bodyguard) was lying 1st in the event when the battery exploded, destroyed by vibration on the pavé roads. Del Lines and Steve Turvey then drove the car (also known as 'Sybil') on the Somerset Stages Rally in May 1986. In all, Del Lines' team entered around 25 events with their three ex-works cars with some success.

In August 1986, 'A377 VUK' was acquired by Austin-Rover's parts division, Unipart Group Ltd for Philip Young to drive on the 1986 Himalayan Rally.

Rebuilt by Chris Bruce at the Freeway Tyre & Exhaust Centre, Tunbridge Wells, the car featured an ex-TR8 engine giving 300bhp on four Weber carburetors, though this was changed to twin SUs, reducing the maximum by 50 horsepower. The change was made in the interests of more low-down torque and much greater fuel economy, needed for the long sections in the mountains despite the 60-gallon fuel tanks.

With Hywel Thomas co-driving, Philip Young set several best times and the SD1 was running as high as 2nd overall at one point. When a track control arm broke, the Rover fell to last place with 24 hours to go to the finish; it then set a string of best times and climbed back up through the field to finish 10th overall.

The car was subsequently restored by Park Royal-based Tony Fowkes, who had acquired it as a quantity of parts and a bare bodysell after the restorer, Rod Lynes, a former Austin-Rover Competitions Department employee, died suddenly. Tony Fowkes rebuilt the car and the engine, which today runs on the original Weber carburetors. The car needed a great deal of welding and fabrication but, remarkably, the original Janspeed exhaust, which runs through the boot floor and exits near the rear number plate (for river crossings), was retained. Philip Young acquired his ex-Himalayan Rally SD1 in the late 1990s.

£40,000 - 60,000
£47,000 - 70,000

1979 TRIUMPH TR7 V8 RALLY CAR

Registration no. EAT 400T

Chassis no. ACG26381

- *No-expense-spared evocation of Tony Pond's 1980 Ypres winner*
- *Last used on the 2014 Roger Albert Clarke Memorial Rally*
- *Engine not run since recent specialist rebuild*
- *Requires re-assembly and re-commissioning*



Introduced in 1975 but still up-to-the-minute in looks, the TR7 marked the Triumph TR sports car's abandonment of its traditional separate chassis, other changes from the immediately-preceding TR5/6 formula being the abandonment of six cylinders and independent rear suspension. The newcomer's 2.0-litre, four-cylinder engine and power train were basically Triumph Dolomite, while the suspension comprised MacPherson struts at the front and a live axle at the rear. A five-speed gearbox and automatic transmission became options and a convertible joined the original coupé version.

Much delayed by industrial and corporate strife, the V8-engined TR8 finally arrived in 1980, some two years behind schedule. Prior to the production version's launch, the works rally team's special TR7 V8 prototypes had put up some creditable performances in tarmac events, including two outright wins in the Ypres Rally. Throughout the late 1970s, the TR7 Sprint and TR7 V8 prototypes were British Leyland's frontline works rally cars. Although never a catalogued model (why remains a mystery) the former made use of the Dolomite Sprint 16-valve engine, which in full works trim delivered around 220bhp.

The TR7's competitiveness was greatly enhanced by the adoption of the 3.5-litre Rover V8 engine, which was first used on the 1978 Welsh Rally. With around 300bhp available - more with the 1980 version's quartet of Webers - the TR7 V8 was arguably the fastest rally car of its era in a straight line.

Driving various incarnations of the TR7, American driver John Buffum won the SCCA ProRally Championship from 1977 to 1980, while in Europe its most successful exponent was Englishman Tony Pond. In 1978 Pond won the Granite City, Ypres, and Manx International rallies, and finished 4th in the RAC, and in 1980 he emerged victorious at the Manx Stages, Manx International, and Ypres events. British Leyland closed its works rallying programme at the end of 1980, the TR7 V8's last official outing being at that year's RAC Rally.

Purchased by Philip Young at an auction in 2013, this TR7 V8 had been built in the 2000s as an evocation of Pond's 1980 Ypres-winning car at a cost of £110,000. 'EAT 400T' had previously competed in the 2010 Historic Ypres event, and in Philip Young's hands competed in the 2014 Roger Albert Clarke Memorial Rally (car number '21'). The four-Weber engine was over-revved on that event but has since been fully rebuilt by Rover V8 specialist John Eales and re-installed. However, prospective purchasers are advised that the car has only been loosely assembled for sale and is not in driveable condition (see documentation on file). Noteworthy features include Group 4 Ford Escort suspension, brakes, hubs, and wheels - these being just about the only departures from original specification - and the rare heated front windscreen. The car comes with removed parts (boxed) and a spare gearbox that needs rebuilding, this being an ultra-rare and very special LT77 with a works-type, straight-cut, close-ratio gear set.

£20,000 - 30,000**€23,000 - 35,000****End of Collection**



Philip in his normal gait - flat out! Roger Albert Clarke Memorial Rally 2014
© Retro-Speed magazine & Gerard Brown



134

1997 LAMBORGHINI DIABLO SV

Registration no. R569 MGK

Chassis no. ZA9RE37ADWLA12872

- *Delivered new to the UK*
- *Right-hand drive*
- *Circa 50,605 kilometres (approximately 31,446 miles) from new*
- *Full service history*





With more power and a lower drag coefficient than the Countach, the Lamborghini Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40. The Diablo though, was not a limited edition model like the latter, but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilised Gran Turismo as suited to city streets and motorways as the racetrack. Its UK launch price was pitched at just under £153,000, making the Diablo one of the world's most expensive cars. Four-wheel drive Diablo VT and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition) only 150 examples of which were built to celebrate Lamborghini's 30 years as a car manufacturer.

Designed to appeal more to the enthusiast driver, a simpler and lighter two-wheel drive Diablo SV (Super Veloce) was introduced in 1995 and came with a 510bhp engine despite being cheaper than the standard Diablo. Other SV changes included an adjustable rear spoiler, different lighting, a ducted engine lid and larger diameter front brakes.

This stunning Diablo SV was delivered new to Lamborghini GB on the 3rd January 1998 finished in Blue Scuro with Snowcorn hide interior, and is believed to be one of only three 1998 models with this colour combination.

The interior is most impressive, boasting half leather/half Alcantara trim, with door sills, centre console, steering wheel cowl, and dashboard surround in carbon fibre. A Focal Audio sound system and navigation package complete the picture.

Externally, '12872' boasts an equally generous specification, being factory fitted with SE30/Monterey Edition side skirts and rear bumper, colour coded adjustable rear spoiler, carbon-fibre rear light surrounds, and twin fog lamps. A sports exhaust is fitted also but the original catalytic converters come with the car.

The Diablo's first two services were carried out by main dealers, since when it has been looked after by Lamborghini specialists Carrera Sport, who undertook an engine-out service in August 2015. There are service invoices available for every year from 2001 to March 2015 showing that no expense has been spared in keeping this car in fine fettle. The Lamborghini also comes with an extensive history file containing the V5C registration document, copies of previous V5Cs, owner's manual, service manual, sundry service invoices, and a quantity of expired MoT certificates. The current odometer reading is 50,605 kilometres (approximately 31,446 miles). A 200mph supercar that turns heads wherever it goes, this beautiful Diablo SV is every enthusiast's dream.

£200,000 - 250,000
£230,000 - 290,000

135

1947 MG TC 'GEORGE PHILLIPS LE MANS SPECIAL' REPLICA

Registration no. FAK 57

Chassis no. 3798

- Recent Goodwood Revival and Le Mans Classic competitor
- Exact replica of one of the most famous racing MGs
- Recent engine rebuild
- A practical and user friendly sports racing car



Looking back on his MG racing days, long-time *'Autosport'* magazine chief photographer George Phillips would recall how he bought his MG TC for £500 in 1947 only to be disappointed by its performance.

Due to the contemporary covenant on brand-new car purchases, demanding an owner keep the car for a minimum two years, George Phillips resolved "... to get a bit more performance from it". He rebuilt the engine, and finished 2nd in class at the Brighton Speed Trials. Thus encouraged, in the winter of 1947, he fitted a lightweight Lester body, saving around 400lbs weight, George recalling: "The difference in performance was absolutely phenomenal...".

In the 1948 BRDC Manx Cup race at Douglas, Isle of Man he then placed 4th overall, before another 4th in the Ulster Trophy at Dundrod and 4th yet again in the Paris 12-Hours at Monthlery. He then won his class in the inaugural Goodwood Meeting that September, before securing an entry for the Le Mans 24-Hour race which was to be run for the first time postwar in 1949. North London panel specialist Ted Goodwin accordingly fashioned a Le Mans-regulation body shell for the MG in 20-gauge aluminium, supported by a lightweight frame.

Squadron-Leader Ronald Maura 'Curly' Dryden AFC co-drove with Phillips at Le Mans, where practice confirmed fuel consumption of around 22mpg, so the little car's special 16-gallon tank would permit comfortable four-hour driver stints. George recalled in particular how "Tyre wear was non-existent, so I could see us completing the race on one set of tyres, provided, of course, we didn't get any punctures...".

In the great race "... the car ran perfectly all through Saturday and into the night with no trouble whatsoever..." until - with 'Curly' Dryden driving, the MG's ignition began to fail, George explaining " I had, in the pit, a Scintilla Vertex Magneto. The trouble was, it had to be in the car if I was to use it, as all the spares that were liable to be needed during the race, had to be carried on the car. But in sheer desperation, I sent Willie Wicken" - their mechanic - "...out with the magneto, with the instructions to try to find 'Curly' and somehow substitute the mag. 'But', I said, 'If you do find him, do not touch the car because the regs say that only the driver can work on the car out on the track. Just shout to him and tell him what to do'. He did find him, and - this wants a lot of believing - not only did he touch the car; 'Curly' brought him back in the passenger seat! The result was an immediate disqualification. I can tell you, I was livid...".



'FAK' in action at the 2014 Goodwood Revival © Colin Murrell



'FAK' in action at the 2016 Le Mans Classic © Colin Murrell



George Phillips' MG TC Special completed that season with a number of minor events, bringing some success. He then took it to the French Grand Prix at Comminges, only for the engine bearings to run while he was leading the small-capacity class.

During the Winter of 1949-50, he then built himself another engine using Laystall Cromard liners to race again at Le Mans in 1950, this time with Eric Winterbottom as co-driver. The car never missed a beat and they completed 1,760 miles at an average speed of 73 mph, having used "no water, 1 pint of oil, got around 24 miles to the gallon, and we were still on the original tyres. We had finished second in the class to a special works Racing Jowett Jupiter. Altogether it was a very satisfying result". The Phillips Le Mans MG achieved further success before being replaced by an Abingdon-built lightweight TD variant for Le Mans 1951 which proved less successful than the original George Phillips TC Special, upon which the handsome replica now offered here is based.

This car's vendor had always hankered-after the Phillips TC as one of the most famous of all post-war racing MGs. Since the original is believed to have been sadly written off in a road accident, the decision was taken to build the most accurate replica possible.

Construction, by Phil Cornut, was based on a 1947 (as per original) MG TC chassis with all period-correct components. An enormous amount of research was done to ensure accuracy, with countless period photographs being consulted, the son of Phillips's mechanic even being tracked down and providing vital information. Well known specialist Peter Edney built the engine to period racing specification, with reliability in mind rather than all-out performance. The unit develops 100bhp and 120lbs/ft torque, while the car weighs-in at just under 600kg; so it easily exceeds 100mph. Completed at a cost exceeding £60,000 (see invoices on file) the finished article clearly justifies all the effort and expense incurred.

Since completion this replica's outstanding quality attracted an invitation to compete in the 2014 Goodwood Revival Meeting's Fordwater Trophy race, while its entry was also accepted for the 2016 Le Mans Classic. There, as the oldest car on the grid, it far from disgraced itself by finishing 37th amongst 72 starters. The car has also competed successfully in the RAC Woodcote Trophy race at the Silverstone Classic and also at the Donington Festival.

Representing an excellent-value potential entry for the world's leading historic events, 'FAK 57' is offered here with current FIA HTP papers, it will have a freshly rebuilt engine by time of sale and is described as being in generally 'A1' or perfect condition, with some racing patina to boot.

£80,000 - 100,000
£94,000 - 120,000

1993 PORSCHE 911 TYPE 964 SPEEDSTER

Registration no. L927 SGW

Chassis no. WPOZZZ96ZRS455328

- *Delivered new to Japan*
- *One of only 936 built*
- *UK registered since April 2016*
- *Circa 7,500 miles from new*



With the introduction of the 911 Speedster in January 1989, Porsche revived a charismatic model from its past, the name previously having been applied to that most stylish of the many Type 356 variants. Based on the 911 Turbo Cabriolet, though normally aspirated, the 3.2-litre Speedster was launched immediately prior to the introduction of the new Type 964 bodyshell, and thus was the last 911 model to feature the 'old style' body. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial 'camel hump' cowlings behind the seats that concealed the stowed-away manual hood. A mere 2,102 Speedsters had been completed by the time of the new Type 964's introduction in August 1989.

Their arrival representing a major step forward in the development of Porsche's perennial 911, the Type 964 Carreras marked the first time that four-wheel drive had been seen on a series-production model, appearing on the Carrera 4. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the new Carreras' chassis and suspension.

Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to 162mph with 60mph attainable in 5.4 seconds (5.6 seconds Tiptronic).

It took Porsche a couple of years to re-introduced the Speedster to the 911 line-up, the Type 964 version being announced in October 1992. Based on the Carrera 2, it looked very like its immediate predecessor, but unlike the latter was not initially available with the 'Turbo-Look' body style. It is estimated that only 936 Type 964 Speedsters were built for the 1993 model year, with some of the later examples being completed as 1994 cars and sold alongside the successor Type 993 Porsches. With the latter's introduction, the Speedster once again disappeared from the 911 catalogue, only to be revived a few years ago as part of Porsche's 'Exclusive' programme of strictly limited edition models.



This rare Type 964 Speedster was delivered new via Porsche Japan. The accompanying Porsche Certificate of Authenticity records the original colour scheme as Guards Red with black hood, black leatherette interior trim, and black leather seats. Three options are listed: Locking Differential; Deletion of Model Designation; and Air Conditioning. There is also a more comprehensive listing of the specification on file.

The Porsche was first registered in the UK on 1st April 2016 and has had only one (lady) owner in this country. The accompanying current MoT certificate, issued on 24th November 2015, records the odometer reading at that time as 12,053 kilometres (approximately 7,490 miles). Stylish, rare, highly desirable, and superbly presented, the car comes complete with its Porsche leather wallet; service booklet (in Japanese); and a V5C Registration Certificate.

£190,000 - 230,000
€220,000 - 270,000



137

1952 JAGUAR XK120 COUPÉ

Registration no. 485 XUC

Chassis no. 679368

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





'We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days' - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coachbuilt, aluminium panelled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming Mark VII saloon. A 3.4-litre 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp.

It went into a chassis that was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring William Heynes' torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which only 2,484 were left-hand drive coupés like that offered here. Chassis number '679368' comes with a JDHT Certificate revealing that it was despatched in February 1952 to the distributor Hoffman in the USA. The Certificate confirms matching engine and gearbox numbers, and records the original colour scheme as cream with tan interior trim.

There are invoices on file relating to extensive restoration works undertaken in 2004/2005 by various specialists, totalling in excess of £48,000. A photographic record of the restoration is available, and the car also comes with two substantial history files. Finished in Old English White with red leather interior, this comprehensively restored XK120 is offered with an old-style logbook and V5C registration document.

£85,000 - 105,000
£100,000 - 120,000

138

1957 PORSCHE 597 JAGDWAGEN 4X4 UTILITY

Registration no. not registered

Chassis no. to be advised

- *Ultra-rare Porsche 4x4*
- *One of only 71 made*
- *Originally built for civilian use*
- *Running and driving condition*





Its name roughly translating as 'hunting car', the Jagdwagen was a light military vehicle designed to fill much the same role as the Jeep, VW Kubelwagen, and Land Rover. Porsche developed the prototype in the early 1950s in response to a request from the German Army, although the cheaper DKW Munga was preferred and the Jagdwagen was never produced in significant numbers. In any case, Porsche had nothing like the production capacity required to meet the Army's needs in the proposed time scale. Development costs were estimated to be approximately 1.8 million Deutschmarks.

The vehicle was propelled by the Porsche 356 sports car's air-cooled flat-four engine, which was located at the rear as in the donor car. Early versions has the 1.5-litre engine, later ones the 1.6-litre unit, the latter's 50 horsepower maximum being good enough for a top speed of around 100km/h (62mph). Weighing 990 kilograms, the Jagdwagen featured a five-speed manual gearbox with additional on-the-fly two/four-wheel-drive shifting. With a wheelbase of only 2,060mm, the vehicle could climb gradients as steep as 65%.

The prototype body was manufactured by Porsche in Stuttgart with later versions (featuring torsion-bar stabilisers) made by coachbuilders Karmann. The monocoque body/chassis lacked doors, passengers having to climb in and out over the high sills.

One advantage of this design was that the body was buoyant, making the Jagdwagen effectively amphibious. Later versions came with doors and a reshaped bonnet and front wings.

Only 71 Porsche 597s were manufactured between 1955 and 1958, 49 of which were built for the civilian market. Some within Porsche hoped that the company would produce an updated vehicle based on the 597 platform with a strengthened chassis, extended wheelbase of 2,400mm, and a range of five different body types. However, the project was eventually cancelled and this new vehicle never saw the light of day.

Sold new in Germany, this rare Jagdwagen is one of those supplied for private use rather than military purposes. It was purchased by the current owner in Japan in 2012 following a worldwide search, and since then has been used sparingly. The vehicle runs and drives and is described as in very good cosmetic condition. It is only offered for sale because the vendor has decided it is too precious to use on his country estate, despite the fact that it was built for just such a purpose! The ideal acquisition for the Porsche collector who thought they had everything.

£170,000 - 200,000
€200,000 - 230,000

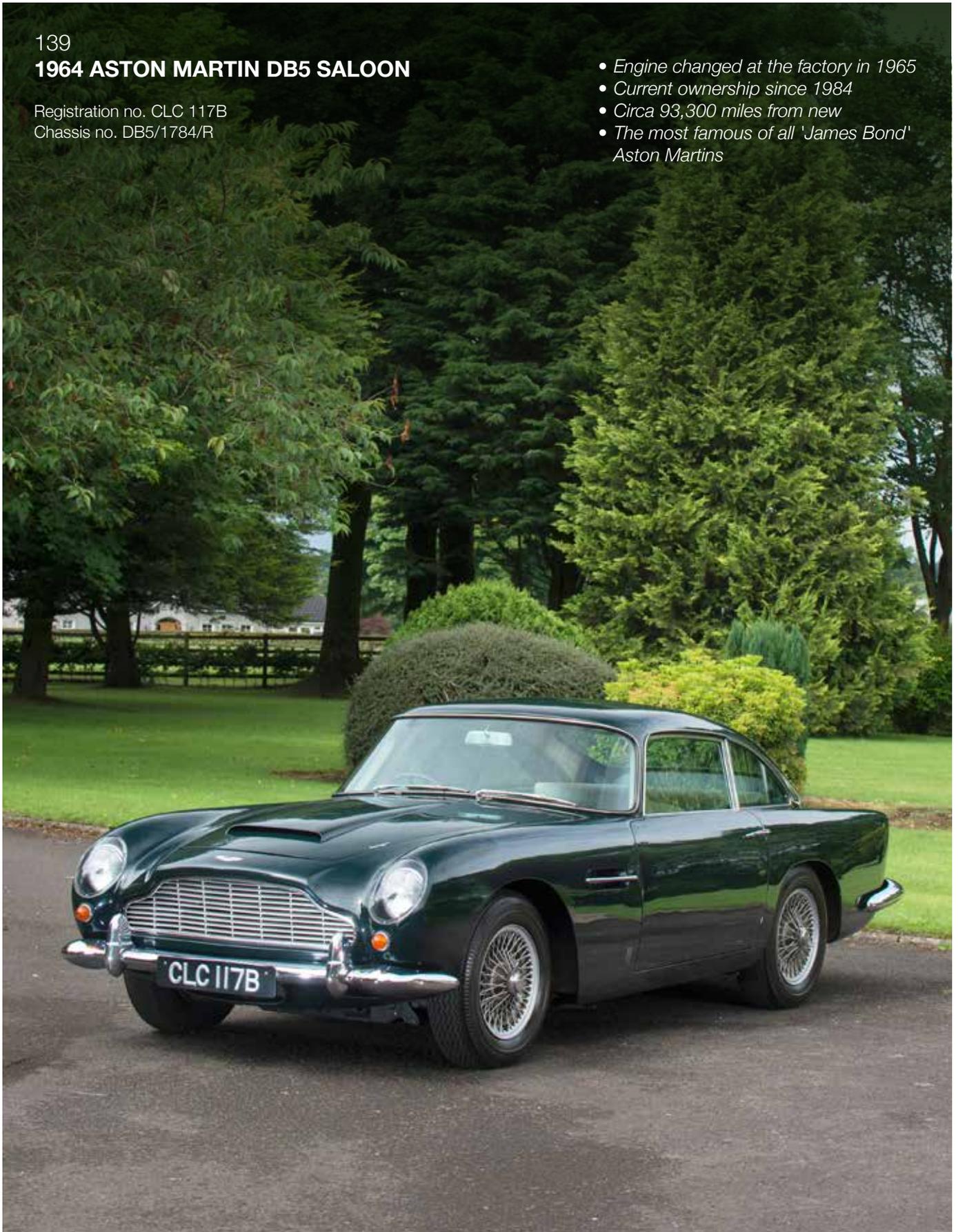
139

1964 ASTON MARTIN DB5 SALOON

Registration no. CLC 117B

Chassis no. DB5/1784/R

- *Engine changed at the factory in 1965*
- *Current ownership since 1984*
- *Circa 93,300 miles from new*
- *The most famous of all 'James Bond' Aston Martins*





'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.

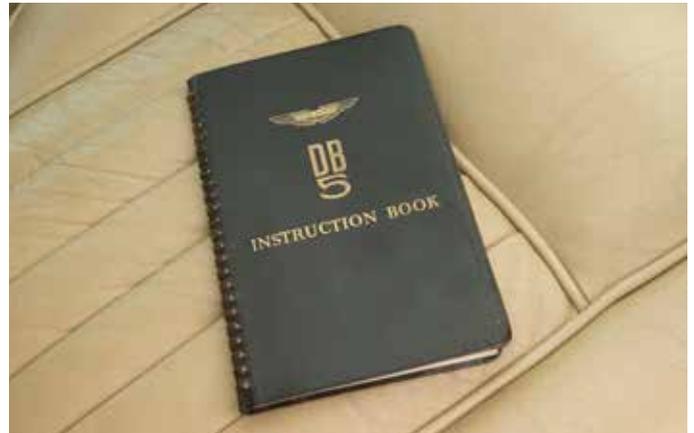
Aston Martin's post-war evolution had taken a giant step forward in 1958 with the launch of the DB4. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970 and is still being referenced in today's Aston Martins. 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 carburetors, 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 cowl 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 95 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 '1784' was retailed via Brookland Motors and sold new to one I R Driver, c/o Charles Jones of Aldridge Ltd, Staffordshire, and was originally finished in Goodwood Green with fawn Connolly leather interior. Only one additional owner is listed on the accompanying copy build sheet: D M Foey Esq of Hunt & Mitton, Oozells Street, Birmingham, though the change is undated. The build sheet lists various works carried out at Newport Pagnell up to April 1966, including a change of engine (to the current '400/1361') in March 1965. A new gearbox was fitted at the same time.

The current vendor purchased the car in 1984 from Mrs Margaret King, widow of the famous Scottish motorcycle racer, Alistair King. Prior to the King family's ownership, the Aston had belonged to Sir John Onslow of Lymington, Hampshire. Only some 1,000 miles have been covered since 1987 (the current odometer reading is 93,300) during which period the interior was re-trimmed (in the 1990s). New tyres have recently been fitted throughout, and the car also has a stainless steel exhaust system. Offered with an old-style logbook, this highly original DB5 is described by the vendor as in generally good condition, running well.

£450,000 - 550,000
€530,000 - 640,000



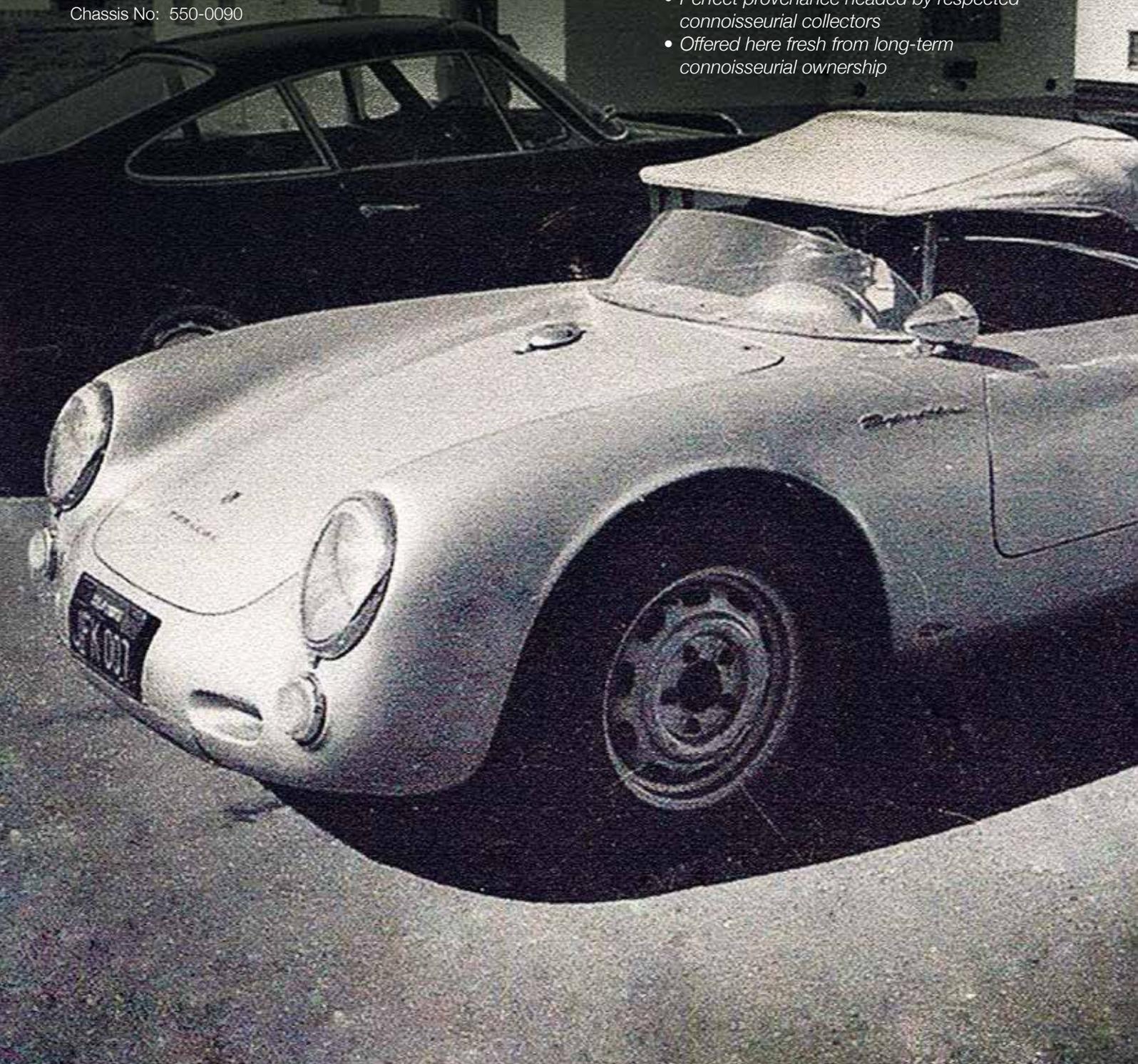
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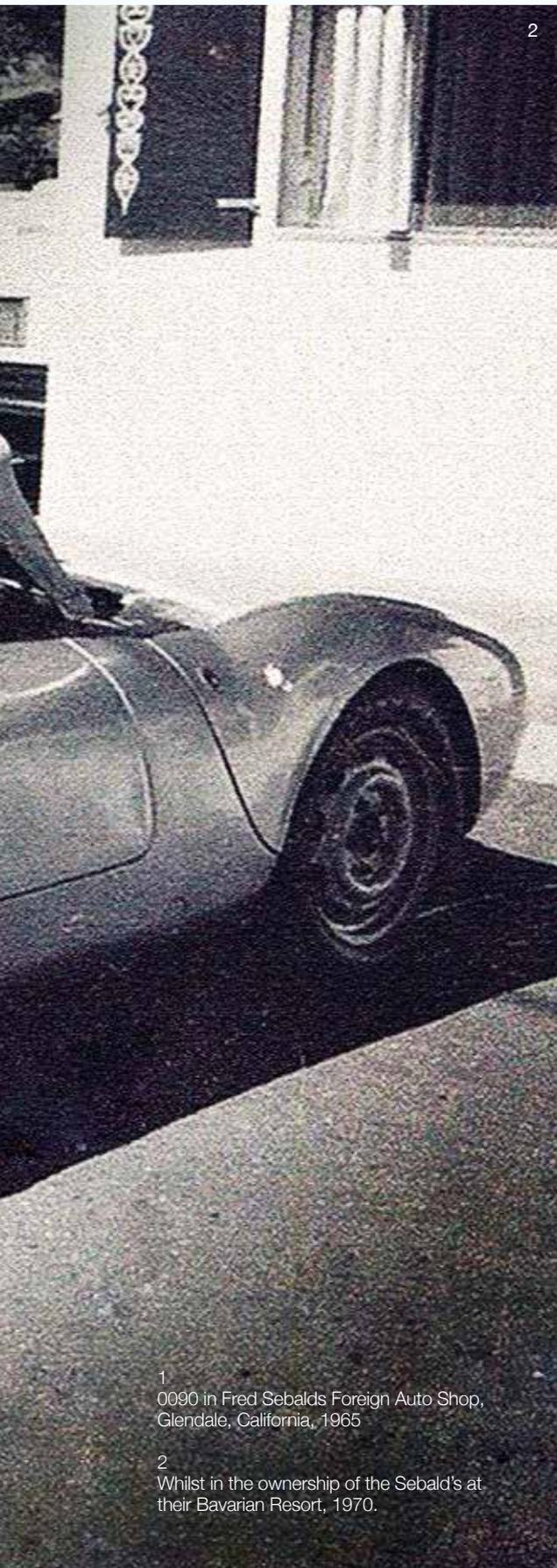
*The Ex-Willett Brown, Vasek Polak, Fred Sebald,
Richard A. Barbour, George Reilly*

**1956 1.5-LITRE PORSCHE TYP 550/1500 RENNSPORT
SPYDER SPORTS-RACING TWO-SEATER
COACHWORK BY WENDLER**

Chassis No: 550-0090

- Amazingly original, unrestored example of Porsche's first purebred sports-racing car
- 4-cam, 4-cylinder air-cooled 1.5-litre 8,000rpm engine
- FIVA Award-winning car honoured at Pebble Beach Concours, 2010
- Perfect provenance headed by respected connoisseurial collectors
- Offered here fresh from long-term connoisseurial ownership





1
0090 in Fred Sebalds Foreign Auto Shop,
Glendale, California, 1965

2
Whilst in the ownership of the Sebald's at
their Bavarian Resort, 1970.



In offering this mouth-wateringly original, unmolested and intricate 'time machine' 550 RS *Spyder*, we feel privileged to present what is considered to be the world's best-preserved, never restored example of this seminal Porsche model surviving today...

This exceptionally rare and therefore extremely important Porsche 550RS is offered here with the perfect provenance of long-term caring ownership by a succession of great American fine-car connoisseurs.

Most critically, with every passing year more of the world's diminishing treasury of such unrestored 'as-manufactured' or 'document' cars lose that irreplaceable characteristic by usually well-meaning, yet perhaps not fully thought-through, restoration.

The problem is that while restoration can return an ageing artefact to something purporting to match its initial condition as first manufactured, that will always be – inevitably – however painstaking well executed – an artifice. Far-reaching restoration applies on a ratchet principle – it only ever works one way. Once original finish has been obscured or replaced, original paintwork, the original time-machine evidence of how the artefact in question was originally completed by the contemporary craftsmen whose skills truly created it... has simply gone for ever, with no option to retrieve it.

Comprehensive restoration to achieve mere glowing quality is simultaneously a process of obliteration. Once lost, 'originality' can never, ever, be regained. And as the motoring world's treasury of these increasingly rare 'time machines' depletes, the basic laws of supply and demand must most assuredly apply. As we enter an era in which fully-restored classic cars are effectively two a penny – the real rarities will be the protected, connoisseurially-conserved crown-jewel cars such as 550RS chassis No 0090 as now offered here.





This individual car featured prominently in the June 1971 edition of the internationally-renowned American monthly magazine *'Road & Track'*. William Motta photographed '090' now offered here for that feature, which was written by Allan Girdler and which also involved the nostalgic test-driving presence of former 1950s Porsche 550 star driver, the diminutive Richie Ginther of Ferrari, BRM, Cooper-Maserati, Honda and Eagle Formula 1 fame, one of the great Ford GT programme's star drivers, and winner of the 1965 Mexican Grand Prix.

Allan Girdler's story began: "Nostalgia comes hard to Richie Ginther. The setting couldn't have been more conducive for rekindling of the glorious past: A 550 Porsche *Spyder* barking at idle, in a clatter of roller bearings and overhead cams and the salty, blue haze and smell of real Castor oil. Instant race day, 1954.

"Ginther climbed through the tiny door and over the frame tubes and squirmed into the seat. Away, down the snow-framed mountain road and back again, faster and faster. Then he came in, smiling. Perhaps recalling his victories in 1954 and '55, the 550 ride that was the first big step in his climb to Formula 1....".

The *'Road & Track'* story went on to highlight how the 550 *Spyder* was Porsche's first genuine racing car design. But when launched at the 1953 Paris *Salon*, the model had much about it than being a mere weapons-grade on-track warrior. As the story emphasised: "The 550 had full road equipment, with lights and so forth, and a top, and enough stamina and ground clearance to compete in rallies – which it did. The bodywork and weather gear qualified the 550 for international sports car races – and Hans Herrmann took first in class and sixth overall in the 550's first race, the 1954 Mille Miglia.... Herrmann was third overall in that year's *Carrera PanAmericana*. There were 75 cars with bigger engines in that race, and Herrmann beat 73 of them..."

The cars were built by Porsche in exclusive numbers. In the US the model did not qualify as a production sports car, even with its top and road equipment. There weren't enough of them to be a real road car, according to the governing SCCA. Unofficially, the same rule makers would cheerfully confess they kept the Porsche 550s out to give other makes a chance...

The great Ken Miles became another leading Porsche 550 exponent and one year when 23 drivers scored SCCA National points in the Club's F-modified class –21 of them were driving *Spyders*.

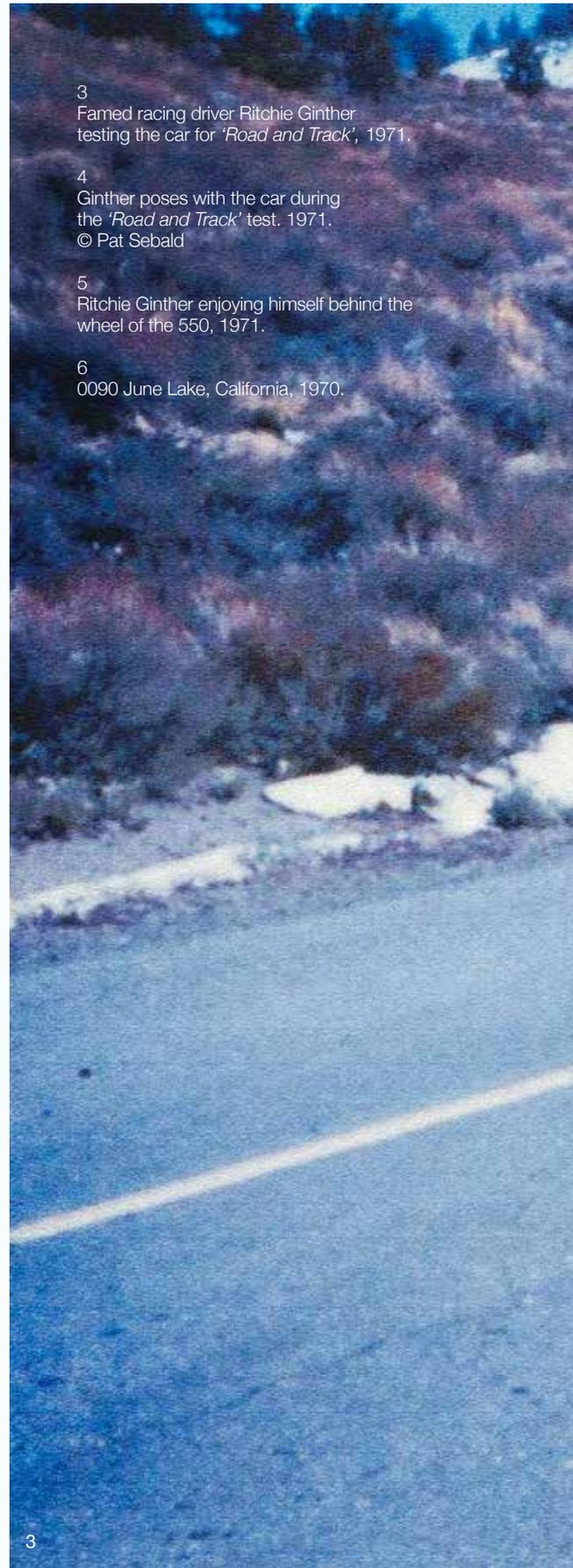
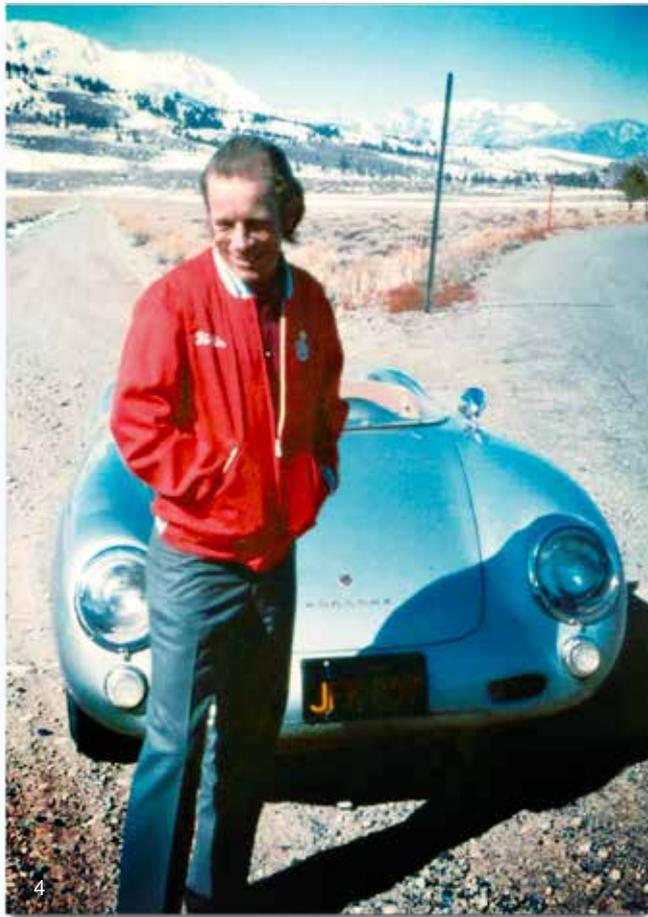
In his 'Road & Track' piece, Allan Girdler continued: "What was it like to drive? Very like the standard Porsche, is the opinion of both..." (our former) "...testers and Richie Ginther now. The steering, Ginther said, 'was completely familiar'.

"The gearshift and brakes were good then, not so good now, although it's not really fair to make such a comparison..."

"The 550 never had any shortcomings in the suspension departments, Ginther recalls, and he credits the factory's use of the Nurburgring as a proving ground. Every possible handling situation exists there, and Porsche had them all understood before the car was introduced..."

Weight distribution was 48/52 front/rear where 'R&T' had expected more weight on the rear; "The car was, said Ginther 'You got into it and felt a part of it. Things reacted just as you expected them to. When you went into a corner, you'd predict an arc, and the car would carry through on the arc you predicted. It was *the* competition machine."

Girdler considered "Odd he should say that. The car pictured here is an exception. It never was a competition machine. Never raced as they say in the ads. Only this time it's the truth.



3
Famed racing driver Ritchie Ginther testing the car for 'Road and Track', 1971.

4
Ginther poses with the car during the 'Road and Track' test. 1971.
© Pat Sebald

5
Ritchie Ginther enjoying himself behind the wheel of the 550, 1971.

6
0090 June Lake, California, 1970.





6
Then owner Fed Sebald and Ritchie Ginther
admire the car, California, 1971

7
Ginther blasting along in his
'Road and Track' test. 1971

8
Then owners the Sebald family with their prized
550 Spyder © Bill Motta

"In 1956, as now, there was glamour attached to racing cars, and there were people who thought they'd like to drive to work in the hottest racing car of the day. Of those who actually could buy the latest in winning cars, some did enjoy the experience, and some didn't.

"This car, No 90, was first bought by a West Coast television executive..." – actually one Willett H. Brown, sometime President of CBS – "The car was delivered equipped for the street but the owner must have found it more of a challenge than he was equal to...When the first owner sold it" – in 1956/57 – "...he had enjoyed it for a total of 634 miles.

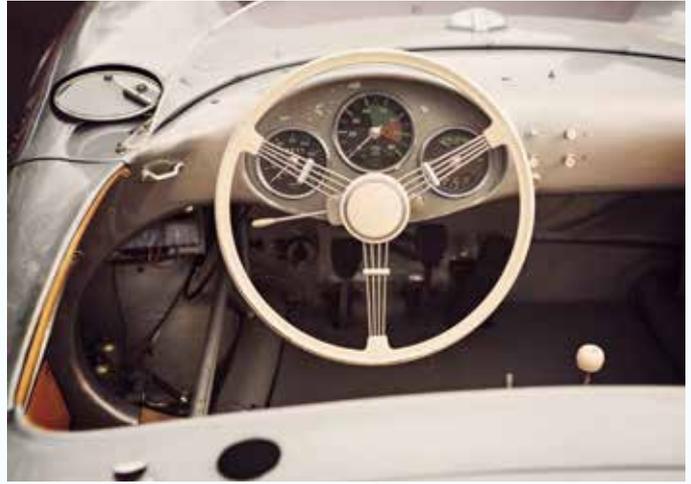
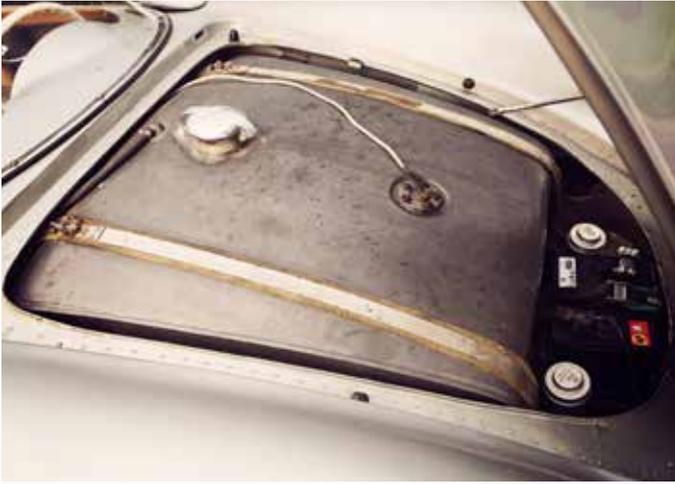
"The next owner was more of an enthusiast. That led to his sale of the car, you might say. He sold it to raise capital to start a Porsche agency, after 12,000 presumably delightful miles...

"During this time the present..." – remember, this was in 1971 – "...owner Fred Sebald, had been longing for a *Spyder*. When the *Spyders* were *the* competition machines, Sebald was *the* race car body repairman of Southern California. When Ginther and Hill and von Neumann and their peers shunted hay bales and each other. Sebald made things right again. So he knew and appreciated 550s.

"When 1956 *Spyder* 550RS/1500 No 90 turned up on Vasek Polak's lot, Sebald bought it. He later retired from the bent metal business (to become a ski instructor...). Skis mean snow, Sebald lives in the mountains and the car now spends most of its time carefully wrapped up in a garage. When he bought it he had intended it to be a wonderful ad for his body shop. He meant to restore it, but couldn't bring himself to lay an intrusive finger upon it. Not only has this car not been raced, that's the original paint..."

And so this extraordinary Porsche 550RS slumbered on. Fred Sebald's Foreign Auto Shop had been in Glendale, California, and that was where he cherished No 90 through the 1960s. When he opted out of panel-bashing and into the ski-lodge business he and his equally Porscheophile wife Pat moved into their Sebald's Bavarian Park Resort, in picturesque June Lake, California.





From the Sebalds the car passed subsequently to Richard A. Barbour for the price of \$4,500 as confirmed by the April 13, 1971 copy bill of sale preserved within the extensive documentation files which accompany the car today. It passed subsequently into the possession of respected US classic car collector George Reilly, who found that – exactly as described in the *'Road & Track'* article – the car remained “totally original, complete with all the original equipment supplied with the car when new”, in the words of the current vendor – another enthusiastic car connoisseur of international renown.

While Porsche's early reputation was founded upon small-capacity aerodyne production coupe designs based upon Volkswagen technology – as originated in the 1930s for 'the people's car' under Prof. Dr. Ferdinand Porsche's consultancy direction, it took virtually a special builder to point the way towards what the factory would introduce as the 550 *Rennsport Spyder*. It was in 1950 that Frankfurt Volkswagen dealer Walter Glockler worked with local engineer Hermann Ramelow to assemble a Porsche-based special purely for sports car competition. He used a welded tubular chassis frame into which he fitted a 1086cc air-cooled Porsche 4-cylinder engine, mounting just ahead of the rear axle. This 'Glockler *Spyder*' turned the scales at barely 450kg – 992lbs – which endowed it with vividly promising power-to-weight ratio. Glockler improved upon the basic idea with a second special, this time powered by a 1500cc Porsche engine and he promptly broke the class lap record at the major Freiburg-Schauinsland mountain climb.

Late in 1951, Glockler sold the car to the contemporary Porsche and BMW importer for the United States, Max Hoffman, in whose hands it became a very familiar contender in early SCCA events there.

Encouraged to build more dedicated competition cars than their core production series, the Porsche factory launched its definitive model 550 *Rennsport* design in 1953. Basis of the new model was a ladder frame composed of welded steel tubes which was stiffened materially by the sleekly-aerodynamic lightweight aluminium body panelling, which was rigidly-attached to create a kind of semi-monocoque structure. Even the dash panel was welded to the sub-structure to form a further transverse stiffening member. The 550 *Spyder* version's weather-protection top could be folded or completely removed to choice.

All-round independent suspension was adopted, by twin trailing arms and transverse torsion-bar springs at the front and - after the first two 550 prototypes had tried leading-arm rear suspension - trailing arms were used at the rear to control the customary Porsche swing-axle system. Hydraulic drum brakes featured. Early cars scaled around 550kg – 1,213lbs – later increasing to 590kg – 1,301lbs.

These little aerodyne Porsches were extremely quick in a straight line – having a claimed top speed of some 220km/h – 137mph – and accelerating from 0-100km/h – 62mph – in less than 10 seconds - spectacular indeed with such a small capacity engine in the early 1950s.





Power unit design for the Porsche 550 had been led by future company head Professor Ernst Fuhrmann. It was known as the *Typ 547*, and featured four shaft-driven overhead camshafts, two heading each twin-barrelled cylinder bank. With an aluminium crankcase, the originally 1498cc flat-4 engine produced a lusty 110bhp at 7,800rpm. It breathed through two twin-choke downdraught Solex carburettors. The two valves per cylinder were inclined and the crankshaft was of the Hirth built-up type, permitted the use of four roller-type main bearing to minimise frictional loss. The 4-cam engine also featured twin-plug ignition with two plugs, two coils and two distributors driven from the upper camshafts.

The power unit was of course air-cooled, by a v-belt-driven fan, and it was mounted ahead of the rear axle line, with the gearbox overhung at the rear. While the initial 550 *Spyders* of 1954 used regular Porsche 4-speed gearboxes, Richard von Frankenberg's entry in the 1955 Tourist Trophy race at Dundrod, Ulster, boasted an experimental 5-speed transmission. This became standard-equipment for the *Spyders* produced from 1956 forward.

Two initial works-entered 550 Coupes finished 1-2 in their class at Le Mans in 1953, and the cars went on to shine in further great classic races including the Italian Mille Miglia, and the great *Carrera PanAmericana Mexico* in central America, ultimately achieving completely iconic status within the wide world of classic Porsches.

When the American *'Sports Cars Illustrated'* magazine explored the reality of the Porsche 550 in period, renowned writer Griff Borgeson declared: "The Porsche Spyder is a fantastic machine. It is fast and fiercely powerful, one of the most successful competition sports cars in history, and it has a personality no less complex than Dr Jekyll's. At brisk highway speeds it is very easy to drive, docile, perfectly manageable, superbly responsive."

He continued: "There is nothing in the car's character that makes it inappropriate for use as a round-town hack. It has enough street equipment to satisfy the least austere sports car fan: top, windshield, trafficators, speedometer, windshield, wipers...and there's nothing to keep you from having radio and heater installed". And he described how Ken Miles had a 550 *Spyder* "...that he uses daily in LA traffic, and he says 'Why not? Set up for town driving, with soft plugs and the right jets, it's a joy to drive – comfortable, roomy, and it goes like a bullet from a gun when you open the tap...".

In that same feature story, Richie Ginther explained to Borgeson how his racing 550 *Spyder* with its 4-cam roller-bearing engine was "...geared for about 125mph at 7,500rpm, and I turn to 7,800 regularly. At Palm Springs I tried to keep it above 5,500 coming out of all the corners. There's a 4,200 feet straight-away on the course and if I came out onto it clean and fast at about 80, I turned a good 8,000rpm



before I had to shut off. We know we can turn 8,200 without valve gear trouble, and even at this figure piston speed is no problem...".

Richie Ginther continued: "If the *Spyder's* tail comes loose you can just leave it hanging out. You won't go as fast as when it's behind you and I know that for sure...". Borgeson found "The *Spyder's* steering is as light as they come. The brake pedal and clutch pressure are light – very light. Throttle response is good, particularly when you approach the engine's peak-power operating range. There's nothing to changing gears; you shift with a true flick of the wrist. The ride is soft... The screaming duet of engine and exhaust is carried away behind you.... While a one-hour race can leave a Ferrari driver too weak in the legs to walk without limping and too weak in the arms to pick up his trophy, the *Spyder* leaves him with no more than a reasonable sweat...".

These comments amply demonstrate the enormously high regard in which proven 'car guys' from the 1950s to the 1970s held the Porsche 550RS *Spyder* - such as the outstandingly – indeed probably uniquely – original example we so proudly offer right here.

There are inevitably some panel ripples, and minor paint cracks, and scuffs and discolouration in places on '0090', but these fall squarely into the category of utterly compelling fine patina.

In 2010, under the special awards category of the pinnacle-level international Pebble Beach Concours, '0090' now offered here was recognized by the Pebble Beach Judging Committee with the FIVA Postwar award. One of the most highly respected members of the connoisseurial car collecting community has remarked that "people were all agog just to see the car".

Porsche 550 chassis '0090' here has never been offered publicly for sale, and it has been very rarely seen. Now its presentation at Goodwood this weekend offers a superb opportunity for Porsche *aficionados* to examine and appreciate this historically important and iconic piece of Porsche lore.

Bonhams takes great pleasure in offering this 60-year-old beauty - to the connoisseurial car collecting market... – genuinely never raced nor rallied, but, most significantly, never ever even restored. It is that rarest of collector's car rarities - truly, a time machine.

£4,700,000 - 6,200,000
€5,500,000 - 7,200,000

1954 BENTLEY R-TYPE 4½-LITRE SALOON

Registration no. PGJ 11

Chassis no. B137YA

- *Automatic transmission*
- *Present ownership since 1972*
- *Owned by an R-ROC member*
- *Restored in 1996*
- *Recently serviced*



'In June 1952 the R-Type was presented to the public and it owed its name to the fact that the VI series had by this time reached the chassis letter R...(it) became one of the most popular Bentleys ever built.' – Adams & Roberts, 'A Pride of Bentleys', NEL, 1978.

Rolls-Royce commenced production post-war with the Silver Wraith and Bentley MkVI models. The traditional separate chassis was retained for the two newcomers, but for the first time there was standard coachwork. This new 'standard steel' body - produced by the Pressed Steel Company, of Oxford - was available at first only on the Bentley, the equivalent Rolls-Royce - the Silver Dawn - not appearing until 1949. The range featured a new design of independent front suspension, hydraulic front brakes and a new 4,257cc, six-cylinder, 'F-head' (inlet-over-exhaust) power unit destined for enlargement to 4,566cc in 1951. A much-needed improvement to the standard bodywork arrived in mid-1952 in the shape of an enlarged boot together with associated changes to the rear wings and suspension, subsequent models being known as the R-Type Bentley and E-Series Silver Dawn.

The two newcomers were the first Rolls-Royce products available with automatic transmission, the company having opted for General Motors' Hydra-Matic, a state-of-the-art four-speed unit permitting manual selection. The standard R-Type was a lively performer, achieving 106mph in silence and reaching 50mph from standstill in 10 seconds despite a kerb weight approaching two tons. Production ceased in 1955 after 2,320 R-Types had been built.

Built in 1954, chassis number 'B137YA' was purchased in Victoria, British Columbia, Canada in 1972 by the current vendor, an R-ROC member. The car was restored in 1996, when works included rebuilds of the engine and automatic transmission, and refurbishment of the brightwork, woodwork, upholstery, carpeting, and headlining. The engine and transmission were checked and serviced earlier this year. Finished in Shell Grey/Tudor Grey with red leather interior, this much loved and well cared-for R-Type is offered with a UK V5 registration document.

£28,000 - 34,000

€32,000 - 39,000

142

1948 ALVIS TA14 DUNCAN COUPÉ

Coachwork by Duncan Industries Ltd

Registration no. ESA 352

Chassis no. 21707

- One of some 12 survivors of circa 30 built
- Restored between 2010 and 2012
- Extensive history files
- Large spares package available



Surely one of the most striking Alvis silhouettes ever to grace the highway, this stunning car is one of only some 12-or-so surviving TA14s bodied by Duncan Industries Ltd of North Walsham, Norfolk, a company that also made similar bodies for Donald Healey. Alvis had recommenced production after WW2 with a range little altered from that of 1939, the 12/70 - first introduced in 1938 - reappearing as the TA14, the most obvious difference being the adoption of steel disc wheels in place of wires. An uncomplicated, separate-chassis design, the TA14 was powered by an overhead-valve four-cylinder engine of 1,892cc and featured beam-axle front suspension and mechanical brakes. The gearbox was a synchromesh four-speeder, and with 65bhp available the TA14 was good for 75mph. Panelled in aluminium (the bonnet is steel) and weighing some 2½cwt less than the Mulliner-bodied TA14 saloon, the Duncan version had superior performance and was guaranteed to draw an appreciative crowd wherever it parked.

'This elegant sports saloon is at once outstanding, its handsome contours creating the impression (later to be convincingly demonstrated) of silent speed, superb acceleration and excellent road manners,' wrote *Autocar*.

Chassis number '21707' was built on 4th March 1948 and delivered on the 15th of that month. The Duncan body and interior were fitted and the car registered on 1st September '48.

The price then was a staggering £2,199, which was more than double that of the standard TA14 and getting on for £1,000 more than that of the Jaguar XK120, launched the following year!

The Alvis Duncan's restoration was carried out between 2010 and 2012. This was a full body-off undertaking, with the chassis, suspension, engine, body and interior all being rebuilt. The engine now has an unleaded-compatible cylinder head, while other upgrades include flashing indicators, electric wash/wipe, electric fuel pump, wing mirrors, and a safety/security switch. The original colour was Silver and is now Silver over Blue. All numbers match and are correct.

'ESA 352' is in wonderful condition and is said to drive very well, its 1.9-litre engine pushing the car along at a fair speed considering its age (nearly 70 years old). The car comes complete with two large history files containing old invoices, expired MoTs, an original brochure, service manuals, handbook, spares catalogue, and numerous photographs of the restoration. There is also a large spares package available by separate negotiation, which includes an engine block, crankshafts, camshafts, manifolds, and numerous other Alvis parts. The car is exempt from both road tax and the MoT test, but nevertheless has a current MoT certificate with no advisories.

£28,000 - 30,000
€33,000 - 35,000

143 †

C.1945 DUKW 6X6 AMPHIBIOUS UTILITY

Registration no. not registered

Chassis no. B269

- *Iconic WW2 amphibious vehicle*
- *Offered for sale by the Ministry of Defence*
- *More than 60 years in military service*
- *Left-hand drive*



One of the most instantly recognisable military vehicles to emerge from WW2, the amphibious DUKW was developed in the USA by the National Defense Research Committee and the Office of Scientific Research and Development. The DUKW prototype was based on a GMC truck chassis, to which was added a watertight hull and propeller. After initial rejection by the US military, the DUKW entered production at General Motors' GMC subsidiary in 1942. Powered by a GMC 270ci (4.4-litre) inline six-cylinder engine, the 6½-ton DUKW had a top speed of 50mph on the road and 5½ knots (6.3mph) on water. A noteworthy feature was the means to vary tyre pressures from within the cab, this being the first use of such technology.

The DUKW was not an armoured fighting vehicle, although some carried Browning machine guns; rather, it was used for ferrying supplies to invasion beachheads and evacuating the wounded. It was first deployed in the Pacifica Theatre, while its first use in Europe was during the invasion of Sicily. Many DUKWs saw service on the Normandy beaches following D-Day. A little over 21,000 had been made by the war's end.

After WW2, DUKWs remained in service with military formations around the world, including with the UK's Royal Marines, which operated this example (registered '12RN30') at its Amphibious Trials and Training establishment at Instow, North Devon. Retro-fitted with a 5.9-litre Cummins diesel engine, 'B269' has been in military service for more than 60 years and is probably the longest-serving military vehicle ever offered for sale. It comes to market directly from the Ministry of Defence, and is the very last DUKW to be released from UK military service. The vehicle has covered a total of 3,983 miles, which represents 522 hours of running time.

A unique opportunity, this DUKW is the dream acquisition for the military vehicle collector, as well as being a potential promotional tool - there simply is no cooler vehicle from which to disembark at a riverside pub! Please note 20% VAT will be added to the hammer price if remaining in the EU.

£30,000 - 40,000
€35,000 - 47,000

144 †

1978 LAND ROVER SERIES III 109" 4X4 CEREMONIAL UTILITY

Registration no. not registered
Chassis no. 91184307C

- Rare 'Ceremonial' variant
- Offered for sale by the Ministry of Defence
- 2,201 miles from new
- Last used in 2012



Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time.

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

Characteristic Series III features included headlamps in the wings (first seen on the IIA), an all-synchromesh gearbox, and a revised dashboard with instruments grouped in front of the driver. The Series III would turn out to be one of the longest lived Land Rover models, lasting until the Defender's introduction in 1990.

A Series III model on the 109" wheelbase, this example has the 2,286cc petrol engine. It is an example of the rare Ceremonial Land Rover, a type used on many occasions by the Royal Family, and is the very last of its kind to be released from military service in the UK. It has covered a genuine 2,201 miles from new and is totally original.

This vehicle was last used in November 2012 for the Lord Mayor of London's Parade through the City (main image above), serving as the Pageant Master's transport. During the Parade, the Pageant Master handed over this Land Rover to the Lord Mayor after the latter's coach lost a wheel; he was then able to continue. Offered for sale by the Ministry of Defence, this is a unique opportunity to acquire such an unusual and iconic Land Rover variant, in genuinely original condition. Please note 20% VAT will be added to the hammer price if remaining in the EU.

£20,000 - 30,000

£23,000 - 35,000

145 N

1991 LAMBORGHINI DIABLO COUPÉ

Registration no. not UK registered
Chassis no. ZA9DE07A0NLA12624

- *European model*
- *Left-hand drive*
- *Circa 36,200 kilometres
(approximately 22,500 miles)
from new*
- *Original condition*





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. Stretched to 5.7 litres for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time and producing a maximum of 492bhp. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.

With more power and a lower drag coefficient than the Countach, the Diablo easily eclipsed its forbear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40. The Diablo though, was not a limited edition model like the latter, but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilised Gran Turismo as suited to city streets and motorways as the racetrack. Its UK launch price was pitched at just under £153,000, making the Diablo one of the world's most expensive cars. Four-wheel drive Diablo VT and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition) only 150 examples of which were built to celebrate Lamborghini's 30 years as a car manufacturer. Designed to appeal more to the enthusiast driver, a simpler and lighter two-wheel drive Diablo SV (Super Veloce) was introduced in 1995. The last Diablo left the Sant'Agata factory in 2006.

One of some 873 '1st Series' cars made, this beautiful Diablo was built to European specification and is presented in original condition, including the paintwork, having covered a mere 36,200 kilometres (approximately 22,500 miles) from new. No modifications have been made and the Diablo is described as in working order in every department. Finished in yellow with black leather interior, the car is currently not registered but comes with Netherlands registration papers, the vendor's 2014 purchase agreement, an owner's manual, and a €1,500 bill for a service carried out in October 2014.

£95,000 - 125,000
€110,000 - 150,000

146

1933 DE HAVILLAND DH60G GIPSY MOTH

Serial no. G-ATBL (UK)

Airframe no. 1917

- *Delivered new to Switzerland*
- *Museum displayed for many years*
- *Much recent maintenance*
- *Renewed permit to fly*



The Gipsy Moth was the aircraft in which many of the great aviation pioneers, Sir Francis Chichester and Amy Johnson among them, made aeronautical history in the 1920s and 1930s. The Gipsy Moth, only a handful of which are still airworthy, is considered by many to be superior and nicer to fly than its successor, the Tiger Moth.

Manufactured in 1933, 'G-ATBL' was among the last of the 595 built at Stag Lane and was delivered straight to Switzerland where it remained until 1965. The Gipsy Moth was purchased and then flown back to the UK, being kept for many years as part of the Historic Aircraft Museum collection in Southend, Essex.

Maintained beautifully over the years, this extremely original, wooden fuselage, folding-wing DH60 has recently had a significant amount of money spent on careful maintenance.

Specialists Vintage Engine Technology Ltd (Vintech) of Bedfordshire rebuilt and installed a zero-hours De Havilland Gipsy 1 air-cooled four-cylinder engine producing 100 horsepower, while a new Hoffman propeller (serial no. 80623) was fitted also. The flying and landing wires were replaced, and new tyres and a stainless exhaust fitted. Sensible modifications included a new radio and Mode S transponder which have been sympathetically installed; in addition to a skid steer on the rudder, making taxiing far easier.

With a recent Permit to Fly renewal, this is arguably one of the most original and best condition Gipsy Moths in existence. A detailed historic record accompanies the aircraft, together with sundry receipts for maintenance works, and the aforementioned Permit to Fly.

£90,000 - 125,000
€100,000 - 140,000



147

Property of a deceased's estate

1928 BENTLEY 6½/8-LITRE SPORTS

Registration no. YW 3277

Chassis no. MD 2461

- *Originally a Hooper-bodied sports saloon*
- *Matching chassis and engine numbers*
- *8-Litre cylinder block*
- *Hydraulic brakes*
- *FIA and FIVA papers*





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

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

W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½", then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

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

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis.



'MD 2461' racing at Montlhéry, 2001



However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis, led to the introduction in 1926 of a larger car: the 6 1/2-Litre. Known as the 'Silent Six', the latter perpetuated the 3-Litre's mechanical theme but with greatly increased refinement.

Although the 6 1/2-Litre had been conceived as a touring car to compete with Rolls-Royce's New Phantom, in Speed Six form it proved admirably suited to competition: in 1929 Barnato/Birkin's Speed Six won the Le Mans 24 Hour Race ahead of a trio of 4 1/2-Litre Bentleys, and Barnato/Kidston repeated the feat in the following year's Grand Prix d'Endurance at the Sarthe circuit ahead of similarly-mounted Clement/Watney. Small wonder then, that the fast yet refined 6 1/2-Litre Speed Six was W O Bentley's favourite car. The 6 1/2-Litre was produced for four years, during which time 544 chassis were completed, 182 of these to Speed Six specification.

According to Michael Hay's authoritative work, *Bentley The Vintage Years*, this 6 1/2-Litre car was originally fitted with four-seat sports saloon coachwork by Hooper & Co.

Its first owner is recorded as Captain G R C Wyndham, otherwise known as 'Dick' Wyndham, father of celebrated writer Joan Wyndham. Hay records that 'MD2461' was rebuilt in 1992 as a two-seater sports with an 8-Litre cylinder block, hydraulic brakes, and body by Stanley Mann. The Bentley's accompanying FIA Historic Vehicle Identity Form lists the following owners: Wyndham (1928-1933); W B Thompson (1933-1947); F J Cobb (1947-1990); S I Mann (1990-1998); and P Godehardt (26th December 1998 onwards).

A copy of an old V5 on file shows that there have been two additional owners, both in the 1990s: George Minden (former co-owner of Aston Martin) and Dr. Michael Rudnig, from whom the car was purchased by Peter Godehardt. A FIVA Identity Card (on file) was issued to Peter Godehardt in 2000, and he competed with the Bentley at Montlhéry in 2001.

The current owner (now deceased) purchased 'YW 3277' in 2004 and used the Bentley as his daily driver around Monaco(!) where it was registered until recently. It now has a current UK V5C Registration Certificate and is MoT'd. Benefiting from a recent service by marque specialists Clark & Carter, this magnificent Vintage-era supercar also comes with an album of photographs recording events attended and works carried out.

£320,000 - 380,000
€470,000 - 590,000



148

The factory prototype, BMC Competitions Department

1959 BMC 5-TON RACE TRANSPORTER

Coachwork by Marshall's of Cambridge

Registration no. YFO 898

Chassis no. 5KCFECDE 389926

- Originally one of circa 20 Service Schools
- Used by BMC's Competitions Department
- Converted to factory race transporter specification
- Recently refurbished



Manufactured in 1959, this BMC 5-ton PSV chassis was one of approximately 20 commissioned by the company's management to serve as mobile Service Schools, which travelled around the dealership network training mechanics in the procedures required to maintain the newly introduced, front-wheel-drive Mini. Designed by Pinin Farina and built by Marshall's of Cambridge with all-aluminium coachwork, they were equipped to a very high specification. Originally registered 'BMC 25', this example is the prototype of the series and almost certainly the only survivor of the first six, which had more rounded styling than subsequent examples. It was later loaned to BMC's Abingdon-based Competitions Department and used by them in Australia, the visit being recorded on video. Eventually sold to Birmingham University for the nominal sum of £1.00, 'BMC 25' ended up as a coach company's mobile booking office.

The previous owner, a collector and racer of historic BMC competition cars, discovered the vehicle in a field where it had lain for ten years. Surprisingly, it moved out of the field under its own power; not only that, but the chassis and panelling were found to be sound.

Not content merely with a restoration, the vendor wanted to rebuild the vehicle in the style of 'BMC 34', the famous Competitions Department race transporter, which had an extended rear end enabling it to accommodate two Mini Coopers. Sadly, 'BMC 34' no longer exists, having been destroyed by arsonists in the 1990s.

To assist with conversion, the vendor recruited Bromsgrove-based lorry engineer and commercial body builder, Gordon Chance. As there were no plans in existence, the reconstruction used photographs of the original. By an amazing stroke of good luck, a supply of the correctly profiled rubber strip fitted to the long rubbing strakes was located; it was the last 200 feet the manufacturer had in stock and all but one foot was used.

The transporter is powered by a BMC 5.1-litre six-cylinder diesel engine, which drives via a five-speed non-synchromesh manual gearbox and two-speed rear axle. The cylinder head was rebuilt and the engine serviced as part of the restoration.



Interviewed for an article about 'BMC 25', published in *Classic Cars*' July 2004 edition (copy on file), BMC Competitions Department employee Stan Bamford recalled that the BMC transporter he drove was faster than its continental HGV brethren: 'It was beautiful, marvellous. We'd show all the French and Italians a clean pair of heels. It went up hills quicker than they could look at them.' The transporter's motorway cruising speed was estimated at 60mph.

The current vendor purchased the transporter at Bonhams' sale at the Goodwood Revival meeting in September 2014 (Lot 306). The vehicle was then despatched to Woolmer Classic Engineering Ltd in Roothams Green, Bedfordshire to have various remedial works carried out (bill on file). These included replacing the electrical wiring at the front of the vehicle with a new hand-made loom; returning switches to original specification; repairing defective instruments; removing, refurbishing, repainting, and refitting the dashboard; and improving the fit of the engine cover to reduce noise, heat, and fumes in the passenger compartment.

Painted in correct BMC Competitions Department livery, this historic ex-works BMC 5-tonner is running and driving very well, the ultimate toy.

£80,000 - 100,000
€94,000 - 120,000

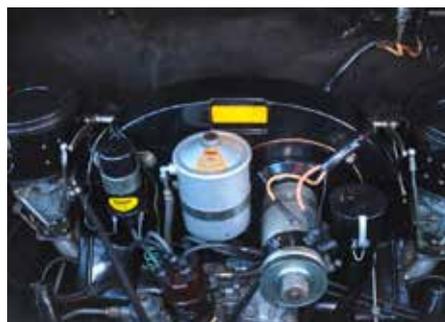


1961 PORSCHE 356B 1600 COUPÉ

Registration no. 137 UYS

Chassis no. 118029

- *Matching numbers*
- *Left-hand drive*
- *Correct colour combination*
- *2nd in class Dana Point Concours d'Élégance 2015*



One of the all-time great sports cars, the 356 was the work of Ferry Porsche, who had been inspired by the FIAT-based Cisitalia of Piero Dusio. Ferry's 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Introduced in 1948, the Porsche 356 set a new standard for small sports cars and proved adaptable to all forms of motor sport including circuit racing and rallying. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

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

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

Fully documented, this matching numbers Porsche 356B has had only five owners and comes with a large history file containing all receipts, records of works carried out, and details of ownership changes dating back to 1961. Restored in 2010 and presented in beautiful condition, it placed 2nd in class at the Porsche 356 Club Dana Point Concours d'Élégance in 2015. Fitted options include headrests, deluxe horn ring, luggage straps, driving lights, and a Blaupunkt AM/FM radio.

Finished in Champagne Yellow with black leather interior, its original colour combination, the car is offered with Porsche Certificate of Authenticity, sundry restoration invoices, current MoT, and a V5C registration Certificate.

£60,000 - 80,000

€69,000 - 92,000

150

2004 FIAT STILO ABARTH GROUP A RALLY CAR

Registration no. CN04 JDF

Chassis no. ZFA19200000065417

- *FIAT UK works car built by the factory's N Technology department*
- *Left-hand drive*
- *Wales Rally GB competitor*
- *Huge spares package*
- *Group A specification*



FIAT's Stilo Abarth rally car first appeared (in Group N specification) at the 2001 Bologna Motor Show and formed the basis of the 'Trofeo Stilo Abarth', a one-make series run in Italy from 2002 to 2005. The Trofeo was for Group N cars, which meant that modifications were limited, thus ensuring close competition. The rallying Stilo was based on the 1.8-litre 16-valve production model, which was given an appropriately up-rated drive train consisting of a single-plate metal-ceramic clutch, a five-speed close-ratio gearbox, and a self-locking differential.

Group N regulations strictly limited the permissible modifications to the engine, which produced 157bhp initially and 180bhp from the 2003 season onwards. A similar competition - the FIAT Stilo Rally Cup - was run in the UK throughout 2004 and 2005. At this point, FIAT UK realised that the Stilo had greater potential and set about creating a team of Group A cars to compete in the Wales Rally GB round of the World Rally Championship and selected other events, including the British Rally Championship.

Built by FIAT's competitions department, N Technology, 'CN04 JDF' is a genuine FIAT UK works car, number '039', and features a 214bhp engine and five-speed 'dog' gearbox. The car made its debut in the FIAT Stilo Rally Cup in 2004, driven by Chris Davies and co-driver Nathan Perry. It has also competed successfully in the Wales Rally GB, the Manx International Rally, and the Pirelli International Rally. Other events contested include the Welsh International Rally, Scottish Rally, Jim Clark Rally, Rally of Yorkshire, and the South of England Rally.

Recent events entered include the Sunseeker Rally (x2), Help for Heroes Rally, Goodwood (x2), Silverstone Classic, CarFest South, and Bournemouth Wheels (this year). The car comes with its RAC logbook and homologation papers, a V5C Registration Certificate, and current MoT. A large quantity of spares parts comes with it also to include: body panels, suspension and brake components, a gearbox, and 20 wheels/tyres.

£10,000 - 12,000
£12,000 - 14,000

2010 PORSCHE 911 GT3 RS COUPÉ

Registration no. HT10 PDY

Chassis no. WPOZZZ99ZBS780358

- Rare high-performance 911 variant
- Left-hand drive
- One owner
- Major service 2015
- Circa 1,600 miles from new



'Since its launch in 1999, the Porsche 911 GT3 has been the benchmark against which every other track-focused car has been rated. There are more powerful, more expensive 911s, but the GT3 represents the sports car at its purest and most intense. In fact, all four generations of GT3 arguably rank alongside 1973's legendary 2.7 RS in the annals of greatest 911s.' - *Auto Express*.

Intended primarily for racing, though still road legal, the Porsche 911 GT3 - first introduced in 1999 - can trace its ancestry all the way back through a succession of high-performance models to the legendary 911 Carrera RS of 1973. The car takes its name from the FIA's GT3 category of production sports car racing, and has been produced in a variety of versions since its introduction in 1999 on the Type 996 iteration of the perennial 911.



Following the launch of the original Type 996 GT3, Porsche introduced an even more track-focused variant in 2003: the GT3 RS. Standing for RennSport (literally 'race sport') the 'RS' designation referenced that iconic first-of-the-line model of 40 years previously. In GT3 RS specification, the 3.6-litre flat-six 'Metzger' engine was up-rated, producing around 400bhp, although the claimed output remained unchanged at 318bhp for homologation purposes. The RS was lighter than the 'ordinary' GT3, weigh saving measures including a polycarbonate rear window, and carbon-fibre bonnet and rear wing, while the stock cast-iron brake discs were replaced with ceramic composite rotors for greater fade resistance under competition conditions. RS suspension was adjustable, and the car ran some 3mm lower than the stock GT3.

For 2006 the GT3 was extensively redesigned and improved on the Type 997 platform. New features included 'zero lift' aerodynamics and Porsche's PASM electronically adjustable active suspension system, specially configured for track use. Porsche claimed a 0-60mph time of 4.1 seconds and a top speed of 193km/h for the new GT3. By the end of the of the year there was also an RS 'homologation special'.

Weight-saving measures similar to those seen on the Type 996 RS were applied, while the body was wider than that of the Type 997 GT3, accommodating an increase in rear track. A new 3.8-litre engine was introduced on the 2nd Generation Type 997 GT3 in 2009; maximum output increased to 429bhp, with 444 horsepower available from the RS version.

And just in case there was any doubt about the Type 997 GT3's abilities as a competition car, in 2006 Porsche's official test driver, rallying ace Walter Röhrl, lapped the spectacular Nürburgring Nordschleife circuit - widely recognised as one of the most demanding tests of man and machine - in an astonishing 7 minutes 42 seconds, then the equal fastest time posted by a production car - a feat that attracted much favourable publicity.

A 2nd Generation Type 997 GT3 RS with the 444bhp engine, this left-hand drive car has had only one owner, while noteworthy features include an Akrapovic exhaust system, race seats, and a roll cage. A major service was carried out by Porsche Portsmouth in 2015 (at 1,433 miles) and the car has covered only some 1,600 miles from new. Presented in generally excellent condition, this stunning low-mileage Porsche supercar is offered with sundry bills and a V5C document.

£150,000 - 180,000
£170,000 - 210,000

The ex-Robin Montgomerie-Charrington

1952 ASTON-BUTTERWORTH GRAND PRIX MONOPOSTO

Chassis no. NB42

- *World Championship Grand Prix entrant*
- *Cooper chassis*
- *Ultra Lightweight flat-4 racing engine*
- *Eligible for the worlds leading motor sport events*



When 2-litre unsupercharged Formula 2 was adopted as the World Championship-qualifying class of single-seater road racing for 1952-53, this fascinating air-cooled flat-4 cylinder Aston-Butterworth was one of the most exotic and unusual cars in contention.

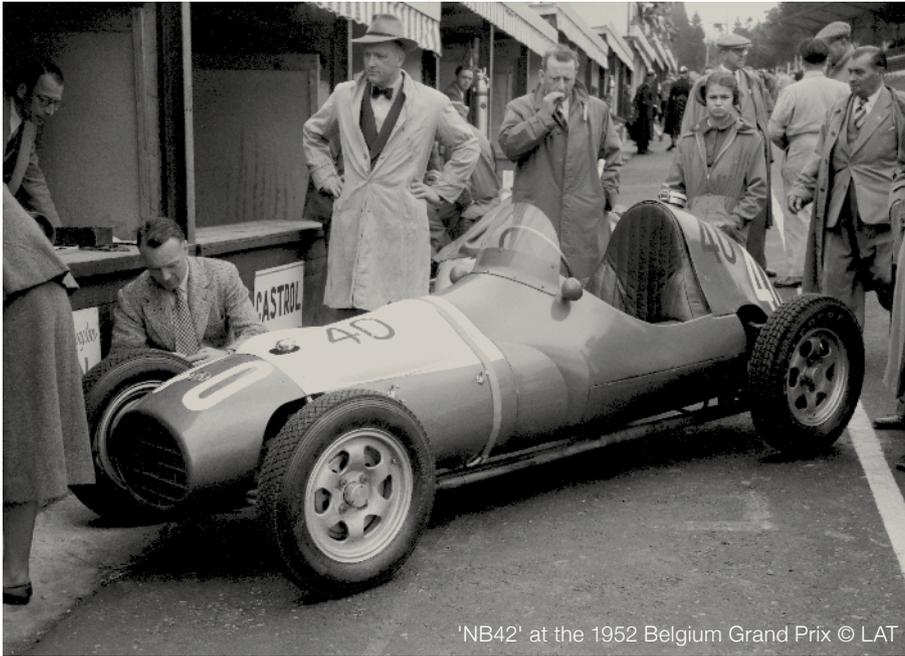
The Aston-Butterworth was created by private owner-driver Bill Aston, combining a front-engined Cooper Mark I chassis – similar to those used for the more familiar 6-cylinder in-line-engined Cooper-Bristol – with daringly extrovert engineer Archie Butterworth's new 1986cc flat-4, eventually swing-valved, racing engine. Offering around 140bhp this power unit drove via an MG TC-type gearbox to an ENV final-drive offering quick-change drop gears to permit speedy ratio-changing to match different circuits.

A friend – Robin Montgomerie-Charrington – ordered a second Aston-Butterworth which is the car now offered here. These two new air-cooled Formula 2 cars were probably the lightest in the class. Unfortunately, Archie Butterworth injured himself badly when he crashed his experimental 4-wheel-drive sprint car at Prescott hill-climb, disrupting engine development.

Consequently, the Aston-Butterworth programme did not in period achieve their full potential. Montgomerie-Charrington's American blue-and-white liveried car offered here ran as high as seventh in the 1952 Belgian Grand Prix at Spa before a bungled refueling stop in which the wrong mix was loaded. At Chimay in the Grand Prix des Frontieres, while Bill Aston retired his car, 'Monty' placed third despite running out of fuel on the final lap....

Butterworth continued to develop his air-cooled flat-4 engine through the 1950s – ultimately providing a swing-valve variant which powered a celebrated Elva sports-racing car driven by the great Archie Scott-Brown. That car, with its cylinder head clearance humps was nicknamed 'Sabrina' after the celebratedly pneumatic British movie starlet of the time.

While Bill Aston retained his single-seater until 1959 before selling it to Dickie Metcalfe, who had it converted into a pretty Climax-engined sports-racing car, this Montgomerie-Charrington Aston-Butterworth was acquired by VSCC Cooper-Bristol star Bill Wilks.



'NB42' at the 1952 Belgium Grand Prix © LAT



It then passed into other hands – less engine – around 1967. The original engine had gone into the drag-racing world – but the ex-'Sabrina' flat-4 was acquired instead from Archie Butterworth who still maintained a large stock of relevant spares at his Frimley, Surrey, base. The car was reassembled with original-type MG gearbox, ENV drop-gear final-drive, Alfa Romeo Giulietta front drum brakes, and original Cooper rears, etc..

The contemporary owner raced the car at VSCC Silverstone in April 1971, and subsequently had its exhaust valve system re-designed to use conventional and proven Cosworth poppet-type valves, closed by double coil-springs and collets. The engine was reassembled and ran reliably with its four racing Amal single-choke carburettors tuned for petrol instead of methanol, starting readily and evidently "...making a tremendous din!".

A quantity of related spares – including much of the prototype Bill Aston car's engine and the set-aside exhaust swing-valve hardware – was also offered with the car when it was next sold – by Bonhams here at Goodwood - in 1999, these remain with the car (see list on file). New owner well know historic racer David Brock Jest restored the car to running condition through 2001-2004, spending circa £30,000 on the engine with respected engineer Derek Chinn (see invoices on file).

This technically fascinating Grand Prix car warranted an entry for the 2004 Monaco Historic meeting, though it unfortunately did not start. The current owner, the retired proprietor of an engineering company acquired the car from Brock Jest in 2014, with the engine dismantled. With the assistance of a member of the Butterworth family the engine was re-assembled with all components tested. Since then we understand that he has run it in the 2015 Crystal Palace sprint, before achieving a first in class at Wiscombe hill-climb, and further success at the Bressuire Grand Prix historic meeting.

This wonderfully evocative Formula 2 single-seater evokes the pioneering postwar days of heroic road racing when a private owner could create his own World Championship Grand Prix car from parts available 'off the peg', and then go off to follow a gipsy existence around the great racing circuits of Europe...seeking to make ends meet financially from start, prize and bonus money. This Aston-Butterworth offers a new owner a most attractive and unusual entry into Historic Grand Prix Car competition. Offered with a VSCC buff form and old style FIA papers.

£60,000 - 80,000
€70,000 - 94,000

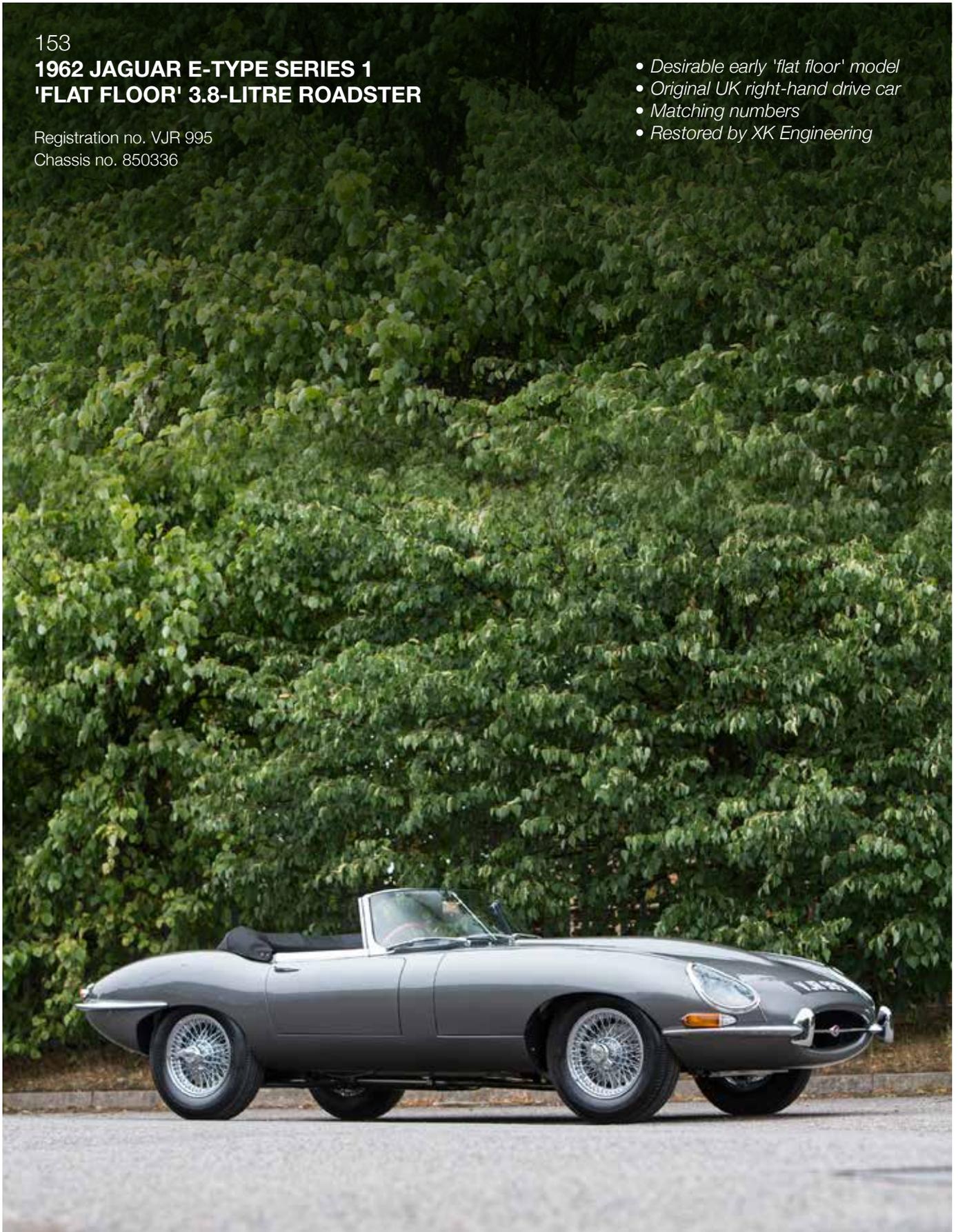
153

**1962 JAGUAR E-TYPE SERIES 1
'FLAT FLOOR' 3.8-LITRE ROADSTER**

Registration no. VJR 995

Chassis no. 850336

- *Desirable early 'flat floor' model*
- *Original UK right-hand drive car*
- *Matching numbers*
- *Restored by XK Engineering*





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 original UK-registered right-hand drive car has been the subject of a two-year 'body off' restoration by the world renowned XK Engineering. Completed in 2016, it is presented in concours condition and has to be one of the very best of its type currently available. Finished in Gunmetal Grey with dark blue leather interior, this beautiful early 'flat floor' E-Type is offered with restoration invoices, Heritage Certificate, current MoT, and a V5 registration document.

£200,000 - 250,000
£230,000 - 290,000

1956 BENTLEY S-TYPE CONTINENTAL SPORTS SALOON

Coachwork by Park Ward

Registration no. VOJ 502

Chassis no. BC37AF

- Matching chassis and engine numbers
- Automatic transmission
- Power assisted steering added
- Recent extensive refurbishment
- Substantial history file



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. With the arrival of the final generation of Rolls-Royce Ltd's 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-Type, 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. The firms of H J Mulliner, Park Ward, James Young, and Hooper all offered bodies on the Continental chassis. Of these four, James Young and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition. Consolidating its in-house coachbuilding capability, Rolls-Royce purchased H J Mulliner in 1959 and two years later the firm was merged with Park Ward, which had been acquired in 1939. H J Mulliner bodied the majority of S-Type Continentals (218 cars) with Park Ward responsible for 185 of the remaining 213.

Of the 101 cars in the original ('AF') sequence of chassis numbers, 'BC37AF' is one of 83 built in right-hand drive configuration. Completed by Park Ward with two-door aluminium coachwork, the Continental was delivered to its first owner, one H Tipper, in May 1956 and originally carried the registration 'NOM 3'.



Having been cherished over a long period of time by its previous owner, the Bentley has very recently benefited from over 250 hours of work to bring it up to scratch. The following work was professionally carried out: a lower-half re-spray (including painting the bonnet underside in khaki); engine bay fully stripped and soda blasted, then fully painted in black, including all ancillaries; all engine gaskets replaced and carburetors rebuilt; all hoses changed for new OE replacements; and all nickel plating stripped, polished and re-plated, including all small tools. In addition, the stainless steel hub caps were professionally polished, and the beauty rings painted and correctly coach-lined, following which the wheels were shod with new tyres.

New parts fitted include period-correct Bentley headlamps; rear-half stainless steel exhaust system; Lumenition electronic ignition; and a 16" Kenlowe two-speed electric fan. The crankshaft pulley has been replaced with a twin pulley should a future owner wish to have air conditioning fitted at a later stage.

'BC37AF' is resplendent in Caribbean Blue metallic with new St James' Red leather upholstery and deep red Wilton carpets. The interior has been refurbished with West of England cloth headlining in a light grey, and the boot area newly re-trimmed in light grey carpet with matching piping to the edges. All veneers have been stripped and re-French polished. The original radio has been fully rebuilt and converted to incorporate an iPod connection, discretely hidden in the glove box. Finally, the Continental has had a full service, a brake overhaul, and a full overhaul of the power steering system. Stunning in appearance and said to drive superbly, it is now ready to stretch its legs on any European rally.

The substantial history file's contents include factory build details, DVLA history search results, a V5 registration document, and an MoT certificate valid until July 2017. With most S-Type Continentals in private collections, they are seldom seen on the road and only rarely offered for sale. This wonderful example is worthy of any collection and will bring great pride to its next discerning owner.

£280,000 - 340,000
€330,000 - 400,000

1955 AUSTIN-HEALEY 100 ROADSTER

Registration no. 993 UYR

Chassis no. BN-L/224927

- *Iconic 'first of the line' model*
- *Matching numbers*
- *Long-term ownership for circa 50 years*
- *Restored condition*
- *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 left-hand drive Austin-Healey 100 was built as a North American export model and spent most of its life in sunny Palm Springs, California. The Healey has had only two owners from new, the second of whom acquired the car in 1965. The car benefits from extensive restoration, including a full engine rebuild carried out in 1997 by a Healey specialist, since when only some 500 miles have been covered. Other works included a full repaint of the original rust-free body, re-chroming of brightwork, rebuilding the suspension and brakes, overhauling the carburettors, rebuilding the overdrive (Hardy Engineering), and fitting a stainless steel exhaust system. After completing the restoration earlier this year, the owner has decided to sell the car, which is described as in generally excellent condition, with superb panel fit, driving and stopping really well.

Eligible for the Le Mans Classic and many other prestigious historic motoring events, this beautiful Austin-Healey is offered with sundry restoration invoices, BMIHT Certificate, current MoT and a V5C
£50,000 - 70,000
€58,000 - 81,000

156

1959 VOLPINI FORMULA JUNIOR MONOPOSTO

Chassis no. 006

- Supplied new to the USA
- In-period competition history in the USA
- FIAT engine
- Recently refurbished



'006' sweeps through the corkscrew at Laguna Seca



Italian constructor Volpini first took to the racetracks in the early 1950s as a builder of single-seater racing cars for the then Formula 3. In those days the class used 500cc single-cylinder motorcycle engines, yet despite the success of Italian manufacturers MV and Gilera on two wheels, neither showed any interest in seriously developing suitable engines for cars, and half-litre racing received a cool reception in Italy. Nevertheless, Volpini raced successfully in France and Italy using the Gilera Saturno engine, though with 45bhp on tap compared with the 50-plus of a Manx Norton, the odds were stacked against it if there were any of the British-engined machines in the field.

When the 500cc Formula 3 was superseded by Formula Junior for 1100cc production-based engines, Volpini not un-naturally turned to FIAT for power. The Formula Junior Volpini was front-engined, its lines being strongly reminiscent of one of the best contemporary Formula 1 cars - the Vanwall - though sadly for Volpini, the success of the mid-engined Cooper had already sounded the death knell for its ilk.

Constructed using a ladder-frame chassis, with independent front suspension by means of double wishbones, live rear axle, and coils springs all-round, the handsome Volpini made few concessions to more advanced thinking apart from a lowered transmission line.

Delivered new to the USA via Beiner Imported Cars Inc, this rare Italian monoposto was subsequently owned by one R Johnson (1975-1979) followed by one M Harrison (up to 1980). It was then exported to the UK. Owners in this country are as follows: R Potter (1980-1990), C Alford (1990), R Tolhurst (1990-1998) and T Gelmini (1998-2008). Restored over time (1980-1998), the car is offered fresh from further refurbishment carried out by Alternative Engineering of Herlev, Denmark, as evidenced by a bill on file for 25,284 Danish krone (approximately £2,940). There is also a dynamometer printout (dated 25.11.2015) showing that the 1,190cc engine produces a maximum of 88.3 PS (87bhp). Offered with FIA papers, this beautiful Volpini is a sure head-turner in any Historic paddock.

£65,000 - 85,000
€75,000 - 98,000

157

1967 ASTON MARTIN DB6 VANTAGE 4.2-LITRE SPORTS SALOON

Registration no. YJH 200F

Chassis no. DB6/3178/2

- *Desirable Vantage model*
- *4.2-litre engine*
- *Extensively restored*
- *Substantial history file*



'On taking over the DB6 one is immediately astonished by its flexibility. In spite of multiple carburettor chokes, it will idle through traffic like a dowager's limousine and will accelerate on a high gear in a manner which is rare even among the biggest V8 power units.' - John Bolster reviewing the DB6 Vantage, *Autosport*, 21st October 1966.

Manufactured in 1967, this DB6 Vantage comes with copy factory paperwork listing servicing work carried out up to June 1970. The car's original colour scheme was Mink with dark blue trim, and the names of the first and second owners were E Elliott Esq and Starch Products Ltd respectively. Containing documents dating back to 1980, the substantial history file records an engine rebuild at 63,044 miles in June 1980, and a gearbox rebuild at 70,612 miles in May 1981. It is unclear who carried out this work as those invoices are copies and have faded.

From April 1982 the car was maintained by factory approved service agent Ian Mason, who in April that year fitted a new speedometer, the change being documented at 74,471 miles. By November 1986 the car had changed hands at 8,477 miles recorded (82,948 from new) and was now being maintained by Hyde Vale, another approved agent. The history shows that the car changed hands to a Mr Rubin in July 1989, and invoices now appear from J R Etheridge, a company that is still an Aston Martin specialist today.



In January 1991, the Aston was sold to one Peter Utley, who kept the car until July 2015. The current vendors - Post Vintage Engineering - have known the car and carried out extensive works on it since Mr Utley's acquisition some 24 years ago. PVE purchased the Vantage from Mr Utley in July 2015.

During Mr Utley's ownership, PVE carried out a full structural rebuild of the chassis and body, which included fitting new inner and outer shells, chassis outriggers, jacking points, rear radius arm points, and any other steelwork where required to bring it up to top condition. The body was stripped to bare metal and a new pair of aluminium sills fitted, together with new lower wing bottoms. A new rear valance was fitted also. Following completion of these repairs a bare-metal re-spray was carried out to the highest standard in Aston Martin California Sage Green metallic, a correct factory colour from the period of DB6 production. All brightwork was stripped and re-chromed, and new rubber seals, etc fitted.

The engine bay was not refurbished at this time as it was considered acceptable by the owner, though an estimate was provided for the work. This has now just been completed (see photographs).

A decision was made to rebuild the engine, as its condition was largely unknown and the vendors prefer to sell a car of this quality with the knowledge that important elements such as the engine are in full working order. The following work was completed in October 2015: a full rebuild to 4.2 litres with Cosworth pistons, steel con-rods, fully balanced crankshaft, all new valves, guides, etc and lead-free specification with larger inlet valves, fully machined to the best possible standard. Only some 500 miles have been covered since the rebuild's completion.

The brakes have been fully overhauled with rebuilt brake callipers, rebuilt servos, and new brake discs. The water and oil radiators have also been rebuilt to up-rated specification. 'YJH 200F' will also be supplied with all electrical items operational, and having undergone a full 10,000-mile service and fresh MoT test. Presented in beautiful condition, this desirable DB6 Vantage should need no expenditure for the foreseeable future other than service maintenance.

£280,000 - 340,000
€330,000 - 400,000

1936 PONTIAC SIX 4.0-LITRE MOTORHOME

Coachwork by Russell's of Bexhill

Registration no. NJ 9247

Chassis no. 6BA13333

- *Unique coachbuilt 1930s motorhome*
- *Two owners from new*
- *Outstandingly original 'time warp' condition*
- *9,205 miles from new*



This Pontiac motorhome was ordered new by a Captain Dunn of Bexhill, Kent through a local coachbuilder by the name of Russell. The vehicle was ordered in 1935 from the USA and arrived in this country as a driveable chassis with front wings, bonnet, and scuttle. Russell's then built the entire motorhome body with expert craftsmanship. This is apparent from such details as the trailing edge of the front wings, where a thin line of the most perfect welding shows how they were altered to fit around the corners of the motorhome body. When he sprayed the wings of this vehicle in hand-flatted cellulose back in the early 1990s, the vendor so admired this perfect panel beating that he did not fill the weld, which remains as it was back in 1936. Captain Dunn took delivery of his completed Pontiac in early 1936. He then proceeded to tour Southern England in the vehicle, which comes with four large albums of photograph full of pictures of the Dunns' holidays in it.

When the vendor's father first acquired the Pontiac, he contacted Russell's of Bexhill and informed them of its existence. Mr Russell, a member of the firm's founding family owners, revealed that the Dunn family had been very close friends with both his parents and grandparents. He then invited the owners to the Bexhill Festival of Motoring, which they attended with their renovated Pontiac motorhome the following spring.

After replacing its old oil and petrol, and fitting a new battery, the 4.0-litre six-cylinder engine had started within one turn of the starter and has run sweetly ever since. As purchased, the Pontiac had been painted khaki in anticipation of its being used as an ambulance during WW2; thankfully this never happened, which is why it had survived in such good condition; even the exhaust system is the original factory-fitted item.

The interior remains just as it was found, though a boat builder was commissioned to re-varnish the woodwork in the correct dull gloss finish. All curtains and linoleum are original, as are all the fixtures and fittings. All the interior equipment came with the motorhome, from the delightful water softener to the old tins of jam! The exterior paint was matched to the original colours surviving in the door shuts.

At the Bexhill festival, the owners were introduced to an elderly gentleman who had been an apprentice at Russell's in the mid 1930s and whose first job had been to work on the Pontiac motorhome. They were also introduced to the Dunn family's financial advisor, who told them that Captain Dunn had contracted polio on his honeymoon, which left him paralysed and requiring the use of a wheelchair. During WW2 Captain Dunn was evacuated to Wales on account of his disability.



In 1946 he died, leaving everything to his widow. Apparently, the van had been placed in storage in 1940, raised on blocks and with the spark plugs removed and oil tipped into the cylinder bores. Every few months Mrs Dunn would turn the engine over on the starting handle, a practice she repeated right up to her death in 1991. This explained why the engine had started so readily, despite the Pontiac being off the road for some 50 years.

From 1992 until 2015, this lovely 'time warp' motorhome was on display in a purpose-built showroom at the vendors' business, but due to a change of circumstances the decision has been made to let someone else enjoy the vehicle as they have. While in the vendors' hands, 'NJ 9247' has attracted a lot of attention from magazines (copies of all on file). The mileage when purchased was 8,668 and is now a genuine 9,205 from new. Offered with a V5C registration document, this utterly charming 1930s motorhome has to be the ideal means of attending historic motoring gatherings and other outdoor events.

£30,000 - 40,000
€35,000 - 47,000



159

1959 MASERATI 3500 GT COUPÉ

Coachwork by *Carrozzeria Touring*

Registration no. not registered

Chassis no. AM101 326

- *Landmark Maserati road car*
- *Delivered new in Italy*
- *Previously resident in the USA*
- *Part restored and offered for completion*





'The 3500 GT Maserati is a much underrated motor car, being overshadowed by the prancing horse from up the road in Modena. But it is not so long ago that the prancing horse was very much on the prongs of the Maserati trident in motor racing and there is that lovely big six-cylinder engine under the bonnet to remind one of the glories of the 250F.' - Edward Eves, *Autocar* 3rd July 1976.

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 would centre on establishing the company as a producer of road cars. The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT, its first road car built in significant numbers. A luxury '2+2', the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S competition sports car unit of 1956. 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 on carburettors, 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 before production ceased in 1964.

Chassis number '326' was sold new in Italy to Ing. Mario D'Onofrio of Caserta, and originally was finished in blue with red Connolly leather interior. The Maserati was subsequently exported to the USA where it was owned from 1978 by Robert Cohen of Hollywood, Florida. In 1988 the Maserati was sold to one Sean Kavill, and later was imported into the UK by A Britton of Birmingham, passing into the ownership of Mr Peter Rees. In 1997 the Maserati was purchased by Martin Ellis, who consigned the car to temperature controlled storage where it remained for the next 14 years. The current owner purchased the car in 2011 with the intention of having it professionally restored. In 2013 the engine was fully rebuilt by C J Reynolds Engineering; however, the project has stalled and the vendor now feels that the time is right to entrust its completion to a new owner. Accordingly, the car is sold strictly as viewed.

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

£60,000 - 90,000
£70,000 - 110,000

160

1970 ASTON MARTIN DB6 MK2 VOLANTE

Registration no. YAH 666J

Chassis no. DB6MK2/VC/3783/R

- *One owner between 1971 and 2014*
- *One of only 38 examples*
- *Highly original*
- *Well documented*
- *Recent extensive refurbishment*
- *Offered from an important private collection*







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

In 1958 Aston Martin introduced its DB4 model, the first of a line which culminated in the DB6 built between 1965 and 1969. A key factor in the success of the DB6's DB4 progenitor was general manager John Wyer's decision that the new car be styled in Italy, rather than by the works, and the commission was superbly executed by Carrozzeria Touring of Milan. The platform chassis was the work of Aston Martin's chief engineer Harold Beach, while the new twin overhead camshaft engine had been conceived by his colleague, Tadek Marek, and race tested in the DBR2 sports-racer before its production debut in the DB4.

With the arrival of the DB5 in 1963, engine capacity was upped, by enlarging the bore from 92 to 96mm, from 3.7 to 4.0 litres and this power unit was carried over to the DB6 for 1966. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option.

The DB6 differed principally from its immediate predecessor by having a longer wheelbase. This meant more room for rear passengers, making the DB6 more of a family man's car and helping it sell better than the earlier models in the series. The bodywork was distinctive, with a slightly higher roofline than the DB4 and DB5, and featured an aerodynamically efficient abbreviated 'Kamm' tail.

Introduced at the same time as the saloon, the DB6 Volante convertible marked the first occasion that this evocative name had been applied to a soft-top Aston Martin. The stylish Volante offered four-seat accommodation and was generously appointed with leather upholstery, deep-pile carpets and an electrically operated hood.



After 37 Volantes had been completed on the shorter-wheelbase chassis of the outgoing DB5, the convertible model adopted the DB6 chassis in 1966 and was first displayed in this form at that year's London Motor Show in October.

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 production ceased in 1970, a total of 1,575 saloons had been made, plus 178 of the long-wheelbase Volante convertibles (140 Mark 1 versions and only 38 Mark 2s).

Manufactured in April 1970 and one of only 38 DB6 Mk2 Volantes made, this beautiful right-hand drive example was sold when less than a year old to the immediately preceding owner's company and for the next ten years served as his 'company car', hence there are no bills on file relating to this early period of its life.

The accompanying guarantee form and service record shows that the Aston was retailed via Botwoods of Norwich and intended for a local customer, but was in fact sold to a company in Essex, the warranty being transferred in September 1970. The original colour scheme is recorded as Silver Birch with dark blue Connolly leather trim, matching carpets, and Everflex hood, while the only items of non-standard equipment listed are Borg-Warner automatic transmission and front seat belts.

Transferred from company ownership to private ownership in July 1981, the DB6 was its owner's pride and joy and arguably the love of his life - a treasured possession he looked after very well. Prior to the Mark 2 he owned a DB6 Mark 1 Volante (which he part exchanged for the Mark 2) and he normally had a second Aston Martin as his main car, eventually ending up with a DB9.



He proudly kept the DB6 for special occasions, including chauffeuring his daughter to her wedding at Lulworth Castle. As a long-term member, he attended local Aston Martin Owners Club events in his home county of Dorset, and also enjoyed local trips on fine days. An exceptionally original and an excellent example of the marque, 'YAH 666J' was selected for inclusion in Simon Clay's book, *'Factory Original - Aston Martin DB4/5/6'*, published in 2015.

There are bills on file from Aston Service Dorset dating from 1984 to 2014. Also, Westover Jaguar Ltd of Poole has been responsible for some works and servicing. The Aston was repainted in 1987. Between 2010 and 2013, marque specialists Wren Classics of Shaftesbury completed an inspection and report (list and bill on file) and carried out various works, mainly mechanical, during this period at a cost of around £5,000. There are numerous expired MoT certificates on file dating back to mid-1980s, and the car also comes with a V5C registration document.

The current owner purchased the DB6 at Bonhams' Sale at Aston Martin Works Service in May 2014 (Lot 242). Since then, the Aston has benefited from considerable restoration carried out by marque specialists Andy Lee R&D and other craftsmen, comprising engine/gearbox removal and detailing; repainting the engine bay and all ancillaries; new cylinder head gasket; overhauling the steering rack; re-plating exterior brightwork; re-carpeting the interior and boot; reconditioning the interior leather; and refreshing the paintwork. In short: this was a comprehensive restoration of a single-owner car that had become somewhat tired over the years. A full lists of works undertaken is available.

Offered from an important private collection, this very rare and beautiful DB6 Mark 2 Volante represents a unique opportunity to acquire one of the most exclusive and highly sought after of post-war Aston Martins.

Also included in the sale are the original keys and Aston Martin key fob, an original DB6 sales brochure, and a fitted car cover. The original tools, in very good original condition, are included also.

£800,000 - 1,000,000
€920,000 - 1,200,000



161

1973 PORSCHE 911S 2.4-LITRE COUPÉ

Registration no. NVV73
Chassis no. 9113301078

- *Matching numbers example*
- *Left-hand drive model sold new in France*
- *Circa 1,154 miles since full restoration*
- *Porsche Certificate of Authenticity*



This left-hand drive 2.4-litre Porsche 911S was delivered new to Paris, France and remained in that country until 2014. The second owner had sold it in November 2009 to specialist Porsche restorer Special Auto in Paris, who carried out a 'last nut and bolt' restoration over the next few years. The car was then marketed for sale on behalf of Special Auto by classic Porsche dealer Automobilia in Reims, from whom the third owner purchased it in June 2014. A copy of the French Carte Grise and documents showing each transfer of ownership are in the history file.

Upon arrival in the UK in June 2014, the car was inspected by the respected classic Porsche expert Peter Morgan, whose detailed report is on file together with large collection of photographs. It was then delivered to Autofarm for a further inspection. Between Peter Morgan and Autofarm, all significant faults or deviations from authenticity were uncovered. Autofarm were immediately instructed to carry out whatever remedial work was necessary to ensure the car is to the correct original specification and fault-free (invoices detailing all of this work are in the history file). At the conclusion of the work at Autofarm in Autumn 2014, the underside was thoroughly protected against corrosion with clear Waxoyl, and the car professionally detailed inside and out. We are advised that the paintwork is flawless and machine-polished to perfection.

The odometer was reset at time of restoration and currently displays a total of only 1,857 kilometres (approximately 1,154 miles).

It should be noted that the accompanying Porsche Certificate of Authenticity states that the interior was originally black leatherette with standard seats, but it has now been upgraded to the more comfortable and attractive sport seats, freshly re-trimmed in black leather. This is the only deviation from the car's original specifications, highlight of which include Sepia Brown paintwork, electric windows, tinted glass, Koni shock absorbers and an 85-litre fuel tank. The Becker Europa radio has been fully restored, incorporating an auto-switching iPod connection, and the car also comes with a pair through-grille driving lamps (with yellow lenses).

Although there is relatively little paperwork relating to works carried out in France prior to the car being imported to the UK, this is more than made up for by Peter Morgan's very comprehensive inspection report and the further detailed inspection and paperwork from Autofarm, which between them document every aspect of the car, illustrated with photographs at all stages (see history file).



The fact that all significant faults found by Peter Morgan and subsequently by Autofarm have been corrected means that this car is a totally 'transparent' and worry-free proposition for the fortunate next owner. Offered with a V5C document and MoT to August 2017, 'NVV 73' now presents as a truly exceptional and beautifully restored example of the very desirable 2.4-litre Porsche 911S.

The car comes with its original 'green dot' Bilstein jack; complete tool kit in original pouch; two matching sets of original red and black keys (all locks operate from the same key); card stamped with chassis number and key code; original leather key pouch; original tyre compressor and space saver wheel in full working order; and a maroon wallet containing the owner's handbook (English version, original), and the Guarantee and Maintenance book.

£150,000 - 180,000

€170,000 - 210,000



162

'BUZZBOX'
1925 RENWICK & BERTELLI 1½-LITRE SPORTS

Registration no. ON 6638
Chassis no. R&B1

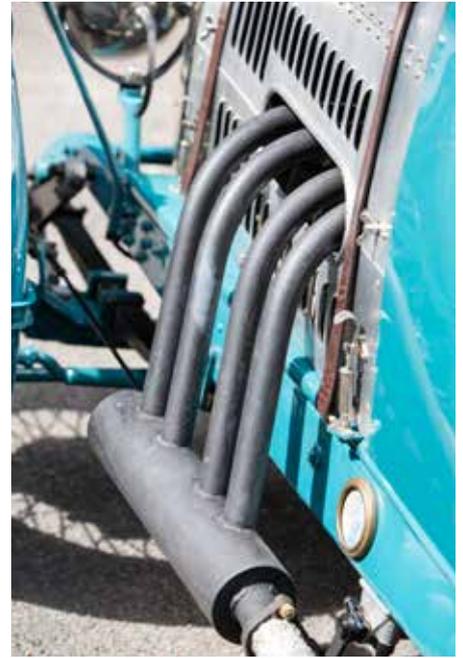
- Landmark car in Aston Martin history
- Original registration number
- Well documented
- Freshly restored to original specification by Ecurie Bertelli



'Bert' Bertelli aboard 'Buzz Box', Shelsley Walsh Hill Climb, 1921



'Bert' Bertelli poses with one of his many successful creations



William Somerville Renwick and Augustus 'Gus' Cesare Bertelli both had motor industry backgrounds before pooling their skills in 1924/5 to build this landmark car. Renwick had been with Armstrong-Siddeley, an amalgam of two major forces in the motor industry, while Bertelli had worked with the great and fearless Felice Nazzaro at FIAT, later with Enfield-Allday and then in a private capacity for Captain Woolf Barnato.

Renwick & Bertelli Ltd was set up as a manufacturer of proprietary engines but the temptation to build an experimental car was too great for these two entrepreneurs. They designed a 1½-litre single-overhead-camshaft engine, which they mounted in an Enfield-Allday chassis with basic coachwork provided by Enrico Bertelli, brother of 'Gus'. Correspondence from Michael Allday (son of the former owner of Alldays & Onions, Enfield-Allday's parent company) includes a hand-written description of the car built for A C Bertelli, detailing paint finish, trim, and the special outside exhaust; all of which proved invaluable in the vendor's rebuild back to original specification. The rebuilt car is now in the original colours specified by A C Bertelli.

A photocopy of the 17th September 1921 edition of *The Autocar* shows A C Bertelli sitting in his new Enfield-Allday (he was the firm's Works Director at the time) before taking it up the hill climb at Shelsley Walsh (event programme on file); it was this car that became the 'R&B' and later again 'Buzzbox'. Also on file is a period photograph of Vera Bertelli (Gus Bertelli's wife) sitting in the driving seat of 'Buzzbox'.

Correspondence on file dating from the early 1990s between Alan Archer (Aston Martin Archivist) and Mrs Anne Scott, William Renwick's only surviving daughter, states that to test their new engine the partners used Bertelli's existing Enfield-Allday and re-badged it 'R&B', which was taken from their surnames' initials. This same car later went on to become 'Buzzbox' after they, together with Lord and Lady Charnwood, took over Lionel Martin's defunct company - Bamford & Martin Ltd - from the receivers in 1926 and re-launched it as Aston Martin Motors Ltd. There is a photograph on file of Anne Scott sitting in the car with her grandchildren looking on, which was taken at previous owner Chris Thomas's Stirtloe House (see below). 'Buzzbox' was more or less in that same condition when purchased by the vendor.



'Buzzbox' served as the design basis and development car for the new Renwick & Bertelli Aston Martins. The 1,481cc overhead-camshaft engine was the inspiration for the 'International' and 'Le Mans' models, and the Enfield-Allday chassis became the test bed for evaluating new designs. In their book *'Aston Martin 1913-1947'*, Inman Hunter and Alan Archer include a description of the build and first registration of the one and only 'R&B' (page 80), while on page 88 there is a photograph taken in 1927 in the Aston Martin works at Feltham. 'Buzzbox' can be seen in the background, the accompanying text stating: 'The Renwick & Bertelli is parked near the bench'.

It is thought that 'Buzz Box' remained in the Birmingham area and reappeared in 1947 in Gloucester, subsequently passing through a succession of owners but remaining off the road between 1960 and the mid 1980s. Some major restoration was carried out by well known racing driver the late Ian Raby, including the building of replica coachwork and refurbishing the R&B radiator. In a letter on file, Augustus Bertelli writes to Mrs Raby (then owner of 'Buzzbox' following her husband Ian's death in a motor racing accident) stating: 'This car became the basis of the Aston Martin for many years'. The restoration was completed by a subsequent owner, the 'T' type Aston Martin engine being rebuilt in the process.

In March 1989, 'Buzzbox' was sold at auction to A J Christopher Thomas of Stirtloe House, Buckden, Huntingdon. The current vendor purchased the car in August of 2000 from Mr Thomas, who at that time was President of the VCC. When purchased, the car had been partly restored; however, the following details were incorrect: proportions and general body style, wheel sizes, paint and trim colour, brightwork (chrome, not nickel), size and type of headlamps and rear lamps, PVC sheathed wiring (not period cotton-bound), and a host of minor details.

Over the next 16 years all of the above was corrected with no expense spared, originality and detail having priority. Near the completion of the restoration in 2013, 'Buzzbox' went on show in The Barn at the Aston Martin Heritage Trust, and was returned in late 2015 to Ecurie Bertelli Ltd to complete the restoration. Following completion, it was returned to The Barn early this year, and for the last three months has been on display in Ecurie Bertelli Ltd's showroom. Only some 100 dry miles have been covered since the rebuild's completion, and 'Buzzbox' remains in concours condition.



Invoices relating to the restoration may be found in one of the two large files that come with car. Specialists involved include Ecurie Bertelli Ltd (main mechanical works), James E Pearce (bodywork, trim, hood, windscreen, electrical wiring), Edwards Motor Sport (various mechanical works), Elwell-Smith Engineering (various mechanical works), and Peter Richard Claridge (cycle wings, spare wheel carrier, bonnet landing). There are also invoices for miscellaneous parts and other minor works, together with samples of paint and trim finishes, plus two CDs of images recording the rebuild. The other (history) file contains all of the aforementioned historical material plus additional correspondence, various photographs, photocopied literature, uncatalogued research material, an old-style buff logbook, and current UK V5C Registration Certificate.

Having played a pivotal role in reviving the fortunes of Aston Martin, and formed the basis for all models produced during the Renwick & Bertelli era, this landmark car in the history of the marque is worthy of the closest inspection.

£240,000 - 280,000

€280,000 - 320,000



163

Tap-Root of the Double-World Champion Cooper Marque

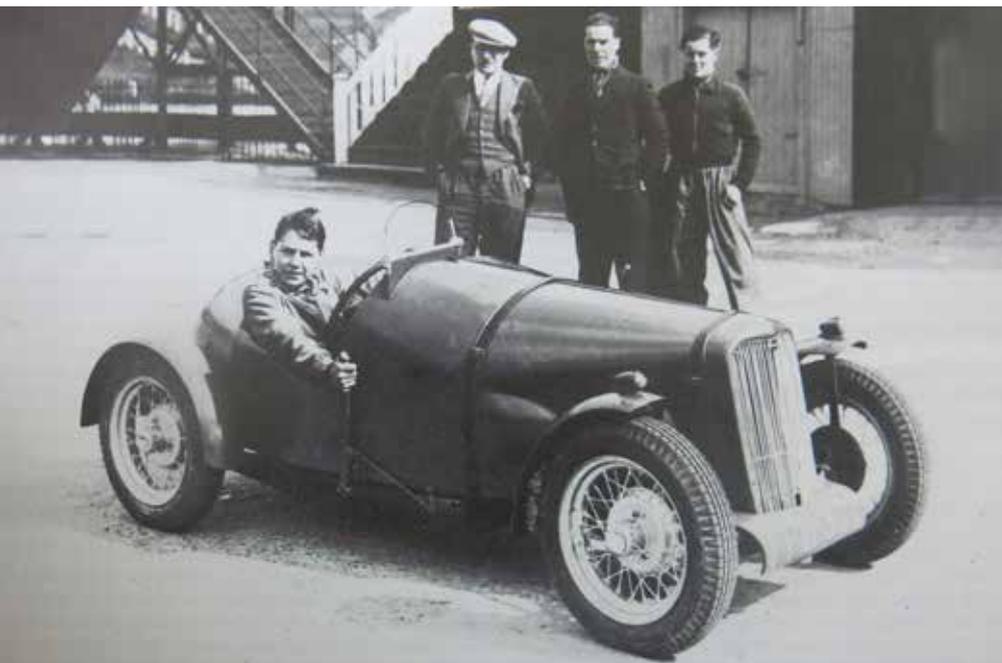
1937 COOPER-AUSTIN 'T1' TWO-SEAT SPORTS

Registration no. FPB 322

Chassis no. C1

- Built by marque founder Charles Cooper
- Austin 7 based
- Pre-War Brooklands special
- Displayed at Goodwood Revival

John Cooper in the 'T1', Charles Cooper - standing centre beyond, Brooklands 1936
© John Cooper Collection



Here it is a privilege to be able to offer the first fully roadworthy car constructed by Charles Cooper. This remarkable survivor is the tap-root of the ultimately double Formula 1 World Championship-winning Cooper marque.

It was in 1937 that Surbiton garage owner and Brooklands racing engineer Charles Cooper constructed this car for his son John's 14th Birthday. It replaced a previous 'kiddy-car' Special which Charles had built using front-wheel delivery boy's bicycle wheels and a Francis-Barnett motor-cycle engine. In this case Charlie adopted the Austin 7 engine he had previously used for the 'Flying Flea' aeroplane he had built from Henri Mignet drawings. He had modified the unit with high-lift camshaft, twin carburetors and a special crankshaft, and now installed it in a cut-down Austin 7 chassis frame, lowered on 15-inch wheels. The car weighed less than 800lbs, and it proved good for close on 90mph, which in the mid-1930s was prodigiously quick!

John was allowed to drive it on private land, and one memorable day got most of the way round the mighty Brooklands Motor Course in it before being nabbed. John Cooper would recall "It really was quite something; a very quick little car...but I was caught and given a terrific rollicking!".

Postwar, as the infant new Cooper Car Company Ltd entered full production of its initial 500cc single-seat racing cars, quickly followed by a widening range of sports specials, this Cooper-Austin would be listed retrospectively in the marque's production listing as the Cooper model 'T1'.

No fewer than 90 more T-models would follow until the company ceased production in 1969. And so it was in this car that the still under-age John Cooper rapidly developed his passion for motor sport, and even sharing the driving with his young friend Donald Campbell in it. After a spell running supercharged for grass track racing, by the 1950s this Cooper-Austin had become a well-known and welcome regular at 750 Motor Club events, before falling into obscurity. In 1992 it became a barn find, being restored with the assistance and blessing of John Cooper, and with reference to his personal photograph album. The restored car has been displayed on the Cooper factory stand at Mini anniversaries, and was invited to lead the 2001 Goodwood Revival tribute to John, after he had sadly passed away, aged 77.

This remarkably significant and delightfully-proportioned little Cooper has been used regularly in VSCC, 750MC and Cooper Car Club events including Prescott, Shelsley Walsh, Brooklands, Beaulieu, Silverstone and at the Kop hill-climb, amongst others. It is now offered here with a substantial history and documents file, including VSCC buff form. 'Cooper Special Number One' carries chassis number 'C 1' and has especial historical cachet as the first of the long line of Coopers from 500s, sports cars and double F1 World Championship Grand Prix machinery, to the Mini-Coopers that won multiple Touring Car Championships and so many rallies, topped by multiple wins in the Monte Carlo Rally at its height of popularity and public renown. This is the car that was at the start of it all - and now it could so easily become yours...

£30,000 - 50,000
€35,000 - 58,000

164

1952 JAGUAR XK120 ROADSTER

Registration no. FEB 620

Chassis no. 672675

- *Landmark Jaguar sports car*
- *Sold new in the USA*
- *Matching numbers*
- *Left- to right-hand drive conversion*
- *Restored in the late 1990s/early 2000s*



Conceived and constructed in just a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning looking roadster caused a sensation. Ironically, its creation had only come about because delays in the gestation of the MkVII saloon had forced Jaguar to find an alternative method of bringing its new 3.4-litre XK six-cylinder engine to public attention! Conceived as a low-volume model, the XK120 proved considerably more popular than expected, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. It was immediately obvious that the ash-framed alloy coachwork would have to go and the body was swiftly re-engineered in steel.

The '120' referred to the car's top speed, any doubts about that claim's veracity being swiftly banished when a carefully prepared X120 achieved 126.4mph with hood and side screens erected and 132.6mph minus its weather protection and equipped with an under-tray. In fact, the XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. From launch until the end of production in the autumn of 1954 the XK120's popularity never slackened, especially in overseas markets that took over 85 percent of total output.

Originally constructed as an open roadster with left-hand drive, chassis number '672075' was completed on 24th April 1952 and despatched to the dealer Hoffman in California, USA. Its accompanying Heritage Certificate confirms that engine number 'W4712-8' is original to this chassis and reveals that the car was delivered finished in Dove Grey with tan-piped biscuit interior and fawn soft-top.

Imported into the UK in 1992, the XK was bought by the immediately preceding owner in December 2008. It is understood that the car was treated to a full, 'body off' restoration some 16 years ago by Bridport Jaguar Restorations, including an engine rebuild. It seems reasonable to assume that the conversion to right-hand drive was done at this time. While with the previous owner, the interior was re-carpeted and the leather replaced on the dashboard, doors, battery box and foot wells. Other noteworthy features include the C-type cylinder head, full wet weather equipment and a stainless-steel exhaust system with twin tailpipes. Described by the private vendor as in generally good condition, with excellent engine, the car is offered with a V5C document and bills and photographs relating to its restoration.

£60,000 - 70,000

€69,000 - 81,000

165

1974 LAMBORGHINI ESPADA SERIES III COUPÉ

Coachwork by *Carrozzeria Bertone*

Registration no. HYM 297N

Chassis no. 9414

- *Rare right-hand drive model*
- *Landmark 4-seat supercar*
- *Present ownership since 1997*
- *Extensively restored and upgraded*



'Carrozzeria Bertone unveiled one of its motor show sensations at the 1967 Geneva event, the Marzal. This dramatic concept car was seen as an approach to a four-seat Lamborghini... and it turned out to be a forerunner of the Espada, a genuine four-seater and a distinctive 1960s supercar.' – David Hodges, 'Lamborghini – The Legend'.

Ferruccio Lamborghini's first production car, the Touring-styled 350GT, had debuted at the 1964 Geneva Motor Show. The work of two of Italy's most illustrious automobile designers, the 350GT featured a glorious 3.5-litre, four-cam V12 designed by Giotto Bizzarrini, housed in a chassis penned by Gianpaolo Dallara. The 350GT's four camshafts and all-independent suspension meant that it upstaged the best that Ferrari offered at the time; but to compete with his Maranello rival's larger models, Lamborghini needed a nominal four-seater and the 4.0-litre 400GT 2+2 duly appeared in 1966. Despite its novice status as an automobile manufacturer, Lamborghini had quickly dispelled any lingering doubts about its ability to compete with the world's best Gran Turismos.

Named after a matador's sword, the Espada was styled along lines similar to those of the stillborn, rear-engined, six-cylinder Marzal but carried its 4.0-litre, four-cam V12 up front. The latter - first seen in the 400GT and used also by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive, Bertone-styled coupé to 150mph. Islero running gear was employed but wedded to a platform-type, semi-monocoque chassis rather than the former's tubular frame. Introduced in January 1970, the Series II cars came with an extra 25bhp, 155mph top speed, an improved dashboard layout and the option of power assisted steering. The dashboard was revised yet again in late 1972 for the Series III, which also incorporated power steering as standard, up-rated brakes, minor suspension improvements and a restyled front grille. Espada production ceased in 1978 after 1,217 of these imposing cars had been built.

This rare, right-hand drive Espada was sold new to a company called Gilbey Textiles, passing to a new owner in 1975. In 1987, the then owner, John Roberts, commissioned marque specialists John Hartland Motorsport to carry out a rebuild.



By that time the Espada had been fitted with Jaguar V12 engine and automatic gearbox; it had also suffered accident damage to the near-side front and been classed as a 'write off' for insurance purposes. The accident damage was largely superficial: bonnet, radiator, suspension, etc. JHM repaired the damage, including replacing the bonnet, carried out a full re-spray in Ferrari Red, and Waxoyled the car. JHM also installed a Lamborghini Jarama GTS engine (number '41021') and gearbox from a car that had been written off. Displacing 4.0 litres, the Jarama V12 is essentially the same as the Espada's, though that of the GTS version is slightly more powerful, producing 365bhp. The engine was fitted with new piston rings, gaskets, main and big-end shells. The bores were honed, one camshaft re-profiled, all valves re-seated, and the carburettors adjusted.

The Espada was subsequently sold to Robert Kenhard in 1992 and then in 1994 to Kevin Baxter. In July 1997, the Lamborghini was sold to the current vendor, who collected the car on 1st August and has owned it for the last 19 years, throughout this time it has continued to be maintained by John Hartland.

In 2008 the top-end of the engine was rebuilt a cost of circa £11,000 (see invoices on file) this included converting the car to run on unleaded fuel. Recent works have included a full body re-spray; reconditioned shock absorbers plus bushes; reconditioned clutch slave cylinder; new fuel pipes plus refurbished tanks; refurbished dashboard; new front carpets; a full service; and rebuild of the carburettors.

Noteworthy upgrades include new modern air conditioning and heater; new radiator core with revised radiator header tank/positioning for improved cooling; modern radiator fans; stainless steel exhaust system; stainless steel brake pistons; modern brake servo; modern CD/iPod stereo system; front seats re-covered; inertia-reel front seat belts; modified handbrake; upgraded headlights; central locking; and an alarm system. Extensively restored and upgraded, this beautiful Espada is offered with sundry invoices, a V5C registration document, and MoT to May 2017.

£60,000 - 80,000
€69,000 - 92,000

166 N *

1986 FORD RS200 COUPÉ

Coachwork by Carrozzeria Ghia/Tickford

Registration no. B200 XVX (to be re-applied for, see text)

Chassis no. SFACXXBJ2CGL00064

- Ultra-rare Group B works car
- Ex-Kalle Grundel/Benny Melander
- In-period WRC competition history
- Freshly restored





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

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

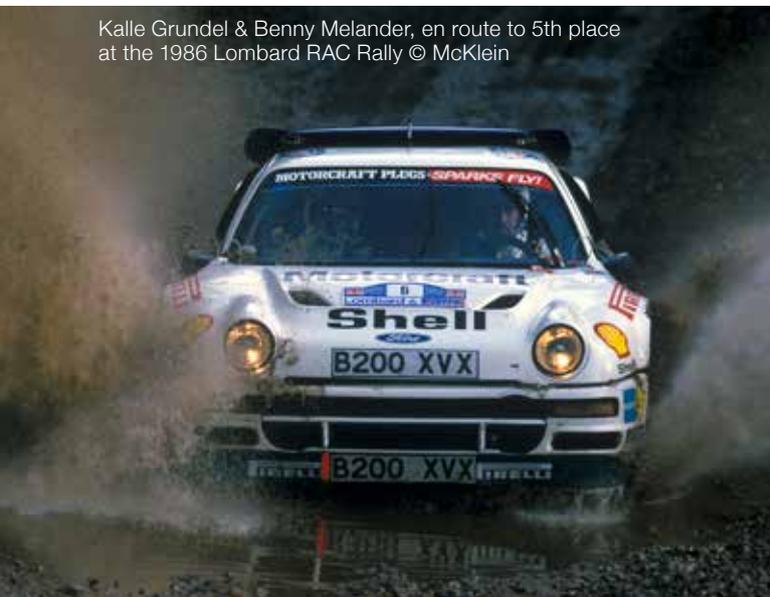
The RS200 was first publicly displayed in 1984 and homologated in February 1986 after the required 200 examples had been built, all apart from the initial six prototypes being completed at Reliant's factory at Shenstone, Staffordshire.

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

The car offered here, registration 'B200 VXV' (all the works cars carried '200' registrations) was campaigned by the Ford factory team during the 1986 season of the World Rally Championship. 'B200 VXV' started two events: the Acropolis Rally in June '86 and the RAC Rally in November of that year, on both occasions crewed by the Swedish pairing of Kalle Grundel and Benny Melander. On the Acropolis, the two works RS200s - the other driven by Stig Blomqvist/Bruno Berglund - demonstrated their speed, Grundel winning the 1st Special Stage by 11 seconds. He led again after SS11, only for a broken wheel bolt, sustained during a routine tyre change between SS17 and SS18, to put him out. Blomqvist led after SS18 but then crashed, leaving the works Peugeot 205 of Kankkunen/Juha to take the win.



Kalle Grundel & Benny Melander, en route to 5th place at the 1986 Lombard RAC Rally © McKlein



On the RAC Rally, the last event contested by the Ford RS200 as a works car, four factory entries started but only one, Grundel/Melander's 'B200 XVX', would finish, coming home in 5th place.

With Group B defunct and its career as a works car at an end, 'B200 XVX' was sold around December '86 to the Swedish rallycross driver, Rolf 'Myggan' Nilsson. As one would expect, this car is featured in Justin Smith's definitive marque history, 'Ford RS200: The Story So Far' (copy available). For the last five years, 'B200 XVX' has been undergoing restoration with its current owner in Norway, a process that involved extensive re-manufacturing of parts. Now boasting a rebuilt cylinder head and new turbocharger, the car is presented in excellent condition (an inspection report carried out by John Wheeler will be available during the view and sale). Ready to use, it represents a possible once-in-a-lifetime opportunity to acquire a genuine ex-works Ford RS200 with in-period World Rally Championship history.

Offered with old Swedish title, the car was imported into Norway some years ago and local import taxes paid. Should the vehicle remain in the EU, local import taxes of 5% will be applied to the hammer price.

The car's original UK registration number 'B200 XVX' will need to be re-applied for via the DVLA and their V765 form.

£280,000 - 340,000
€320,000 - 390,000



2005 FORD GT COUPÉ

Registration no. LK06 EKU

Chassis no. 1FAFP90S35Y401276

- First owned by Jenson Button
- One of the 101 European cars
- Four owners
- Circa 8,000 miles from new
- Original Ford paperwork available



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

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

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

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

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



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

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

Built on 17th June 2005, this example is one of five held back from country allocation from the 101 official European Ford GTs. These five were marked 'VIP' and were allocated very late in the process by the Ford National Sales Company. Ford of Britain then allocated this vehicle to racing driver Jenson Button in May 2005. At that time Jenson was driving for the BAR team in Formula 1, and would go on to become World Champion for Brawn GP in 2009. The car was supplied to him through the Swiss Ford GT dealer Grimm in Geneva in August 2005, and is considered to be one of the official UK Ford GTs.

In March 2006, Jenson requested that the car be imported into the UK, and it was submitted for Individual Vehicle Assessment (IVA) by Roush (UK Ford GT service centre) to enable registration at that time (bill on file). The following year the GT was sold to its second owner, an enthusiast in Slovakia (export invoice on file).

The car subsequently passed to Tom Hartley, from whom it was purchased by the current (fourth) owner. While in Tom Hartley's ownership the car was serviced by Mountune, whose invoice dated 11th November 2011 for £6,240 is on file, while the most recent service was carried out in December 2015 (at 8,194 miles) by UK Ford GT marque specialists GT101 Ltd. GT101's invoice is on file and the car also comes with MoT to September 2017, a V5C document, and its original folder containing the instruction manual and service book. Also available are copies of the original GT - Central Order Form signed by Jenson Button and James Bassett (for Ford of Britain).

£250,000 - 300,000
€290,000 - 350,000

168

1979 RANGE ROVER 4X4 ESTATE

Registration no. XOK 567T

Chassis no. 35653050F

- First owned by Colin Chapman
- Original registration mark
- Manual transmission
- Overhauled in 2013



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 (145km/h) 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 particular Range Rover was supplied by the factory in February 1979 as a Personal Export Delivery to Lotus Cars founder and designer, Colin Chapman. A BMIHT Certificate confirming that fact is one file, and the car also comes with a copy of the original V5 registration document recording the first keeper as 'Lotus Cars Ltd, A C B Chapman'. Team Lotus were the reigning Formula 1 World Champions at the time, but the 1979 season would prove disappointing, bringing some podium finishes but no victories.

Additional paperwork available includes a V5 registration document and a detailed invoice for extensive renovation works, which were carried out by marque specialists Kingsley Cars in November 2013 at a cost of £7,027. Described by the vendor as in generally good condition, with very good chassis, 'XOK 567T' is finished in Bahama Gold with tan cloth interior, while period-type headlight guards and a transmission tunnel carpet are the only notified deviations from factory specification.

£35,000 - 40,000

€40,000 - 46,000

169

1957 LAND ROVER 'SERIES I' 4X4 UTILITY

Registration no. PDB 81

Chassis no. 111703585

- *Collectible early model*
- *Long-term family ownership 1961-2015*
- *Restored in the 1990s*
- *Concours winner*



Inspired by the US Army's wartime Jeep, developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time.

Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today.

Progressively developed since its launch in 1948, the ubiquitous Land Rover has been modified over the years to serve countless specialist requirements, both civilian and military. Its replacement is keenly awaited.

This Series I Land Rover on the 88" wheelbase chassis was in the same family ownership from 1961 until January 2015. The vehicle was treated to a comprehensive restoration in the early 1990s around a new galvanised chassis endorsed by the Series I Club. After the rebuild's completion, 'PDB 81' won a concours award in 1994 (trophy included in sale) and has been well looked after ever since. A service and MoT test were carried out in August 2016, and the Landie is described as in generally very good condition, with 'concours' bodywork. All MoT certificates since 1994 are on file and the vehicle also comes with a V5C registration document.

£30,000 - 35,000

€35,000 - 40,000

170

1950 FRAZER-NASH LE MANS REPLICA

Registration no. VHX 839

Chassis no. 421/100/120 - (numbered 127 as new - see text)

- *Present ownership since 1972*
- *Continous history from new*
- *Period competiton history*
- *Eligible for many of the world's great historic events*





Roy Salvadori in no.39, Goodwood, 1952 © LAT



Here we are privileged to offer one of the most original and unspoiled of all surviving original Frazer Nash Le Mans Replicas, completed as-new by Frazer Nash manufacturer AFN Limited at its Isleworth, West London, factory - the Falcon Works - in September, 1950.

Company records preserved today by the Frazer Nash Archive show that this car, 'FN20', was the twentieth Le Mans Replica completed at AFN's Falcon Works, but it was - from the beginning - given the chassis serial number '127'. No proven reason for this has emerged during the car's 66-year life. In common with its preceding sister car 'FN19', this car was completed with Newton telescopic dampers front and rear which were mounted outside the body panelling, while its wing support brackets were exposed on top of the wing panels themselves. The car was also equipped with Al-Fin brake drums, an Invicta handbrake and a 3.7:1 back axle ratio.

The car was ordered new by Anthony Crook Motors in Caterham, Surrey, for Anthony Alastair 'Buster' Baring. It was finished in maroon paintwork with black upholstery, and was entered for the August 26, 1950, One-Hour Production Sports Car Race scheduled for the major 'Daily Express' Silverstone race meeting, but it was not ready in time.

Anthony Baring had also entered it for that year's RAC Tourist Trophy race at Dundrod, Ulster, but after practice decided that the engine remained too tight after insufficient running-in period and so he opted to become a non-starter. The car's competition debut followed one week later, on September 23, 1950, when it was loaned to Donald Pitt for the Shelsley Walsh hill-climb meeting, in which he promptly beat Tony Crook to win the 3-litre sports car class...

Early in 1951 Anthony Crook purchased 'VHX 839' offered here from Anthony Baring, and sold it to fellow motor trader/racer Roy Francesco Salvadori, the British-born son of Tuscan-Italian parents and already a most experienced International competitor in the early years of his very fine racing career. By the time he acquired this Frazer Nash he had already made a considerable name for himself as a very fast and combative racing driver in MG, Riley, Alfa Romeo Monoposto, Maserati and Healey cars. This ex-Baring Frazer Nash was then race-prepared for him by Anthony Crook Motors and Roy Salvadori made his debut in the eight-month old Frazer Nash in the BRDC International Trophy May Meeting at Silverstone, on May 5, 1951.



Roy Salvadori set fastest time during practice for the 2-litre Production Sports Car Race, and was leading until he crashed heavily at Stowe Corner while lapping a group of three slower cars. His Frazer Nash slid wide and struck a concrete-filled oil drum marking the aerodrome course. The car rolled over several times, inflicting severe and near fatal head injuries from which the unlucky new owner-driver was fortunate to recover fully, apart from total deafness in his right ear which persisted for the rest of this most popular celebrity racing driver's long life (he died as recently as 2012, aged 90).

Anthony Crook Motors at Caterham subsequently rebuilt 'VHX 839' to the latest 1951 Le Mans Replica specification, with its rear dampers repositioned within the bodywork and wing supports hidden beneath the wings. The recovered Roy Salvadori resumed racing this Frazer Nash on October 6, 1951, at Castle Combe, immediately finishing a strong third overall in the unlimited-capacity sports car event.

He then campaigned the car widely during 1952, winning the 2-litre class and finishing sixth overall in the Silverstone May Meeting's Production Sports Car event; fourth and second in class to Mike Hawthorn in the May 29 British Empire Trophy event at Douglas, Isle of Man, and second to Ken Wharton's works Mark II Le Mans car in the 100-mile sports car race at Boreham on August 2. Roy also shared the car with Stirling Moss in a Castle Combe relay race on April 12 that year.

He always recalled 'VHX 839' with great affection: "I decided I really needed a car I could use on the road, so it didn't need a transporter, and that's why I bought the Le Mans Rep. It was a super car to drive. Unfortunately I nearly wrote myself off in it at Silverstone but I was racing it again less than a year later. It was a lovely car and I adored driving it..."

Late in 1952, Roy Salvadori finally sold what had become his faithful Frazer Nash Le Mans Replica. The new owner was Peter Kenneth, who continued to race it through 1953. He placed ninth overall and fourth in class at that year's British Empire Trophy race in Douglas, and entered the car for driver John Buncombe at May Silverstone.



In early-1954 'VHX 839' was re-sold, this time passing to Walter Grant-Norton who fitted engine 'BS1/142'. He continued the car's racing career at minor level, while also rallying it, including International outings in the RAC Rally that March, the Dutch-based Tulip Rally in May and the mighty French-organised Alpine Rally in July. While not figuring in the results of these challenging events, Walter Grant-Norton was competitive and led his class in the Tulip Rally.

The car was again offered for sale into 1955, this time by HW Motors of Walton-on-Thames. It found a new owner in John Dashwood who club-raced and rallied the car with a friend - Paul Fletcher - through 1955-56. Stan Creamer owned 'VHX 839' for a period before it was re-purchased by Peter Kenneth in 1961. Eleven years later, in 1972, it passed to its present owner - an International race-winning member of the British Racing Drivers' Club and a well-respected connoisseur of fine performance cars.

As offered here - with only eight owners from new and the last having lovingly preserved the car for no fewer than the past 44 years - this important Frazer Nash Le Mans Replica is described as being "...all working, fully operational and in a lovely patinated condition - not a recent bright-as-a-button restoration, and all the better for it - owned since 1972 by a Scot!".

The car is accompanied by a beautifully presented documentation file, plus historic photographs, fascinating copies of the 1951 May Silverstone race meeting bulletins detailing the Salvadori accident, and past, paid restoration invoices. These include; 1978-1994 nine invoices from Ian Cunningham (Edinburgh) covering extensive servicing and maintenance; 1991-1992 from leading Frazer Nash marque specialists TT Workshops covering engine and ancillaries overhaul, totalling £8,250; May 1996 from David Morris covering an extensive mechanical overhaul and bodywork 'tidying', totalling more than £14,000; and from 2010 for a brake system overhaul.



A replacement period-style chassis plate has been fitted to match the original number-stamping on the chassis which reads '421/100/127'. This Frazer Nash Le Mans Replica is offered here in highly original condition including all original instruments and switches, hood and two-piece tonneau cover, spare wheel and toolkit, mechanical radiator blind and starting handle.

Renowned for handling qualities and performance capabilities which bely its perhaps barrel-chested appearance, the Frazer Nash Le Mans Replica earned its title after AFN Ltd principal H.J. Aldington and Norman Culpán drove a prototype 'High Speed' model - with 2-litre 6-cylinder Bristol engine and shaft drive - into a fine third place overall in the first postwar Le Mans 24-Hour race, in 1949. Some 34 of these cars were produced between 1948 and 1953 and they accumulated a glittering record of motor racing success in period, topped by Franco Cortese's outright win in the 1951 Targa Florio race around the Madonie Mountains of north-western Sicily.

With such a record of competition glory - plus the strongest possible historical connection with none other than the great Roy Salvadori (Le Mans-winning driver for the works Aston Martin team in 1959, of course) - plus its outstanding originality - plus its 44 years in the current caring ownership - plus the Frazer Nash Le Mans Replica model's renowned all-purpose drivability - we strongly commend 'VHX 839' to the worldwide connoisseur collector's market.

Here is a true-blue British sports-racing car of perfect pedigree and provenance, and one perfectly suited to the broadest range of Historic motoring activities, from racing and rallying to comfortable touring and spur-of-the-moment summer-evening spins through beautiful countryside...

£580,000 - 640,000

€670,000 - 740,000



Roy Salvadori, Boreham International, 1952 © LAT



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1965 JAGUAR E-TYPE SERIES 1 4.2-LITRE ROADSTER

Registration no. HOV 106D

Chassis no. 1E12309

- *Delivered new to the USA*
- *Long-term ownership in California*
- *Matching numbers example*
- *Mechanical rebuilds by JD Classics and CKL Developments*



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

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150.

Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

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



This 1966-model E-Type Roadster left the factory on Christmas Eve in 1965 bound for Jaguar Cars, New York, USA. A full matching numbers example, the car was originally finished in Primrose Yellow with black interior, its present colour combination, and according to the accompanying Jaguar Heritage Certificate was first owned by one John R Little. The only other piece of ownership evidence on file is a (copy) US title issued in August 1978 in the name of John S Piccorillo of Huntington Beach, California (signed by him in October 2012).

The current vendor purchased the E-Type in 2014 from JD Classics, who had rebuilt the engine that same year (Workshop Report on file). In 2014/2015 CKL Developments carried out a comprehensive mechanical restoration, including upgrades to the brakes, suspension, etc (original parts with car) at a cost of £45,000 as documented in the history file.

We are advised that the E-Type drives beautifully, with very secure steering, suspension and braking, and is quick. Depending on the purchaser's preference, it could be kept looking un-restored and original (with all mechanical work done and nothing to spend) or repainted and re-trimmed to complete the restoration. A rare and desirable E-Type variant, sorted by the best specialists.

£100,000 - 130,000

€120,000 - 150,000



172

2003 PORSCHE 911 GT3 COUPÉ

Registration no. to be advised

Chassis no. WPOZZZ99Z4S690667

- *Rare high-performance 911 variant*
- *Right-hand drive*
- *Full service history*
- *22,737 miles from new*



'The 911 GT3 is the quintessence of half a century of Porsche motor sports. It is a roadworthy sports car, which incorporates our collective technical expertise from motor sports. As such, it wastes no time in delivering the goods. Every command is carried out directly and with precision. Its handling characteristics are superb; its level of safety is exceptional even in extreme situations. In short: the 911 GT3 places maximum performance at your fingertips at all times. Not just on the racetrack.' - Porsche Cars North America Inc.

Intended primarily for racing, though still road legal, the Porsche 911 GT3 can trace its ancestry all the way back through a succession of high-performance models to the legendary 911 Carrera RS of 1973. The car takes its name from the FIA's GT3 category of production sports car racing, and has been produced in a variety of versions since its introduction in 1999 on the Type 996 iteration of the perennial 911.



The 3.6-litre flat-six engine, though, departed from mainstream Type 996 practice by virtue of its water-cooled cylinders, leaving only the heads cooled by air. Called the 'Metzger' engine after its designer, Hans Metzger, this unit was closely related to that of the Porsche 962 sports prototypes and the 911 GT1 racer. In the GT3 it produced 355bhp, 59 horsepower more than in the standard Type 996, which was delivered to the road via a strengthened gearbox boasting interchangeable ratios. To make the GT3 fit for track use, the brakes, suspension, and wheels were up-rated to cope with the substantial increase in performance, while aerodynamic downforce was enhanced by a larger front air dam and a rear spoiler.

Weight reduction extended to the removal of the rear seats and most of the sound deadening, rear speakers, sunroof, and air conditioning, though the latter could be ordered as an option, as could a CD/radio. There was also a 'Clubsport' package, comprising racing-type bucket seats, bolt-in half roll cage, six-point driver's harness, fire extinguisher, and a single-mass flywheel. In its original Type 996 incarnation, as seen here, the Porsche 911 GT3 was produced up to 2006.

This limited edition Porsche supercar was purchased by the current vendor in May 2008, at which time it had a total of 20,015 miles showing on the odometer, and has seen relatively little use, the total increasing by only some 2,700 miles over the course of the next eight years. The car comes with full service history from new, there being eight services recorded, some with Porsche main agents and others with independent specialists. The last service was carried out in February 2016 at 22,737 miles, the current recorded mileage.

Finished in silver with black leather interior, the car is presented in generally excellent condition, just as one would expect given the low mileage. Accompanying documentation consists of a V5C Registration Certificate, MoT to May 2017, and the aforementioned service history.

'Since its launch in 1999, the Porsche 911 GT3 has been the benchmark against which every other track-focused car has been rated,' declared *Auto Express*. 'There are more powerful, more expensive 911s, but the GT3 represents the sports car at its purest and most intense. In fact, all four generations of GT3 arguably rank alongside 1973's legendary 2.7 RS in the annals of greatest 911s.'

£55,000 - 75,000
€63,000 - 87,000

173

1963 JAGUAR E-TYPE 3.8-LITRE SEMI-LIGHTWEIGHT COMPETITION ROADSTER

Registration no. 7266 WK

Chassis no. 888491

- Engine rebuilt by Connaught
- Race preparation by CKL Developments
- Eligible for most pre-'66 GT series



Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs). In fact, all 12 lightweight E-Types constructed in period were built from scratch with aluminium bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence, albeit with an 'S' chassis number prefix.

To create the 1963 lightweight version, the E-Type's steel monocoque tub and outer body panels were remanufactured in aluminium and the engine dry-sumped and fitted with an alloy cylinder block, 'wide-angle' head and Lucas mechanical fuel injection, producing in excess of 300bhp.



The production four-speed gearbox was used initially before a ZF five-speed unit was adopted towards the end of 1963. '4 WPD', the works development E-Type racer campaigned by John Coombs and driven by Graham Hill, was converted to lightweight specification and served as the prototype.

The 12 cars built by the factory were intended for the use of competition orientated Jaguar dealers or specially selected private entrants. Today, copies of these rare competition variants are among the most popular and sought after of all E-Type replicas.

This 1963 semi-lightweight E-Type was built by Beacon Hill Garage of Hindhead in 2010 as a FIA-specification competition car to participate in pre-'66 GT races and competitive tours. It incorporates a steel monocoque, while the engine has a cast-iron block and straight-port cylinder head, a specification that allows this car to run in most pre-'66 GT events. No compromises were made during the build, so this car comes with a limited-slip differential (with oil cooler), twin fuel pumps, long-range fuel tank, full roll cage, and adjustable shock absorbers. '7266 WK' was initially entered in E-Type Challenge races and in the Guards 3 Hour Race, but the owner wanted a smoother engine and more power.

The motor was sent to Connaught Competition Engines, who replaced the 48mm Weber carburetors with 43mm units; installed full-race camshafts; gas-flowed the cylinder head and fitted larger inlet valves; and fitted an FIA-specification exhaust manifold and exhaust system.

The E-Type saw little use during 2013/14 but ultimately suffered damage to the tappet buckets, attributed to the full-race cams. Respected Jaguar marque specialists CKL Developments recommended a rebuild with less aggressive camshafts, which Connaught carried out in 2015.

The E-Type then returned to CKL, who hot-tested the engine, replaced the distributor, and improved the timing. CKL also fitted a lightened and balanced prop-shaft; a new AP single-plate 'triple green' clutch; a new flywheel; and a new oil cooler. They also renewed all the brake pads and generally prepared the car for the 2016 season.

FIA and road legal, with current HTP papers and MoT, this expertly prepared and potentially competitive Semi-Lightweight is ready for the next season, be it with the Classic Jaguar Challenge at Le Mans, Spa Six Hours or Modena Cento Ore Classic.

£125,000 - 145,000
€140,000 - 170,000

174

1966 VOLKSWAGEN TYPE 2 SAMBA MICROBUS

Registration no. not UK registered

Chassis no. 246167161

- *Classic 1960s motor caravan*
- *Restored between 2014 and 2016*
- *All invoices available*
- *Left-hand drive*
- *Perfect for Goodwood and other historic motor sports venues*





As readily recognisable as the immortal 'Beetle' itself and a cult vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities.

The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed. By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide. The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined.

The most obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'. Power units grew in size from 1,600cc to 2.0 litres before production ceased in 1978 with the introduction of the third generation.

We are advised that this highly desirable 'split-screen' Samba seven-seat microbus was in drivable condition when it was imported from the USA. Purchased from Clifton Campers in June 2014, the vehicle was then completely stripped and rebuilt from the ground upwards by Border VW, with the interior restoration being entrusted to VW specialists Bromsgrove Auto Trimmers. Original parts were used wherever possible (supplied mainly by marque specialist, Alan Schofield) and the vehicle was re-sprayed in its original colour scheme of Sea Blue (L360) and white. Supplied by The VW Engine Co, a new 1,600cc engine was delivered in March 2016 and fitted by Border VW. The rebuild was completed earlier this year at a cost £89,000 (including VAT) and the vehicle is presented in commensurately excellent condition. There can be no better way in which to enjoy the Goodwood gatherings and other historic motor sports events.

£70,000 - 80,000
£81,000 - 92,000

175

1951 DAIMLER DB18 SPECIAL SPORTS DROPHEAD COUPÉ

Registration no. LFF 678

Chassis no. 59032

- Rare coachbuilt sporting Daimler
- One of only 500-or-so made
- Restored in the 1990s
- Recent transmission overhaul



Daimler is one of the few manufacturers that can rightfully claim to have been established from the birth of the motor industry, and the marque is still with us today in association with Jaguar. The company's traditions of sound engineering, design and good workmanship have been maintained throughout, hardly surprising therefore that Daimler enjoyed a lengthy association with Royalty as suppliers of motor cars.

Development of the pre-war Daimler Fifteen culminated with the DB18 model announced for 1939. Independent suspension appeared for the first time on a Daimler and the DB18 featured an enlarged, 2,522cc version of the overhead-valve six first introduced in 1933. Daimler's customary fluid flywheel, pre-selector gearbox and worm drive rear axle comprised the transmission. A new drophead coupé appeared at the first post-war London Motor Show in 1948: the DB18 Special Sports. Stylish in a most un-Daimler-like manner, the drophead Special Sports featured coachwork by Barker & Co, the latter, like Daimler and fellow coachbuilders Hooper, being one of the BSA Group's many companies.

The radiator grille was now curved and the alloy-panelled coachwork more streamlined, and the Special Sports also benefited from hydro-mechanical braking and a power output raised to 85bhp courtesy of twin carburettors. In short: a model combining all the usual Daimler refinements with increased performance. There was also a Hooper-bodied 'Empress' saloon on the same chassis. When DB18 production ceased in 1953, only 500-or-so of these elegant and refined Special Sports roadsters had been completed.

This DB18 Special Sports was originally delivered in the UK and was purchased by the current vendor from a private collection in Luxembourg. Restored in 1992, the car is described as in generally good condition, benefiting from a new cylinder head gasket (fitted 2015) and a transmission overhaul carried out at a cost of £7,400 (guaranteed for 12 months). Accompanying documentation consists of the restoration invoices and the old UK V5 registration document.

£24,000 - 28,000
€28,000 - 32,000

176

1963 LAND ROVER SERIES II 4X4

Registration no. HFO 364

Chassis no. 27100370A

- *Petrol engine*
- *Unleaded conversion*
- *Overdrive fitted*
- *From an important private collection*



Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's engine - kept production costs down and cut development time.

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that continue to characterise the Land Rover today. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'.

By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. The Series II's arrival also marked the standardisation of only two different wheelbase lengths - 88" and 109" - the Series I's 107" option being dropped. The chief development on the Series IIA was a much improved diesel engine.

This Series IIA Land Rover on the 88" wheelbase has the 2,286cc petrol engine, which benefits from an 'unleaded' conversion, though it is not known whether or not it is original to the vehicle. The vehicle has been treated to a full repaint in correct Land Rover Mid Grey by Halo Land Rover, and further benefits from conversion to alternator electrics. It also boasts the considerable convenience of an overdrive for lower fuel consumption and more relaxed cruising. Original road wheels are fitted, and shod with appropriate tyres. Purchased at auction in 2011, 'HFO 364' has formed part of an important private collection since then; well maintained and ready to use, it is offered with current MoT and a V5C document.

£14,000 - 18,000

€16,000 - 21,000

177

Formerly the property of Duncan Hamilton

1964 FERRARI 330 GT 2+2 COUPÉ

Registration no. EPC 1B

Chassis no. 6155

- Delivered new to the UK
- Right-hand drive
- Continuous history
- 38,310 miles from new



On 10th June 1963, Duncan Hamilton & Co wrote to the official UK Ferrari importer, Maranello Concessionaires Ltd, requesting a four-seater for his client, the Hon A G Samuel of merchant bank Hill Samuel; specifically: a 4.0-litre Ferrari Super America with a price of £9,500 inclusive of British import duty and Purchase Tax. Unfortunately, he was told these cars were made to special order only. On 4th November 1963, Duncan Hamilton wrote to Colonel Ronnie Hoare, Maranello Concessionaires' proprietor, after hearing of the new 4.0-litre Ferrari 2+2, asking for photographs of the 'four seater which is to be announced in January 1964', and would he be kind enough to lend them to him so he show them to his possible 'victim'.

As confirmed by Ferrari historian, Mr Tony Willis, Ferrari 330 GT 2+2, chassis number '06155', was imported by Maranello Concessionaires Ltd in July 1964. The Archive Certificate is on file together with a copy of the factory order (Fattura no. 1180/64) for £5,150 from Ferrari Modena to Messrs Maranello Concessionaires Ltd, and the Certificato D'Origine quoting a purchase price of £5,579 dated 27th July 1964. A letter on file from Duncan Hamilton states: 'The new 4 seater has 340bhp as opposed to 240bhp on the 3-Litre and the weight has only been increased by approximately 1cwt... the road holding is even better and I can assure you that the car is really quite something.' The Ferrari was fitted with two roof aerials linked to Mr Samuel's hearing aid.



After approximately 3,000 miles had been covered, the 330 GT was sold back to Duncan Hamilton, who used the Ferrari as his personal car for a number of years. Dating from this period, there is interesting correspondence on file between Col Hoare and Duncan Hamilton concerning, among other things, suitable grades of sparking plug and Maranello Concessionaires' labour rates, which Duncan considered exorbitant.

The Ferrari was subsequently sold, with 14,000 miles recorded, to a Midlands electrical firm: Alfa Electrics. The firm went bust a few weeks after purchase and the Ferrari was never registered in its name. The car was then sold to S G Hicks and registered 'SGH 2'. Mr Hicks sold the Ferrari 2½ years later (in mid-1975) to Mr Jack Hamilton (no relation to Duncan).

The next owner, from 28th October 1978, was Brian Somerset Kern of Hadley Wood, Hertfordshire. All receipts for repairs and servicing accumulated during his ownership are on file, issued by the likes of Neil Twyman, Greypaul Motors, Maranello Concessionaires, J Bruce (Vintage and Classic Car Specials), Moto Technique, and Eurospares. Maranello Concessionaires receipts dated 28th January 1993 confirm the mileage at that time as 20,897.

The next owner was Mr Busby of Tower Hill, Dorking, who had Talacrest carry out servicing works in March 2000 at 23,398 miles. On 3rd July 2004, the car was purchased by famous Ferrari 250 GTO owner and collector, Mr Stephen Pilkington of Aughton, Lancashire. The car was purchased by the present owner (a good friend of Stephen Pilkington) on 10th June 2005.

Recently reunited with its original registration number, 'EPC 1B', the car has been used for many tours and rallies across the UK and has never let the owner down (he is Chairman of the Ferrari V12 Group). 'EPC 1B' has recently participated in the Coast to Coast Rally and the Janet Lancaster Rally, as well as all Ferrari V12 Group events in the last five years, and has been shown at the Ferrari Owners Club Concours. Currently MoT'd and ready to be driven across Europe, this beautiful four-seater Ferrari comes complete with service books, owner's manuals, workshop manual, and two large files of continuous history containing MoT certificates dating from 6th January 1969, which show the mileage to be correct.

£220,000 - 260,000
€250,000 - 300,000

178

1987 SAFIR GT40 MARK V COUPÉ

Registration no. to be advised

Chassis no. GT40-P-1119

- One of only 40 Mark V cars made
- First owned by Lord Beaverbrook
- Two owners from new
- Recently restored



Based on Eric Broadley's Lola GT, the Ford GT40 was spawned by the Dearborn giant's ambition to beat Ferrari at Le Mans, a feat it duly achieved for the first time in 1966. The GT40 project had commenced three years previously following Ford's failed attempt to buy into Ferrari, and was based at the Ford Advanced Vehicles plant at Slough. The man in charge of the predominantly ex-Lola team was John Wyer, architect of Aston Martin's 1959 Le Mans victory.

The GT40 first ran competitively in 1964, but failed at Le Mans that year and in 1965. That first sweet Le Mans victory would fall to the 7-litre Mark II, with victory the following year going to a US-built Mark IV 'J' car. (The GT40 Mark III was the British-built road-going version). Wyer and John Willment had taken over the Slough factory in January 1967, forming J W Automotive Engineering, and with backing from Gulf Oil further developed the GT40, winning Le Mans in 1967 and '68 using chassis number 'P/1075', the first car to win Le Mans twice.

A decade on, and the GT40's status as an all-time great classic sports car had been firmly established, leading to an increased demand for unmolested originals and the start of a replica-building industry. One enthusiast on the lookout for the genuine article at that time was Peter Thorp of Safir Engineering, whose frustration at not being able to find one led him to John Willment.

Willment retained a large stock of GT40 spares, tools, jigs and original plans, while Thorp's company Safir had constructed Formula 3 cars. Their discussions led to the obvious conclusion: resources could be pooled and production re-started.

"Negotiations with Ford in Dearborn led to agreement that further examples could be built, with Safir continuing the run of chassis numbers from the point of completion, but allowing for a further three 'original' chassis to be completed and registered, since Willment was intending to, one day finalise the GT40 build programme by finally constructing the three chassis and boxes of parts he still held in storage. As the final chassis had been 'GTP/1086', he retained '1087', '1088' and '1089'. The first Safir chassis would therefore be '1090'." - Trevor Legate, Ford GT40, Production & Racing History.



'Mark V' was chosen to designate the mildly up-dated model, the monocoque chassis of which was redesigned to enable fabricated construction (the originals had used pressed panels). Modern technology in the form of zinc chromate corrosion proofing ensured a longer life than the original design had enjoyed and a superior and less leak-prone fuel tank was adopted. Tennant Panels supplied the roof structure, the rest of the chassis being completed by Safir. Ex-JW Engineering employees were used wherever possible.

The first Safir GT40 was completed in 1980, with a further 39 examples following over the course of the next 15 years, five of which were completed to 7-litre 'Mark II' specification. Cars could be supplied engine-less or with, usually, a 5.3-litre Ford V8 installed. Maximum power depended largely on the choice of induction - Holley or Weber - outputs ranging from 400 to 460bhp. Although Safir received no financial assistance from Ford, the latter sanctioned the Mark V project and assisted with obtaining certification for road use. Between them, JW Engineering, Safir and Ford agreed that these 'continuation' cars would be called 'GT40 Mark V Powered by Ford', thus minimising Ford Motor Company's potential liability. Safir later obtained the 'GT40' trademark.

This right-hand drive GT40 was built by Safir to Lord Beaverbrook's order in 1987, and was finished in the evocative racing colours of Gulf Oil, sponsors of JW Automotive's 1968 Le Mans-winning Ford GT40. After four years in Lord Beaverbrook's ownership, the car was resold by Safir to the current owner in 1991.

The current owner then took the GT40 to Hong Kong where it was kept until 2006. He then shipped the car back to the UK where a total restoration to exemplary standard (including engine removal and rebuild, chassis repaint, body repaint, etc) was supervised by Ashton Keynes Vintage Restorations Ltd with no expense spared. There are detailed bills on file from Ashton Keynes totalling in excess of £114,000, together with others from Paul Woodward (£29,000-plus) and W Kelham (£19,000-plus). It is worthwhile noting that this car is still fitted with its original 302ci Ford V8 engine, which was originally built by the highly respected specialists, Mathwall Engineering Ltd. Used sparingly since the restoration's completion in 2011, this beautifully finished GT40 represents a unique opportunity to acquire a superb example of this iconic sports-racer.

£180,000 - 240,000
£210,000 - 280,000

179

1968 PORSCHE 911 'SWB' COUPÉ

Registration no. XYY 450F

Chassis no. 11835259

- *Delivered new to Peter Gregg's Brumos Motors in the USA*
- *In-period competition modifications in North America*
- *Rare RS bodywork*
- *Extensive mechanical restoration by Francis Tuthill 2014/2015*



Manufactured in March 1968, this short-wheelbase 911 coupé was ordered from the factory by Peter Gregg's famed Porsche concessionaire and racing team, Brumos Motors of Jacksonville, Florida, USA. This car has a unique history, having been restored, uprated and maintained by leading teams in the USA and Europe for over half its life. Today, this Porsche attracts widespread interest and admiration.

The car incorporates hallmark Peter Gregg modifications, which are poignant reminders of its connections to the company during its historic years of 911 racing. Brumos reissued a newly stamped driver's log in 2014 and engaged in friendly and helpful correspondence with the vendor just before their closure in 2015, bringing to an end a 50-year story that saw Peter Gregg's Porsche 911 win the 2-litre class in the 1969 Trans Am series - Porsche's first race-series win for the 911.

The 1968 model-year Porsche 911 coupé was homologated by the FIA to compete in Group 2 (modified touring car) and Group 5 (special touring car) racing for the '68 and '69 seasons. In recent years, the '65 SWB cars have attracted a strong following amongst collectors due to the fact that they were the original type homologation and the earliest 911 model. However, it was with the '68 model year SWB cars that secured the marque's first major victories: 1968 Le Mans 24 Hours (Jean-Pierre Gabañ), 1968 Monte Carlo Rally (Vic Elford) and the aforementioned Trans Am Championship.

This unique ex-Brumos 911 was further modified by South East Division SCCA racer Kenny Hawkins in the early 1990s in North Carolina, being given the RS bodywork it retains today. Maintained by the Porsche SCCA race community for the past three decades, this car has never been over restored and has an honest patina. Its engine is to 1968-period race tune and is married to a 902/1 five-speed transmission with optional limited-slip differential. It runs correct Weber 40 IDA 3C carburettors (the '68 model 911s were the last to feature carburettors).

Respected machine shop Ollie's of Arizona carried out the original engine works, which were further up-rated in 2014 by British marque specialists Francis Tuthill Limited, whose experience in rallying the SWB dates back 35 years. Having been extensively rebuilt mechanically, the car is close in specification to the SWB with which Francis Tuthill won the London to Sydney Marathon in 1993. All parts date within a narrow range: 1968-1973. Its genuine and valuable RS bodywork, now over 20 years old and still corrosion free, allows the use of up-rated running gear and is purposeful without pretence. A race modified '68 SWB recently displayed at the Porsche Museum is possibly the only other UK-registered SWB to feature RS bodywork.



This SWB has a particularly faithful interior that retains a number of race fittings from the 1960s (research into these is ongoing in the USA). It retains rare and original door cards unique to the '68 model, together with its original '03/68' date-stamped instruments and all its original glass.

In 2012, Porsche enthusiast, renowned collector, and former racing driver Peter Groh imported the car into Switzerland where it remained for two seasons, gaining it's TÜV certificate (with a number of other improvements) before passing to the current vendor. Groh, who discovered this Porsche in North Carolina, had already restored a 1965 SWB, which he rallied in Germany in the 1990s.

The modifications made in the early 1990s were further improved upon during an eight-month restoration with Francis Tuthill Limited, which was completed in 2015, the year of the team's historic win in the FIA World Rally Championship's R-GT Cup category. Dating from 1972, its race-tuned Tuthill engine produces an estimated 210bhp and endows the car with sensational performance, yet it remains highly useable and has been driven regularly, covering over 12,000 miles since the 2014/2015 rebuild, confirming its toughness and reliability. Restoration invoices are on file, and the also comes with a current MoT certificate and UK V5C registration document.

This Porsche 911 SWB can be used daily on the road, on rallies and on track, and is also highly collectable, being an historic model homologated for FIA Group 2 racing for the '68 and '69 seasons. It is exceptionally rare to find a '68 SWB knowledgeably prepared as the Porsche factory intended: as a genuine dual-purpose road/race car. This has been done by leading racing specialists on both sides of the Atlantic, giving the car panache and punch in equal measure. For more detailed information the vendor has created a website dedicated to the car: www.1968swb.wordpress.com.

The car comes with extensive provenance from the Porsche Archive, Porsche GB, Brumos Motors, and the SCCA Porsche-enthusiast community, all of whom fondly remember it. An affordable route into the upper echelons of historic 1960s motor sport.

£80,000 - 100,000
€92,000 - 120,000

180

1974 PORSCHE 911 2.7-LITRE CARRERA TARGA COUPÉ

Registration no. HLL 716N

Chassis no. 9115610125

- One of only six UK-supplied RHD cars
- Matching numbers
- Enthusiast owned and cherished
- Restored 2014/2015



Homologation regulations required that the Porsche 911 Carrera had to be built to the lightweight, racing 'RS' specification. Customers wishing to purchase a Carrera RS for the road had to specify the Touring package that cost an extra DM 2,500 and offered the greater comfort of the 911S's trimmed and upholstered interior. When the homologation targets had been met, the lightweight RS was discontinued but the Carrera name continued on Porsche's top-of-the-range model, which in its new, series-production 911SC form mounted the 210bhp engine in a full-weight, fully trimmed body shell.

In 1975, if you wanted to order a Porsche 911 Targa, then the 210bhp Carrera version sat at the pinnacle of the model range. A rare right-hand drive Carrera Targa - one of only six supplied to the UK - this car was first registered in February 1975 and delivered with a mouth-watering complement of factory options. Finished in classic Guards Red with black leather seats (inlays perforated), it came with headlamp washers; 15" Fuchs alloy wheels; driver's side outside mirror; rear wiper; front and rear spoilers; tinted windows; intermittent wiper control; chrome trim parts; Bilstein shock absorbers; and 'Carrera' lettering in black.

Previously owned by Porsche enthusiasts and Porsche Club GB members, this car has been cherished throughout its life and retains many important period details, as listed in the factory delivery specification. It has covered some 125,000 miles from new, is fully documented and comes with extensive service history and MoT records dating back to the early 1980s. The accompanying Porsche Certificate of Authenticity confirms matching engine and gearbox numbers.

The engine has been rebuilt and well detailed. It benefits from a new stainless steel exhaust system, mated to an original Bischoff final silencer that has been ceramic coated for cosmetic durability. The intake system is all original; the throttle bodies carry the date stamping, and the MFI fuel pump is of the correct date and type (019) as originally delivered. We are advised that the original Type 915 gearbox is very good mechanically. The wheels are believed original and carry the correct date stamp '74'. They have been refurbished to the highest standard in the 1974-specification 'petal' finish and shod with a set of period-looking Avon CR6ZZ tyres.



The interior is remarkably original; the original vinyl dashboard and trim panels are present, and the special optional leather seats remain in wonderful condition, contrasting with the original blue/black leatherette of the rear seats. The combination of Guards Red with chrome window trims and stainless steel roll-hoop is a rare find for this model year; by 1975 most cars were delivered with black trim, making this combination particularly unusual.

The Carrera comes complete with its 1975 driver's manual and service directory booklet in the original documents folder. A complete tool kit with jack and period-correct air compressor is included in the sale. Accompanying paperwork consists of sundry restoration invoices, MoT to June 2017, a V5C Registration Certificate, and the aforementioned Porsche documentation.

Highly collectible and extremely rare, particularly in such good condition, this exceptional Porsche 911 Carrera Targa is ready to be enjoyed by the next custodian. It has to be one of the best examples currently available.

£150,000 - 180,000

€170,000 - 210,000



181

1971 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. BRU 80K

Chassis no. 1S50376

- Delivered new to South Africa
- UK resident since 1989
- Complete engine rebuild 2010
- Complete body restoration 2015
- Five-speed gearbox



Testing the E-Type Series III back in 1972, *Road & Track* magazine reckoned the new V12 power unit, 'a sheer delight, by itself almost worth the price of admission. The V12 is a lovely piece of machinery, lovely to listen to and lovely to behold. The exhaust has that hurried sound characteristic of a multiple-cylinder engine where the many explosions per revolution make it sound as if it's running faster than an engine with fewer cylinders. The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range.'

Finished in black, this Series III E-Type V12 Roadster was originally supplied to South Africa and returned to the UK in 1989, since when no expense has been spared in an effort to bring the car back to its former glory. The car underwent restoration in the late 1990s, while in 2010 a complete engine rebuild and five-speed gearbox upgrade was carried out by renowned Jaguar restorers Classic Motor Cars of Bridgnorth, Shropshire at a cost of £24,000.

In 2014, the E-Type was acquired by Mr Stephen Jinks of North Cornwall Motor Cycles, who set about a complete body restoration. Some £25,000 was spent on the restoration, which included new chrome trim where the original parts were not restorable; new stainless steel wire wheels; new glass; new hood; and new full interior trim. Attention to detail has been paramount; the bonnet, doors, and boot displaying excellent shut lines. There is no history prior to the engine rebuild and restoration, and the original service booklet is missing also. There is, however, a statement on file from the previous owner/restorer.

The current odometer reading is 21,000 miles, and MoT certificates show that 'BRU 80K' has covered fewer than 1,500 miles since 2009 when a Mr John Carter acquired the car. We are advised that the E-Type drives beautifully and looks 'as new'. The car is offered with restoration invoices, V5C document, MoT to July 2017, and original owner's manuals.

£75,000 - 80,000
€87,000 - 92,000

182

1973 PORSCHE 911T 2.4-LITRE COUPÉ

Registration no. YTA 863L

Chassis no. 9113102002

- *Delivered new in the USA*
- *Matching numbers*
- *Ex-Porsche Club of America ownership*
- *75,300 miles from new*



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.

Delivered new to the USA, this 911T is one of only 1,302 'long hood' Coupés fitted with K-Jetronic CIS (Continuous Injection System), the Bosch-developed fuel injection system only fitted to models exported to the USA. Fitted with mild cams, and possessing an exceptionally smooth idle, this 140 horsepower 911 variant is one of the most enjoyable to drive and considered the most collectible of the 'pre-impact bumper' 911Ts. With stainless steel heat exchangers and Carrera lower valve covers, the wonderful Type 911/91 engine shows good compression on all cylinders and drives via the original Type 915/12 five-speed manual gearbox.

Carefully owned and maintained during the last 20 years by two Porsche Club of America members in Pennsylvania and Ohio respectively, this matching numbers car was imported last year by the current owner, since when the original interior has been sympathetically refurbished with a new dashboard and headlining. Finished in Sepia Brown with beige/tan leatherette interior (its original colour combination), the car is offered with Porsche Certificate of Authenticity, MoT to July 2017, a V5C document, and some maintenance history relating to its time in the USA.

£50,000 - 60,000
€58,000 - 69,000

183

1965 AUSTIN-HEALEY 3000 MARK 3 PHASE II ROADSTER

Registration no. not UK registered

Chassis no. HBJ8L/31945

- *Delivered new in the UK for personal export*
- *Left-hand drive*
- *One lady owner from new*
- *Rust free and outstandingly original*
- *Recently re-commissioned*



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

This one-owner Mark III was purchased by an American servicewoman in June 1965 under the BMC Personal Export Scheme (paperwork supplied). It was registered 'EGF 613C' and used in the UK for 3-4 months before being exported to Savannah, Georgia. The Healey subsequently moved with its owner to Reno, Nevada (by 1973 when the radio was fitted) and then to Las Vegas from where it was imported recently having spent many years in dry storage.

Completely rust free, having spent most of its life in the desert, the car displays a believed-genuine total of 56,000 miles on the odometer and is freshly re-commissioned. Associated with the marque for over 20 years, the vendor reports that this example drives as only an original, undamaged, and unmolested car can. The engine is responsive and holds a good oil pressure, the gearbox is one of the best he has encountered, having clearly never been abused, and the axle is quiet. Overdrive engages seamlessly, and the body is devoid of any unpleasant rattles or shakes.

Recently MoT tested, the car comes with a Heritage Certificate and documentary evidence of its original UK registration, so it should be a formality to re-register it in the UK. All taxes have been paid and NOVA registered. Additional documentation consists of the original Order Form and correspondence, US title, and a current MoT certificate.

A rare opportunity to acquire a one-owner, low-mileage Austin-Healey 3000 Mark III in original condition, which can be used 'as is' or cosmetically restored to the buyer's own specification.

£50,000 - 60,000

€58,000 - 69,000

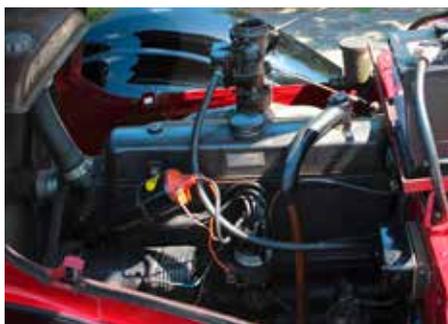
184

1938 BMW 326 CABRIOLET

Registration no. YXG 517

Chassis no. 84783

- *Delivered new to Argentina*
- *Right-hand drive*
- *An older restoration*
- *Original handbook available*



It was the acquisition of the Dixi works at Eisenach in 1928 that had provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in car manufacturing. BMW's first car, the built-under-license Dixi version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW - the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favour of a conventional live axle, while up front there was a superior transverse-leaf 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 and sportingly inclined models to follow.

Lacking the resources of larger and longer established rivals, BMW adopted an evolutionary, 'mix and match' approach to model development. Thus the 326 employed the body style first seen on the interim 329 model, which was mechanically identical to the 319 of 1934. Introduced in 1936, the 326 was a landmark model of immense significance and the first BMW to have a box-section ladder-type frame rather than the traditional tubular variety, while its torsion bar rear springing was another first for the Bavarian manufacturer.

Boring out the block by 1mm increased the capacity of the well-tryed overhead-valve six to 1,971cc and raised maximum power to 50bhp in single-carburettor form as installed in the 326. Other noteworthy developments included hydraulic brakes and a four-speed gearbox with freewheel on 1st and 2nd gears enabling clutch-less gear changes, a particularly useful feature in city traffic. The 326 proved an immense success for BMW, almost 16,000 being sold up to 1941 when production ceased.

This matching numbers BMW 326 Cabriolet was delivered new in July 1938 to Runge, Glas & Cia of Buenos Aires, Argentina, as confirmed by the BMW Classic Certificate on file. The original exterior finish was Ivory. We are advised that five owners are known: the first in Argentina, the second in Italy, and the third in Sweden. The fourth owner, Mr Ian Donaldson of Odiham, Hampshire acquired the BMW in October 2014, at which time it was first registered in the UK (V5C on file). The current (fifth) owner purchased the car in April 2015 (sale contract on file). An older restoration, well maintained since, this beautiful BMW 326 Cabriolet is ideal for historic rallies and other classic car events.

£60,000 - 70,000
€69,000 - 81,000



185

1962 MORRIS MINI MINOR SALOON

Registration no. TSL 950

Chassis no. M-A254/124536

'The new Mini was as different from the British small car norm in 1959 as a space shuttle from a firework. It bristled with innovative ideas, it looked radically different from any other car and was the most compact "real" car Britain ever produced.' – Chris Rees, 'Complete Classic Mini'. The passage of time since its departure 15 years ago has only served to enhance the original Mini's classic status, resulting in a healthy demand for exceptionally original and un-restored examples such as that offered here, which displays a believed-correct total of only 17,520 miles on the odometer. There is no supporting paperwork, but the car's appearance suggests that the total is correct. A lovely 'time warp' example, it is in generally good condition, although some surface corrosion is beginning to appear in places. The accompanying BMIHT certificate (issued in 2009) confirms matching engine and chassis numbers and reveals that the Mini was despatched on 22nd May 1962 to London based Morris distributors, Stewart & Arden Limited. It still retains its original colour scheme of Smoke Grey with Dark Grey interior. The previous recorded keeper is a Mr Peter Attenburrow, who acquired the Morris Mini Minor from Brooklands (Exeter) Limited in February 2011. The car has been with its present owner since October 2013, forming part of his private collection together with four other Minis. The accompanying history file contains the aforementioned BMIHT certificate, a purchase invoice, driver's handbook, V5C registration document and a number of expired MoT certificates, the earliest issued by a Brighton garage in 2005 with an odometer reading of 17,500 miles. The most recent MoT was issued by Brooklands in January 2011 at 17,520 miles. A wonderful opportunity to acquire an original and unmolested example of one of the 20th Century's greatest cars in its earliest, purest form.

£12,000 - 16,000

£14,000 - 18,000



186

1927 PEERLESS 3.7-LITRE SIX-80 TAXICAB

Registration no. SV 8200

Chassis no. A36/032

The name Peerless means 'without equal', and Peerless and two other quality marques, Packard and Pierce-Arrow, became known as 'the three Ps'. Like many of its contemporaries, Peerless suffered during the post-WWI recession, yet managed to survive. In 1926 the dependability and economy of operation that characterised Peerless had been recognised by the New York Taxicab Company when it placed an order for 250 cabs on the Six-80 chassis. They were delivered with landau type coachwork, with fold-down convertible hood at the rear, making them ideal for seeing the sights in New York's Central Park. Peerless confidently declared: 'It is expected that the cabs will become among the most popular in the city and that many more than the original order may be required to meet the company's demands.' This believed unique and sole surviving Peerless taxicab was imported by a previous owner from New York State. Restored in the 1990s, the car has been used for weddings and film work for the last 22 years and is described by the vendor as in generally good condition (the side decals were applied for a film but could be removed). Flashing indicators have been fitted inside the lights, and the braking system has been modified for safety, otherwise the Peerless remains all original. Recent mechanical works included rebuilding the back axle and gearbox, including fitting a new clutch, the Peerless is now running and driving very well with excellent oil pressure. Accompanying paperwork consists of sundry restoration invoices, a V5 registration document, instruction handbook, and a considerable amount of historical material obtained from the USA plus a quantity of useful spares. Rarely do chances such as this appear to purchase a true piece of New York motoring history.

£25,000 - 30,000

£29,000 - 35,000



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£15,000 - 20,000

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LOT PREVIEW: 23871



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THE ZOUTE SALE®

Important Collectors' Motor Cars

Friday 7 October 2016
Knokke-Le Zoute, Belgium

FINAL CALL FOR ENTRIES

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Auction spaces are limited, please contact the department.

The only one delivered new to Belgium

**1955 PORSCHE 356 PRE-A
SPEEDSTER 1600**
€350.000 - 550.000



The ex-Derek Bell

1987 PORSCHE 928 CLUB SPORT COUPÉ
Chassis no. WPOZZZ99ZHS842014
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1 of only 991 examples

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Auction

Consignments now invited

Matching numbers example with well documented history

1962 MERCEDES-BENZ 300SL ROADSTER
SOLD FOR \$1,485,000

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January 19, 2017
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The last US-market P1 built
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Knightsbridge, London

Entries now invited

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Closing date for entries

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New Bond Street, London

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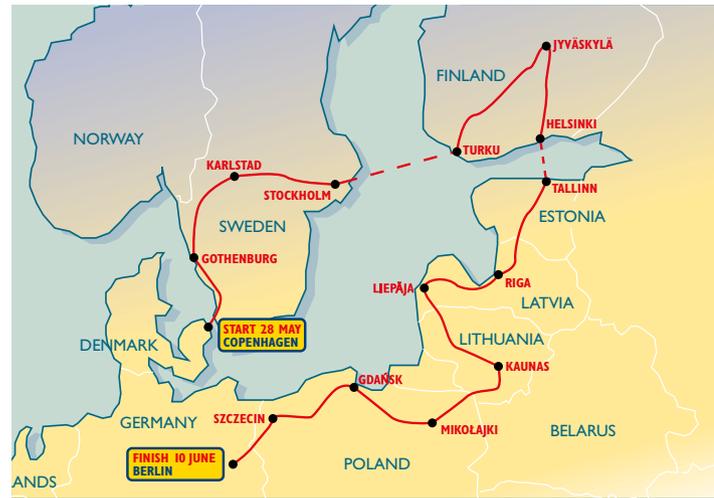
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IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting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

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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*.

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

Bidding in person

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

Bidding by telephone

If you wish to bid at the Sale by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the Sale at least 24 hours in advance of the Sale. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the Sale or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee Bidding Forms can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the Sale. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the Sale. Please check your *Absentee Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. *New Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the Sale.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or *Absentee Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to

address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. You should be alert to this possibility of changes and ask if there have been any.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*

(b) Automobilia
25% up to £50,000 of the *Hammer Price*
20% from £50,001 to £1,000,000 of the *Hammer Price*
12% from £1,000,001 of the *Hammer Price*

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

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists ReSale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

The following symbols are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

† VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*

- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to *Bonhams* 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

Cash: you may pay for *Lots* purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques;

Bank transfer: you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Account Name: *Bonhams* 1793 Limited Trust Account
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Debit cards: there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

Credit cards: Visa and MasterCard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

10. COLLECTION AND STORAGE

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

11. SHIPPING

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

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

15. BOOKS

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

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

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

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements

Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

~ Ruby and Jadeite

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

Gemstones

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

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

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

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

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

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

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

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

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

Corks and Ullages

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

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

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

Options to buy parcels

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

Wines in Bond

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

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

Bottling Details and Case Terms

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

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

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- 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

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams's* 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's* Website, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.
- 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY
- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams's* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams's* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams's* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8	FAILURE TO PAY FOR THE LOT		
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):		
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		
		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.	
		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</i> hammer in respect of the <i>Lot</i> .
		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.
		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
		10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
		10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed 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.
		10.5	If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
		10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
		10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
		10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
		10.9	References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
		10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
		10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
		10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
 - 3.1.1 the *Purchase Price* for the *Lot*;
 - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
 - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

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

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

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

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

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

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

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

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

5 STORING THE LOT

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

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):			9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT		
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

“New Bond Street” means *Bonhams’* saleroom at 101 New Bond Street, London W1S 1SR.

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

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

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

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

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

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

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

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

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

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

“Stamp” means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

“Standard Examination” a visual examination of a *Lot* by a non-specialist member of *Bonhams’* staff.

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

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

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

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

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

“Website” *Bonhams Website* at www.bonhams.com

“Withdrawal Notice” the *Seller’s* written notice to *Bonhams* revoking *Bonhams’* instructions to sell a *Lot*.

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

GLOSSARY

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

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

“bailee”: a person to whom goods are entrusted.

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

“Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer’s quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
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CHRONOMETERS

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Lot No	Year	Model
142	1948	Alvis TA14 Duncan Coupé
130	1936	Aston Martin 2-Litre Speed Model 'Red Dragon'
128	1952	Aston Martin DB2 Sports Saloon
139	1964	Aston Martin DB5 Saloon
157	1967	Aston Martin DB6 Vantage
160	1970	Aston Martin DB6 Mk2 Volante
110	1986	Aston Martin V8 Vantage Zagato Coupé
124	2000	Aston Martin Vantage Le Mans V600 Coupé
152	1952	Aston-Butterworth Grand Prix Monoposto
118	1954	Austin-Healey BN1 Roadster
155	1955	Austin-Healey 100 Roadster
183	1965	Austin-Healey 3000 Mark 3
147	1928	Bentley 6½/8-Litre Sports
141	1954	Bentley R-Type 4½-Litre Saloon
154	1956	Bentley S-Type Continental Sports Saloon
148	1959	BMC 5-Ton Race Transporter
184	1938	BMW 326 Cabriolet
110A		Brian James Motor Shuttle
163	1937	Cooper-Austin 'T1' Two-Seat Sports
175	1951	Daimler DB18 Special Sports Drophead Coupé
104	1955	Daimler Ferret Mk2/4 Armoured Scout Car
123	1960	Daimler SP250 AHC Retractable Hardtop Coupé



Lot No	Year	Model	Lot No	Year	Model
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102	1959	De Sanctis Formula Junior Monoposto	144	1978	Land Rover Series III 109" 4x4 Ceremonial Utility
143	c.1945	DUKW 6x6 Amphibious Utility	109	1962	Lotus Elite Series II Super 95 Coupé
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