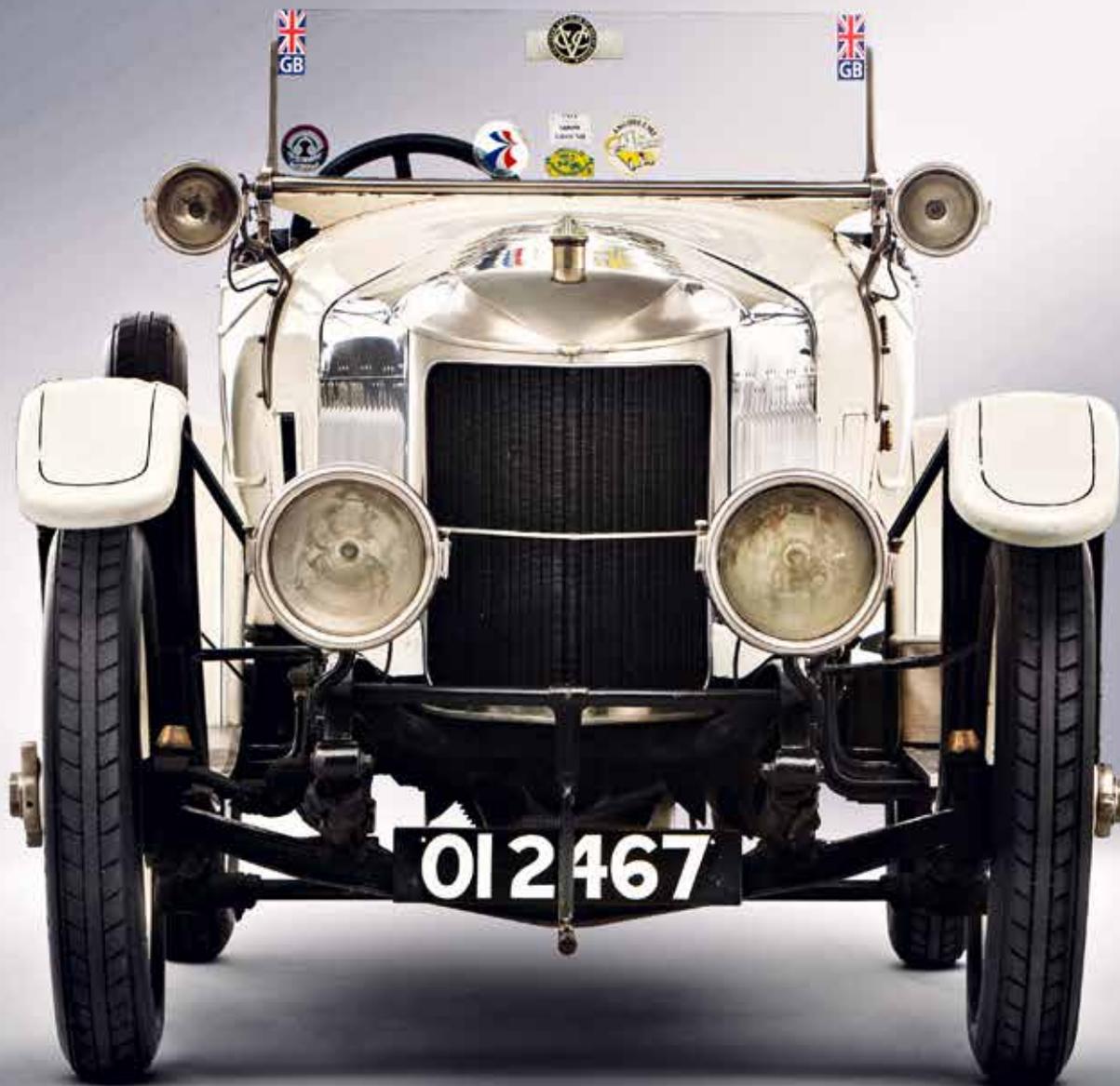


THE BOND STREET SALE

Sunday 4 December 2016



Bonhams

LONDON





THE BOND STREET SALE

Sunday 4 December 2016 at 2.30pm
101 New Bond Street, London

VIEWING

Friday 2 December 2pm - 6pm
Saturday 3 December 9am - 5pm
Sunday 4 December from 9am

SALE TIMES

Sunday 4 December:
Motor Cars 2.30pm

SALE NUMBER

23598

CATALOGUE

£30.00 + p&p

BIDS

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

Live online bidding is available for this sale

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

ENQUIRIES

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

CUSTOMER SERVICES

Monday to Friday 8.30am - 6pm
+44 (0) 20 7447 7447
Saturday 3 December
9am-5pm
Sunday 4 December
8.30am-5.30pm

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

Please see back of catalogue for important notice to bidders

Bonhams 1793 Limited

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

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Bonhams International Board

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Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
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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 Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

Damage

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

Important changes to V5C Registration Document procedures

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

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

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

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

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

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

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- cash: you may pay for lots purchased by you at this Sale with notes or coins 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.
- bank transfer: 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 (Alexandra Lippaj) / 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.

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 +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

Are there any warranties offered with the vehicles?

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

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

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

Can I view the files that accompany the vehicles?

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

How can I pay?

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

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

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

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

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

Payment by card

You may pay by debit cards: You may also pay by the following credit cards: Visa, Mastercard. 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 10 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately.

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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When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction.

For Motor Cars, payment can be taken up to 7pm on Sunday 4 December. Vehicles must be collected from the sale venue on the evening of the day of sale 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 Alexandra Lippai.

Worldwide Motoring contacts

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Bill To
+44 (0) 20 8963 2822
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Buyers/Sellers Accounts US

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

Collections

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale, Sunday 4 December, up to 7pm

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 will be transported by Polygon Transport to store:

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

Vehicle Removal charges

£265 + VAT per vehicle

Vehicle Storage charges

First 14 days

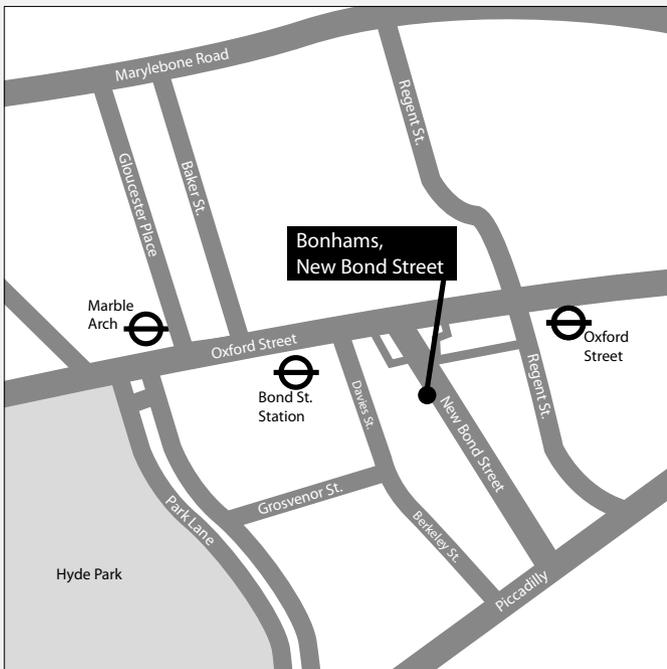
£14 + VAT per motor car per day

Thereafter

£10 + VAT per motor car per day

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

Directions to New Bond Street



By Underground

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

Parking

Q-Park
Cavendish Square
London
W1G 0PN

Address

101 New Bond Street
London
W1S 1SR

MOTOR CARS

Lots 001 - 029

Further images of each lot can be found at:
www.bonhams.com/23598





001

1953 BRISTOL 403 SPORTS SALOON

Registration no. RHT 403

Chassis no. 403/1385

- One of only 281 produced
- Award-winning car
- Well documented
- Restored in the mid-1980s
- Overdrive transmission



©Palawan Press

With the introduction of the 401 - the first of its exquisitely styled aerodynes - Bristol began to move away from the pre-war design the company had inherited from BMW. *Carrozzeria* Touring provided the Superleggera method of body construction that overlaid alloy panels on a lightweight tubular-steel framework, while the low-drag shape was achieved after hours of experimentation in the Bristol Aeroplane Company's wind tunnel. The 401 continued to use its predecessor's running gear and BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated, inclined valves. The gearbox remained a manual four-speed unit with first-gear freewheel.

With the introduction of the 403 in 1953, Bristol improved on what was already an exemplary Grand Tourer, the newcomer's apparently unchanged appearance disguising a number of important changes. The engine remained a 2.0-litre six of basically BMW design but the alloy cylinder head was new and helped liberate 100bhp, up from 85. The increase in straight-line performance (top speed was now in excess of 100mph) was matched by improvements to the running gear in the form of a front anti-roll bar and finned light-alloy brake drums.

This fine example of one of the most highly prized of early Bristols claimed a Silver Award for the Bristol Owners' Club at the 1996 *'Classic and Sportscar Show'*, and was chosen to represent the 403 in the 1998 Palawan Press publication: *'A Private Car, an Account of The Bristol'* by the much-missed LJK Setright.

First registered in 1953 as 'RHT 403', the Bristol was originally finished in black with Burgundy interior trim. The car comes with an extensive file of history that includes a list of owners, mileage records, assorted correspondence, and a substantial quantity of invoices issued by qualified motor engineer Spencer Lane-Jones, who first worked on it back in the mid-1980s.

In a valuation letter on file (dated 22nd October 1991), Mr Lane-Jones states: 'The car is in outstanding restored condition mechanically, structurally and cosmetically having been the subject of a total restoration to a very high standard commencing about 6 years ago. It has had little use since and is now one of the best extant examples of the model.'

The Bristol was acquired by the current owner in 2002, having previously been registered to Dr Robin Eaglen of Wokingham, Surrey (from March 1995). Described by the vendor as in generally good condition, this rare and highly desirable Bristol aerodyne is offered with an old-style logbook, current MoT certificate, a VC5 document for the most appropriate registration 'RHT 403', and the aforementioned history file.

£50,000 - 70,000

£56,000 - 79,000



002

1965 MERCEDES 230 SL CONVERTIBLE WITH HARDTOP

Registration no. 000 88D

- Landmark, first-of-the-line model
- Right-hand drive, UK car
- Automatic transmission
- Restored by Roger Edwards
- Circa 47,000 miles from new



A convertible model finished in silver with red leather interior, this car is a right-hand drive example of the 230 SL, a landmark model that 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.

An all-new design, the unitary chassis/body was one of the first to incorporate impact-absorbing 'crumple zones' at front and rear. An instant classic, it featured upright 'fishbowl' headlights and a simple chrome grille with Mercedes' three-pointed star in the centre - a direct reference to the already legendary 300 SL. 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. Top speed was in excess of 120mph. 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 automatic transmission 230 SL has had five owners, although as the current vendor has owned it twice it is really a four-owner car. The vendor owned the Mercedes for many years in the 1990s and reacquired it in 2003. He first bought the car from its original lady owner, who only sold it as she was getting too old to drive. The 230 SL had covered 32,000 miles at that time and was the best that could be found. This example is a right-hand drive UK car, and when purchased still had its original stickers in place (since lost in refurbishment).

The engine and bodywork have been restored by marque specialist, Roger Edwards. '000 88D' has been repainted in its original silver colour, while the interior trim has been changed from black MB-Tex to red leather. Since restoration, the car has been serviced every year by Schmidt Mercedes in London, and has been kept garaged. Only sold to make way for another classic, this user-friendly and fast-appreciating post-war Mercedes comes with service history, current MoT certificate, a V5C document, and its original books and manuals.

£75,000 - 85,000

€84,000 - 95,000



003

**1963 ASTON MARTIN DB5 4.2-LITRE
SPORTS SALOON**

Registration no. YNF 731A
Chassis no. DB5/1308/R

- *Delivered new to Australia*
- *Effectively two owners from new*
- *Restored by R S Williams in the mid 1990s*





'Racing has played a major part in the development of all Aston Martin engines since Frank Halford designed the original 1.5-litre unit for Bamford & Martin. The 3,995cc 6-cylinder light alloy engine fitted to the DB5 is in all major respects the same as that which powered the 4-litre prototype which ran in the 1962 and 1963 Le Mans 24-Hour races.' – *Autocar*, 21st May 1965.

Aston Martin's post-war evolution had taken a giant step forward in 1958 with the launch of the DB4. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970 and is still being referenced in today's Aston Martins. At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine co-designed by W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a supporting framework of light-gauge steel tubes.





Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'. When the DB4 was introduced, it was Britain's most powerful and fastest production car, and its aerodynamically styled, all-aluminium, *Superleggera* coachwork looked sensational, establishing a look that would endure for the next dozen years.

Touring's *Superleggera* body construction was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely strong platform type chassis. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.

The Aston Martin DB4 was also the first of the DB models to employ the entirely new engine designed by Tadek Marek, which had first been seen at Le Mans the previous year in the DBR2. A Polish engineer who had joined the company in 1954, Marek had previously enjoyed a racing career and posts with General Motors and FIAT in Poland. He had designed tanks during WW2 and had arrived at Newport Pagnell from Austin. An all-alloy, twin-overhead-camshaft six like its predecessor, Marek's new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Five (unofficially designated) series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU 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 cowed headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, 'Series V' DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.

From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 65 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.



The DB5 was the first and remains the most famous of all the 'James Bond' Aston Martins, having appeared in no fewer than five movies of the series, beginning with *Goldfinger* in 1964. Equipped with rocket launchers and sundry other gadgets, 007's DB5 was finished in Silver Birch with red interior, in which specification it was later issued by Corgi Toys.

Chassis number '1308/R' comes with a copy of its original factory record showing it was delivered new to a private owner in Sydney, Australia, the guarantee being issued on 15th November 1963. The car was originally finished in Goodwood Green with White Gold interior trim (its present livery) and left the factory equipped with chrome wheels. Reputedly, it is the first DB5 delivered to Australia and the eighth example sold to the public. Its first custodian kept the Aston until 1994, while the second owned it from then until 2016, making '1308/R' effectively a two-owner car.

In 1995 the second owner, a resident of Queensland, sent the DB5 back to the UK where it was comprehensively restored by renowned marque specialists Richard Williams Ltd. The rebuild included an unleaded conversion and enlarging the engine to 4.2 litres; converting the electrics to negative earth; thorough body repairs and a repaint; an interior re-trim; and various other works. There are related bills on file totalling well in excess of £50,000, together with others for parts ordered subsequently. On completion, the car was returned to Australia.

In 2016 the DB5 was imported into the UK, duties were paid, the car was MoT'd, UK registration was applied for and a V5C document issued with the registration number 'YNF 731A'. Various minor maintenance works have been carried out by South Cerney Engineering, including fitting a new distributor, and the car is now reported to run and drive well.

£570,000 - 610,000
€640,000 - 690,000

004

2015 CHEVROLET CORVETTE Z06 COUPÉ WITH Z07 PERFORMANCE PACK

Registration no. to be advised
Chassis no. 1G1YN2D63F5603852

- One owner
- Circa 300 miles from new
- Ultimate specification
- Supercar connoisseur ownership



'The new Z06 delivers levels of performance, technology and design that rival the most exotic supercars in the world. And the Z06 leverages the engineering expertise of GM, offering the choice of two world-class transmissions, supercar performance without supercar fuel consumption, and technologies that make it easier to fully enjoy the incredible experience of driving it.' - Mark Reuss, President, General Motors North America.

The world's longest-running production sports car, the iconic Chevrolet Corvette was seen as a radical departure for a marque hitherto associated almost exclusively with sensible family transport when it was launched back in 1953. Since then the design has progressed through seven different generations, the current (C7) incarnation being a new introduction for the 2014 model year.

Following some six years of development, the C7 Corvette debuted at the North American Auto Show in Detroit in January 2013. Although alternative engine layouts had been considered, Chevrolet's engineers opted to retain the traditional front-engine-rear-drive arrangement, no doubt to the relief of purists everywhere. The angular styling, though, represented a break from what had gone before, featuring obvious aerodynamic aids, sharp creases in body panels, and a squared-off rear end inspired by that of the Chevrolet Camaro. Special attention had been given to the interior, which was of better fit and finish than before.

Also new was the Corvette's 'Crossed Flags' logo, while the 'Stingray' name returned to the range after an absence of almost 40 years. Deliveries began in September 2013, and as usual the Corvette was available in two body styles: coupé and convertible, the former featuring a removable roof panel.

The Corvette's traditional glassfibre composite body construction was retained, albeit with several panels now in carbon fibre, while beneath the skin there was a chassis of hydro-formed aluminium boasting independent suspension all round by means of unequal-length wishbones. Magnetic Selective Ride Control dampers and an electronic limited-slip differential came as standard.

Some preceding versions had used overhead-camshaft engines, but the latest Corvette was powered by a new LT1 small-block pushrod V8 displacing 6.2 litres and producing 455bhp. Pushrods might seem somewhat old fashioned these days, but the fuel-injected LT1 nevertheless incorporated the latest in engine control technology in the form of Active Fuel Management (cylinder deactivation) and continuously variable valve timing. Manufactured by Tremec, the seven-speed manual transmission featured Active Rev Matching, while driver-selectable drive modes comprised Weather, Eco, Tour, Sport, and Track. Six- and (later) eight-speed paddle-shift automatic transmissions were available also.



One of the more interesting items of standard equipment was the Performance Data Recorder (PDR) a GPS-based system capable of recording both video and audio, plus telemetry with Track, Sport, Touring, and Performance data display modes – ideal for track days. And for those who found the standard Stingray's 455 horsepower insufficient, there was the Z06 with the Z07 Performance Package, introduced for 2015, at the heart of which was a supercharged 6.2-litre LT4 V8 engine producing 650bhp and 650lb/ft of torque. Enhancements to the running gear included revised suspension; 19x10" front and 20x12" wheels; Michelin Pilot Sport Cup tyres; and Brembo ceramic brakes. In addition, there were numerous changes and additions to the bodywork in the interests of increasing downforce and improving cooling for the engine and brakes. Flared wheelarches covered the Z06's wider tyres, and the result was an even more aggressive looking car with the performance to match its striking appearance.

Equipped with the Z07 Performance Package, the Z06 achieved lap times superior to those of any preceding Corvette. With some justification, Chevrolet hailed the 2015 Z06 as 'the most track-capable Corvette in the brand's history', a model that 'enters supercar territory with race-proven design, advanced technologies and world-class performance'. There can be little doubt that the Z06 will become one of the most coveted and collectible of modern Corvettes.

Finished in Laguna Blue with black hide interior, this Corvette Z06 has the Z07 Performance Pack and seven-speed manual transmission, while other noteworthy features of this ultimate-specification 'Vette include the Carbon Fibre Exterior Styling Pack, Battery Protection Pack, dark grey brake callipers, black aluminium wheels, and the Performance Data Recorder. Purchased new by the current vendor, one of the UK's foremost collectors of supercars, it has covered only 'delivery' mileage and is presented in effectively 'as new' condition.

£75,000 - 95,000
€84,000 - 110,000

005

1988 ASTON MARTIN V8 VANTAGE VOLANTE 'PRINCE OF WALES' 7.0-LITRE

Registration no. F258 PBM

Chassis no. SCFCV81C6KTR15749

- One of only 27 built to 'Prince of Wales' specification
- First owned by Aston Martin CEO, Victor Gauntlett
- Formerly registered '1 AML'
- 36,143 miles from new
- Freshly serviced by Aston Martin Works



For many the jewel in the Aston Martin crown, the Vantage Volante to 'Prince of Wales' specification was produced for only two years, drawing uniquely from the best of the Volante and Vantage features. The factory went on to build 27 examples of the 'Prince of Wales' specification Vantage Volante before V8 production finally ceased in December 1989. The Aston Martin V8 survived the company's changes of ownership and financial upheavals of the 1970s, appearing in numerous variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the latter first appeared in June 1978. Arguably the ultimate in soft-top luxury, the Volante did not become available to high-performance Vantage specification until 1986. Along with the more powerful Vantage engine and its associated bonnet came flared wheelarches, a boot spoiler (a feature the Volante had previously lacked), and an extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible.

Not all Aston Martin customers found the new look to their liking however, preferring the more restrained appearance of the earlier model. Foremost among these was HRH the Prince of Wales, who ordered his Volante with the Vantage engine and bonnet but otherwise effectively to standard specification. The Prince's car was a gift from the Emir of Bahrain, Sheik isa Bin Sulman Al-Khalifa. Knowing the Prince's fondness for the marque - he still owns the DB6 MkII Volante given to him by HRH the Queen for his 21st birthday - the Emir suggested a new Aston Martin. Understandably, the Prince was keen to have what was then the ultimate expression of the V8 range, the Vantage Volante, though his preference was for the styling of the original V8 Volante.

In consultation with Kingsley Riding-Felce, then in charge of the department that would become Aston Martin Works, it was decided to build a car that looked like the standard Volante but incorporated the more potent Vantage engine and running gear. Fortunately, only minor changes to the Volante's looks were required, being mainly confined to slightly flared wheelarches to accommodate the Vantage's 16" diameter wheels, and the provision of a special chin spoiler. At the Prince's request, his car was finished in British Racing Green, with a dark green hood and mushroom interior leather trim.



Highly impressed by the Prince's 'one off', Aston Martin CEO Victor Gauntlett ordered one for himself - chassis number '15749', the car offered here. The order book noted 'Build to PoW specification' - the first time this iconic model designation had been used. The factory records show that '15479' was finished in Rolls-Royce Balmoral Green with hood of similar green Everflex, rather than mohair. The interior was trimmed in tan leather, and Gauntlett had the ashtray reinstated (it had been converted into a storage area in the Prince's car). Straight, rather than turned down, exhaust pipes were another special feature. A Nardi wood-rim steering wheel was fitted together with a very impressive sound system consisting of a CD changer, two separate amplifiers, four speakers on each side, and an enormous 'bass bin' on the pared shelf behind the rear seats. This audio system was the very finest available in 1989. The car was, of course, serviced by the factory during Gauntlett's ownership, on the last occasion at 2,230 miles. First registered 'F864 OYR', it then carried the factory's famous '1 AML' plates and finally was reregistered 'F258 RBM'.



¹
Victor Gauntlett alongside his POW, Silverstone, 1989



In 1990, '15749' was sold and shipped by air to Japan via the Dominican Republic (Great Britain has an embassy there and the country is used as a hub for cargo). The Aston had been sold to the president of Autopolis for ¥76,644,223 - at that time equivalent to £297,640 - and was a present to his wife, Michiko. Autopolis is a Formula 1 racing circuit that was built in the mountains near Kuma; it was an ambitious project but for various reasons the scheme collapsed just before the planned inaugural race. Within the grounds of the circuit was a car museum, and it was here that '15749' was exhibited until its sale by the receivers in August 1993. The Aston was bought by a major car dealer from Fukuoka City, who displayed the car in his air conditioned and heated main showroom until September 1998 when it was purchased by an English resident of Oaza-Fukui, Mr Humphrey Smith. When purchased, the car had an odometer reading of 3,820 miles. Mr Smith maintained the car meticulously and kept all bills and receipts. It was discovered that the CD changer was still filled with Victor Gauntlett's collection of classical music CDs, which he had forgotten to remove.

Circa 1999, the Aston was repatriated to the UK. After some invoiced work had been carried out by Aston Martin dealer Desmond Smail, the car was sold by marque specialist R S Williams to a Swedish citizen resident in London, Mr P Tornberg, who owned the car until March 2015. It was during Mr Tornberg's ownership that £32,500 was spent with RSW on converting the engine to 7 litres capacity for a maximum output of 500bhp, together with appropriate suspension upgrading. Later, the standard brakes were wisely swapped for superior AP Racing components. Subsequently, the car was serviced in the Nicholas Mee workshops. When he retired, Tornberg took the car back with him to Sweden, from where it finally returned to the UK again in March 2014, being registered in Nicholas Mee's name to facilitate its importation. The accompanying stamped service booklet records regular servicing - since 2001 by RS Williams on four occasions and Nicholas Mee twice. In November 2016 the PoW returned to Aston Martin Works at Newport Pagnell (at 36,143 miles) and is offered fresh from their £10,000 service. '15749' also comes with a copy of its factory Car Record Card, a current MoT certificate, and a UK V5C registration document. One of the rarest and most sought after of post-war Aston Martins, this beautiful Vantage Volante 'Prince of Wales' is worthy of the closest inspection.

£600,000 - 700,000
€670,000 - 790,000



1
Pomeroy Junior in 'Henry' pushing
on up Prescott Hill in the 1950s.

2
'Henry' during filming of
An Aspidochelone in Babylon.

3
'Henry' touring the
French vineyards.



006

The ex-Laurence Pomeroy Jnr.

**1914 VAUXHALL 25HP 'PRINCE HENRY'
SPORTS TORPEDO
COACHWORK BY HOSKISON LTD.
OF ASTON CROSS, BIRMINGHAM.**

Registration no. OI 2467

Chassis no. C97

- *The first true Sports-Car*
- *Continuous history from new*
- *Outstanding provenance*
- *One owner for the last 46 years*

Laurence Pomeroy joined Vauxhall in 1905 at the same time as racing driver A J Hancock who was later to become General Manager and a strong influence in Vauxhall's participation in motor sport. Pomeroy himself was destined to become Chief Engineer and proved his mettle in the design of the 12/16hp four-cylinder car of 1906. Reliability trials were not only the perfect test bed for new models but also a source of great publicity for manufacturers as the general media as well as the motoring press took a real interest in the relatively new-fangled motor sport. The 20hp car entered in the RAC 2,000 mile 13 day Reliability Trial of 1908 was a design from Pomeroy's drawing board and Kidner's entry in that event took first place honours, beating the Rolls-Royce entry and all-comers. A developed version of this 20hp car became the first car to exceed 100mph at Brooklands later that year. In 1910 a Works Team of three 20hp A-type Vauxhalls successfully completed the challenging Tour of Prussia, instigated by Prince Henry. Vauxhall launched the new 20hp C-Type model in 1911, adopting the v-shaped radiator and fluted bonnet as used by the Works cars in the Tour of Prussia. The 'Prince Henry', as the C-type became known, was offered first in 20hp guise, shortly to be uplifted in capacity to the four-litre 25hp model shown at the Olympia Exhibition of 1912. Space here prevents the telling of the success of the 'Prince Henry' in trials, races, hillclimbs etc., suffice it to say that the arrival of the Vauxhall teams or privateers caused consternation among the marque's competitors. (for detailed history refer to Nic Portway's standard reference work *Vauxhall Cars 1903-1918* ISBN 0-95-269007-1-3). Many of the world's most respected and pre-eminent motoring historians have acclaimed the 'Prince Henry' Vauxhall as the first true sports car and we can only concur, being careful to define that narrow line between a racing car and a sports car.



T.W. Badgery, the first of only four owners of this 25hp car, was a keen cyclist, being a founder member of the Worcester St. Johns Cycling Club and its first and long term captain. He was also a passionate motorist and had his own place in motoring history. His prime business interests were in the leather industry in Worcester, however his motoring interests saw him taking a stake in The James Cycle Company of Birmingham and also in Dunlop Tyres.



When choosing his new car in 1914 Badgery had considered the best offerings from Sunbeam, Talbot and others but recognised immediately the sheer brilliance of the Pomeroy-designed 'Prince Henry' Vauxhall. Gleaning from the makers that the 'Prince Henry' engine developed 86bhp at 3,300rpm and that, in chassis form, the 'Prince Henry' had lapped Brooklands at over 80mph, he placed his order. C97 was delivered in chassis trim in March 1914. Presumably his business or family connections in the Midlands influenced Badgery's choice of coachbuilder, Messrs Hoskison Ltd. of Aston Cross, Birmingham, who were commissioned to build an elegant sports torpedo body, panelled in aluminium with a fold flat one-piece windscreen, a tonneau cover and no hood. It was in this form that the 'Prince Henry' and Mr. and Mrs. Badgery completed many motor tours, the car remaining in service until 1931, by which time C97, driven by Badgery or his chauffeur 'Witts', had clocked up some 140,000 miles.



Badgery recalled, when talking to motoring journalist Marcus Chambers many years later, that he ran C97 on 'Castor Oil, second pressings' that he got from his own leather works. He recalled also that the car had needed very few repairs, although new shackle pins had been fitted. Badgery had also converted the car to run on 5.25 x 22inch wellbase wheels and tyres.

It was in this very original form, having been laid up by Badgery for fourteen years since 1931, that Laurence Pomeroy Jnr. was introduced to the car by his friend, Sunbeam historian and early VSCC stalwart, the late Antony Heal, in 1945. The fascinating tale of acquisition and collection of this car by Pomeroy that year is well recorded by Marcus Chambers in *'The Automobile'* magazine of May 1993 – a tale recording much fine eating and alcohol consumption!

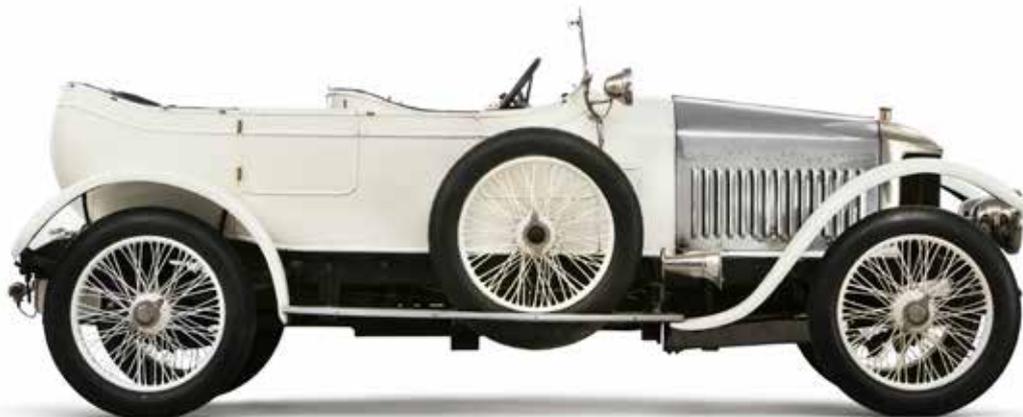
Pomeroy had long wished to own a car designed by his father – and surely the 'Prince Henry' model, and this car in particular, was the ultimate car on his wish list – he had as a child shared with his sister Amanda a pedal car version of the 'Prince Henry', built for him by his father. Pomeroy Jnr. was a Vice President of the 500 Club the third President of The Vintage Sports-Car Club and a notable motoring writer and historian - in short a motor car connoisseur. He was to own C97 and compete in it regularly during the 21 years of his ownership. Following his death in 1966 his executors recognised the importance of C97 passing into the right hands within the veteran and vintage 'fraternity' and it was another VSCC stalwart and Past President, 'Sam' Clutton, who was instrumental in ensuring that the car passed to Nick Ridley, enthusiastic driver of Edwardian performance cars and later to become President of the Veteran Car Club of Great Britain. Ridley was to campaign the car in veteran and vintage events until 1970 when it changed hands for the last time into the ownership of the late Reg Long, a Lincolnshire garage proprietor and long time veteran car enthusiast.



During the next 46 years of Long's ownership C97, ('Henry' as he became known), saw extensive use – first owner Badgery would have been thrilled to read of the many Continental tours undertaken by his trusty Vauxhall – always driven with care by its time-served engineer owner. 'Henry' was the flagship car on so many tours organised by its owner and its strikingly attractive styling and presentation always drew the largest admiring crowds. Continental tours embraced Denmark, Holland, Germany, Ireland and Turkey where many awards were collected, but the car's most memorable adventures were to the Loire Valley, where its owner relished the open roads and fine wines. C97 was always driven from its home in Lincolnshire to these overseas events, covering a vast mileage in the process. During Long's Presidential years of the Veteran Car Club - (1987-1989) - 'Henry' took part in every one of the Club's Main Events, winning, jointly with its driver, the Club's premier award – The Lord Trophy. C97 has been featured in many motoring publications, was invited to the opening of The National Motor Museum at Beaulieu in 1972 and 'starred' in the 1973 film *'An Aspidistra in Babylon'* where it was driven by Jeremy Brett.



4
'Henry' drawing usual crowds in Copenhagen



C97 is now presented with a delightful patina acquired through its 102 years – during much of which time it has been in regular use. It comes with a good history file recording regular maintenance during the present ownership, including work carried out by engine specialists some years ago, some of which, including cylinder block repairs, will benefit now from re-visiting. Inspection of this file is recommended. Although little used in more recent years because of its late owner's advancing years, C97 was started and run in July this year, covering about 30 miles and reportedly running well. Much originality has been carefully preserved, including we believe the leather upholstery (perhaps supplied by Badgery's own leather company). There is provision for hood mounting although it appears none of the previous owners have used that facility. The car was to 895x135mm beaded edge wheels some years ago, enhancing appearance and handling, although the Badgery-fitted well base wheels are also offered with the car. Original mechanical specification has been carefully retained although a disc brake modification is noted to the transmission brake and there is evidence that Andre Telecontrol dampers have been fitted some time ago. C97 is well equipped for fast touring with CAV lighting and switch panel, gaitered springs, two piece tonneau cover, running board mounted electric klaxon, dashboard-mounted Bosch starting magneto and air pump, Smiths 8 day clock and oil and water gauges. Fuel supply is by a White & Poppe Ltd. No.40 carburettor and spark is provided by a Bosch ZU4 magneto. A wealth of paperwork with the

car contains much correspondence, records and mementos of events attended and details of work carried out and related expenditure. 'Henry' is offered with a Duplicate Copy of the Veteran Car Club Dating Certificate No. 546 issued by that club in 1955 and signed by dating authority, the late Dennis Field.

Original 'Prince Henry' Vauxhalls are scarce indeed – the 25hp model even scarcer - and highly prized by their knowledgeable owners. This car, with its outstanding provenance, unchallengeable continuous history and connection with such 'establishment' figures in the veteran motoring world as Pomeroy Senior and Junior, Heal, Chambers, Clutton, Ridley and Long is indeed unique and of significant stature. With its high waistline, narrow torpedo coachwork and raked windscreen it is arguably the most handsome by far of all the surviving cars and, with the required recommissioning which it undoubtedly now deserves following 102 years of enthusiastic use, it will worthily take its place high on the stage of the Worlds Great Cars – not only on the concours d'elegance lawns but in long distance motoring events where it will surely prove its Edwardian sporting credentials.

£500,000 - 600,000
€560,000 - 670,000



007

2001 BMW Z8 CONVERTIBLE WITH HARDTOP

Registration no. X385 RNV
Chassis no. WBAEJ13451AH60797

- Delivered new to Texas, USA
- Left-hand drive
- Four owners from new



'That this new car, the Z8, is scorchingly fast comes as no surprise. It employs the potent 400-hp M5 powertrain, which endows the M5 sedan with the acceleration of a Corvette. Weighing about 500 pounds less than the two-ton M5, the Z8's performance is beyond question.' – *Car & Driver*.

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

The sensation of the 1997 Tokyo Auto Show, the Z07 was received so enthusiastically that BMW took the decision to press ahead with a production version: the Z8. Some of the Z07's less practical features were deleted, including the four-spoke steering wheel, 'double bubble' hardtop and driver's headrest fairing, but for the most part the Z8 remained remarkably faithful to the original concept, retaining the 507-like twin-nostril front grille and distinctive front-wing vents.

A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8. *Car & Driver* was moved to remark: 'In truth, the Z8's visual charisma is so powerful that just sitting in this car with the engine off is more fun than driving many other cars. Then when you press the starter button – set apart, also a tribute to the past – another level of excitement begins.'

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

The fact that the Z8 was a low-volume model assembled, for the most part, by hand enabled BMW to offer customers considerable freedom in personalising their cars. Further enhancing its appeal to collectors, the factory announced that a 50-year stockpile of Z8 parts would be maintained. Despite a (US) launch price of over \$128,000, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of that figure. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.



Correspondence from BMW Group on file confirms that this example was manufactured in 2001 and complied with US DoT safety regulations, California state emissions regulations, and Federal Motor Vehicle Safety Standards for the model year 2001. The Z8 was sold new via Classic BMW of Plano, Texas and first owned by one Elizabeth Smith of Dallas, Texas. Ms Smith kept the car until June 2008, and a record of all the warranty work carried out by Classic BMW is on file.

In November 2011, the BMW was sold to one Lers Persson of Ystad, Sweden, who kept in until July 2011. The car's third owner, Colin Watling of Kingswood, Surrey, acquired it in April 2013 and registered it on 20th May of that year. There are several invoices on file for servicing/maintenance carried out by Cooper Banstead on Mr Watling's behalf. The current owner purchased the Z8 early in 2015.

The car comes complete with factory hardtop, spare wheel, full tool kit, half tonneau, roll-bar hood cover, wind deflector, and its original leather tool pack, service booklet, and driver's manual. This rare and collectible modern classic is offered with current MoT, a UK V5C document, assorted correspondence, old Swedish registration papers, and the aforementioned service records.

£150,000 - 180,000
€170,000 - 200,000



008

2004 PORSCHE CARRERA GT

Registration no. AN53 ORG

Chassis no. WPOCAZ9804L001040

- *One of only 1,270 built*
- *Sought after colour combination*
- *1,722 miles from new*
- *Porsche service history*





When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked a return to its competition roots, the new flagship supercar's looks recalling those of the original Type 550 of 50-plus years ago. Known as 'Project Code 80', the programme to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998. Although a couple of dozen GT1s were adapted for road use, something more practical would be required for volume production, though it was intended that the GT1's advanced technology would be carried over to the new model.

The first hint that Porsche was planning something very special was dropped in 2000 when a concept car designed by American Grant Larson appeared on the Stuttgart manufacturer's stand at the Paris Motor Show. Its overwhelmingly favourable reception gave Porsche the green light to commence development of a version suitable for production.

It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster but the new model needed to be significantly different in order to achieve the desired impact. Fortunately there was a suitable power unit to hand: a 5.5-litre four-cam V10 developed a few years previously for a still-born Le Mans racer. The latter had incorporated a carbon-fibre monocoque, as had the GT1, and this state-of-the-art method of construction was carried over to the Carrera GT, albeit in a form that met the requirements of a road car. Porsche's engineers gave themselves an additional set of problems to solve by extending the use of this material to the engine support structure. The development of a small-diameter, multi-plate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower centre of gravity than would have been possible with a flat six. Before production commenced, the V10 would be enlarged to 5.7 litres, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.



Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability the rear body incorporates a wing that rises automatically at around 75mph, retracting when the speed drops back to 50mph. This was no mere gimmick but a vital necessity in a car capable of exceeding 200mph.

The Carrera GT's suspension is pure competition car, featuring unequal-length control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminium callipers gripping 15" diameter ceramic composite discs that are more heat resistant and 50% lighter than cast-iron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.

When the production Carrera GT went on sale in 2004 it looked remarkably similar to the 2000 Paris Show car yet was subtly different in countless ways. One more obvious difference was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed for stowage in the front luggage compartment.

Inside, the seats were made of leather-trimmed carbon fibre while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917 endurance racer. In keeping with Porsche tradition, the ignition switch was placed to the left of the steering wheel.

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: these days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology. The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, email and internet connectivity and air conditioning was standard.

Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasising the car's exclusivity, and each example carries a numbered plaque on the centre console (the factory retained 'No.1' for its museum). In the event, the Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in May 2006 only 1,270 had been completed. Porsche cited changing airbag regulations in the USA as the reason for its discontinuance.

The Carrera GT offered here, with production number '92', has covered only 1,722 miles and is presented in the most sought after colour combination of Solid Black with Natural Dark Grey leather interior. The car comes complete with a detailed specification plus its owner's manuals, owner's wallet, service book, wheel removal socket, and spare keys.



Originally delivered to an Official Porsche Centre in New York, '92' was first registered in the USA on 1st January 2004 and sold to a collector. In May 2008, the Carrera was purchased by a well-known UK based collector and imported into the UK on 1st September 2012. Meticulously converted to meet UK requirements, the car has been in the care of Porsche Central Operations, the only Porsche-approved 918 Spyder and Carrera GT specialist in this country, since 2015.

Painstakingly prepared to its current outstanding condition by factory-trained master technicians, the Carrera has undergone both a full mechanical, suspension and bodywork inspection, and been returned to concours condition, which included repairing some damage to the off-side front. The process of returning the car to its original factory-fresh condition involved replacing a number of expensive components including the bonnet, front wing, radiator, front bumper, headlights, alloy wheel and brake caliper.

With so few produced, and all in the hands of private collectors, the Porsche Carrera GT is only rarely seen on the open market. With its extremely low mileage, limited ownership roster, and outstanding condition, this pristine example represents a wonderful opportunity to acquire what *Car & Driver* rated as 'arguably the finest sports car the company has ever produced.'

£480,000 - 540,000
€540,000 - 610,000



009

**1926 ROLLS-ROYCE 40/50HP PHANTOM I
BROUGHAM DE VILLE 'THE PHANTOM OF LOVE'
COACHWORK BY CHARLES CLARK & SON LTD,
WOLVERHAMPTON**

Chassis no. 76TC

Registration no. YE 939

- *One of the most famous Rolls-Royces of all time*
- *Unique specification*
- *Known ownership history*
- *Extensively documented*

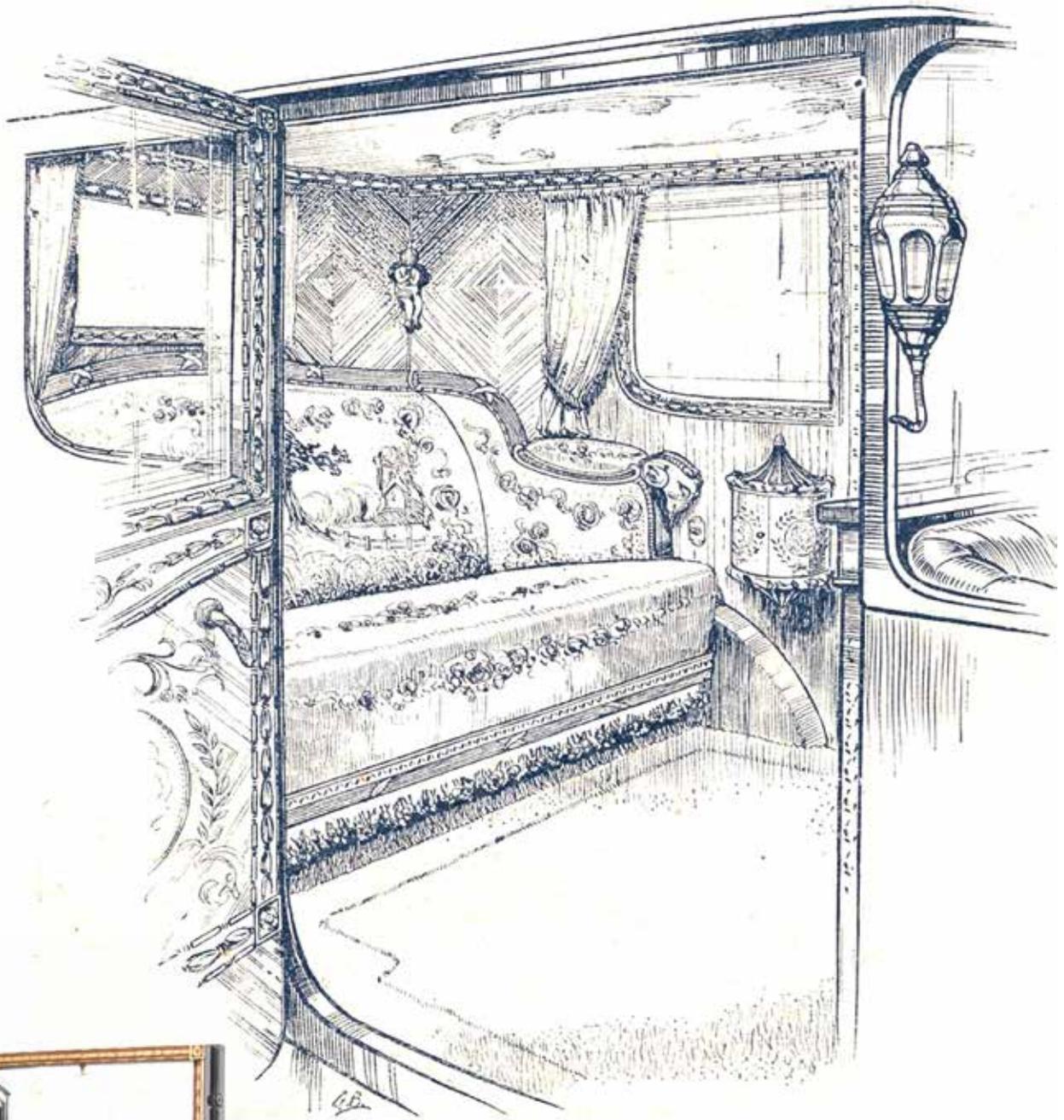




The unique Rolls-Royce Phantom motor car offered here represents the absolute zenith of the coachbuilder's craft in the 1920s, boasting an audacious rococo interior that is nothing less than magnificently palatial. It dates from a period when almost all manufacturers of quality cars supplied only the rolling chassis, leaving the client to commission coachwork of his or her choice from one of the many specialist coachbuilding companies. In this case, Rolls-Royce's customer was Clarence Warren Gasque, an American businessman of French ancestry living in London, who chose the esteemed British motor manufacturer's latest top-of-the-range model, the New Phantom, which had been introduced in 1925 as replacement for the 40/50hp Silver Ghost.

'After seven years of experiment and test, in the course of which no promising device had remained untried, the 45/50hp Phantom chassis emerged, and is offered to the public as the most suitable type possible for a mechanically propelled carriage under present-day conditions,' announced Rolls-Royce. Retrospectively known as the Phantom I, the newcomer boasted an entirely new push-rod, overhead-valve, 7,688cc, six-cylinder engine with detachable cylinder head, a unit considerably more powerful than that of its Edwardian predecessor. The New Phantom, like the contemporary 20hp Rolls-Royce, adopted a disc-type clutch and adjustable radiator shutters; its chassis though, remained essentially the same as that of the later four-wheel-braked 'Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame. A total of 2,212 Phantom I chassis had left Rolls-Royce's UK factory by the time production ceased.





1
As illustrated in
a contemporary
coachbuilding
magazine

Clarence Gasque was Financial Director of the UK division of the American F W Woolworth retail company, which had been one of the original pioneers of the 'five and dime' store. The firm's UK offshoot had contracted the construction and supply of several motor bodies from the long-established Wolverhampton-based coachbuilder, Charles Clark & Son Ltd, and it was to Clark's proprietor, Mr J H Barnett, formerly with Austin, that Clarence Gasque turned to when he required a body for his new Rolls-Royce. In actual fact, Gasque did not want the car for himself but for his wife Maude, a Woolworth heiress; he also wanted it to surpass the Rolls-Royce Silver Ghosts bodied by Clark for his fellow American and Woolworth's colleague, Surefire Snow, a dynamic New Yorker who had been instrumental in setting up Woolworth's UK operation.

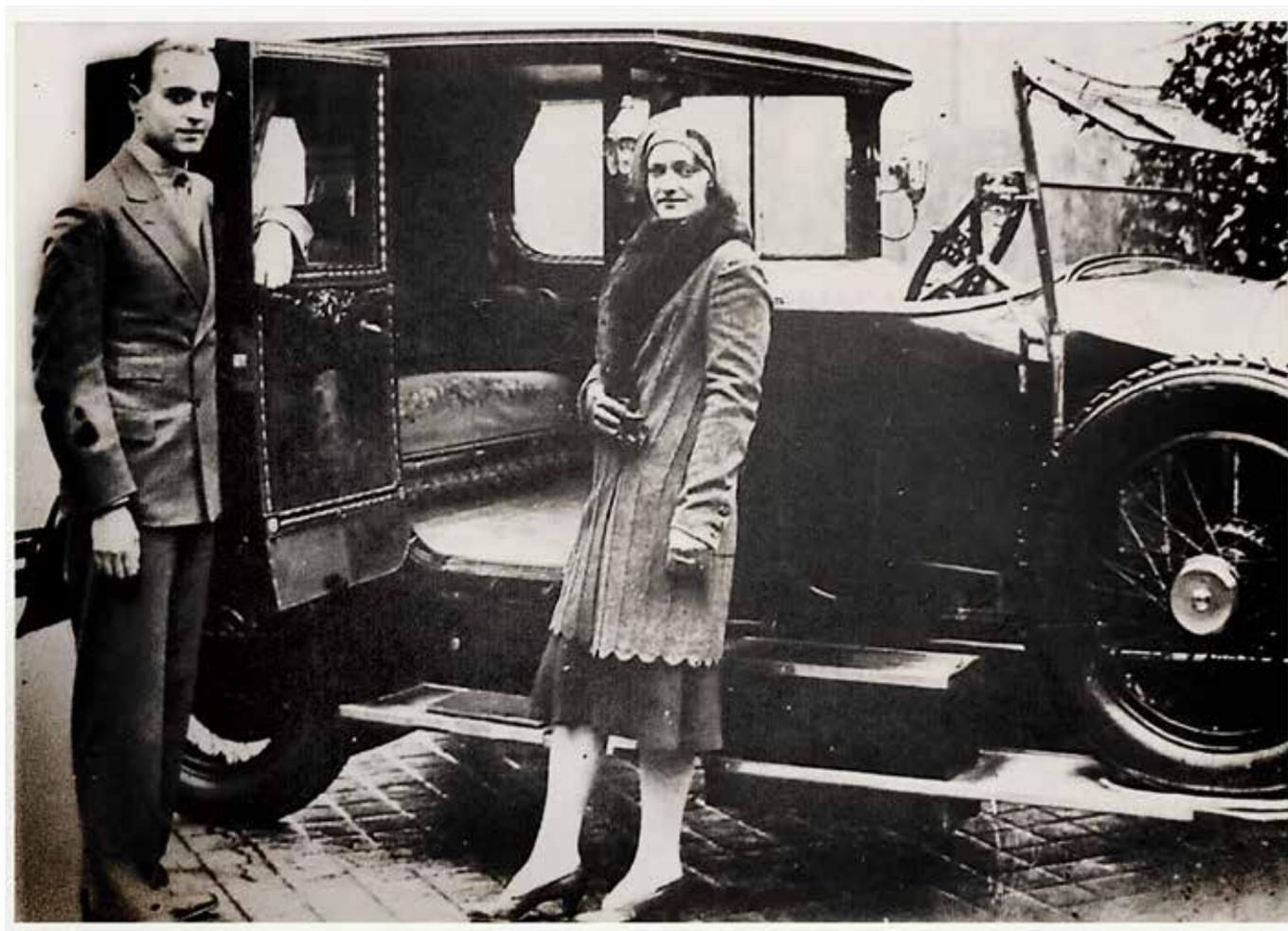


As J H Barnett later recalled: 'As I believe is often the case with Americans, this gentleman wanted a car for his wife which must be different to anything else, and also better. He would not stipulate what he wanted except that the design must be French, and left everything to me including price.'

Seeking inspiration for this loosely specified commission, Barnett visited London's Victoria and Albert Museum, the world's largest museum devoted to art and design. There he saw 'a very delightful little Sedan Chair which had once belonged to Marie Antoinette, and which had a painted ceiling'. Barnett recalled: 'I only had a very small staff, but a good working foreman, and I made what sketches and plans he required... All the interior woodwork was made here (in Wolverhampton), but some of the carving was done in London. The panels and cabinets we made entirely, but the painting was done by a Frenchman in London, of whom I have lost trace.'

'The interior metal fittings were made by Elkingtons to our design... The tapestry was made in Aubusson, and I well remember that it was a very hazardous job to make patterns for this before the job was really started, but as it took over nine months to make, we had to get it in hand at an early date. This tapestry cost me over £500.' In 1926, £500 would have bought you the average UK house...





2
Gasque and his wife Maude pose beside their new possession '76TC' on the day of delivery.

Looking more like the throne room at Versailles than the interior of an automobile, Barnett's design featured highly polished, satinwood veneer panelling, with painted decoration and oval medallions. The rear seat only served to enhance this effect, being upholstered in fine tapestries sourced from Aubusson in central France, which depicted scenes executed in the flamboyant and romantic style of the late Rococo period.

Befitting a car that would come to be known as 'The Phantom of Love', naked cherubs featured prominently in the exotic interior, appearing in painted scenes on the ceiling and as lighting supports at the rear corners. Additional lighting was concealed behind the ceiling's carved and gilded cornice. A bow-fronted drinks cabinet, reminiscent of an antique commode or chiffonier, was mounted on the internal division, concealing fold-down, inward-facing occasional seats - also tapestry upholstered - in cupboards at either side. Surmounting this elaborate division was a small French ormolu clock and two French porcelain vases containing gilded metal and enamel flowers. In honour of the Gasque family's French origins, Barnett devised a faux coat of arms at his client's request, which was applied to the rear doors.

Clark's body on chassis number '76TC' was completed in April 1927, the commission's ten-month turnaround time being around three times that for quality bodies of similar size. Gasque was presented with a bill for some £4,500, making 'The Phantom of Love' by far the most expensive Rolls-Royce of its day. Sadly, the Gasques' enjoyment of their costly love token would be cut short after only 18 months when Clarence died in October 1928 at the relatively young age of 54. His widow then spent the rest of her life promoting the causes of vegetarianism and animal welfare, eventually becoming President of the International Vegetarian Union and Vice-president of the Vegetarian Society. She died on 23rd December 1959.

In 1937, Mrs Gasque had put 'The Phantom of Love' into storage. Barnett noted: 'The last time the car came to us for repainting, the interior fittings and the veneered panels were getting into rather a bad state due to the fact that the car had been kept in an unheated garage, and this did not seem to concern them when I pointed it out to them.'

In 1952, 'The Phantom of Love' was bought by well-known Rolls-Royce collector, Stanley Sears. Although quoted as saying he 'paid through the nose' for it, Sears nevertheless felt compelled to try to improve on J H Barnett's masterpiece. Concerned that the car's sober exterior did not match the interior's opulence, he had the rear flanks refinished in simulated cane-work, considerably lightening its appearance. He also had the wheels painted in a straw colour and had coach lines applied to the bonnet.



Sears subsequently moved to Spain and in 1983 sold the bulk of his collection, though the Phantom was retained. In 1986, a Japanese collector named Takihana bought the Rolls-Royce from Stanley Sears, reputedly parting with £1,000,000 to secure it. The car passed through the hands of various Japanese collectors before Akira Takei sold it to dealer Edward Fallon of Cave Creek Classics in Phoenix, Arizona in December 2001. Swiftly sold on to prominent collector Jack Rich of Pennsylvania, 'The Phantom of Love' became a regular on the United States concours circuit and won many awards, including the Lucius Beebe Trophy at Pebble Beach in 2002. Rich then sold the car to the English dealer, Charles Howard.

In his autobiography, Howard recalled, 'I first saw and coveted (76TC) in June 1975 in Kensington Gardens at the 25th anniversary of the founding of the Twenty Ghost Club.

'At that time the car was owned by Stanley Sears who had a superb collection of Rolls-Royces and whose fortune came from multiple retailing.'

'I was most surprised in 2002 when the car resurfaced in America, having been discovered in a Japanese used car lot by an astute Japanese dealer with a Californian partner. I was able to buy the Phantom in one of my more complicated transactions and was thrilled when I got it home to England.'

Having refurbished the Phantom, including fitting black wheel discs, Howard sold it to Rolls-Royce specialists P&A Wood of Great Easton, Essex, who exhibited the car at *Rétromobile*, Paris in February 2004. The Rolls-Royce subsequently found a new owner: Penny Brook Ltd of Brook Street, London W1, which acquired it in October 2004. The present custodians purchased the Rolls-Royce in 2012 again via P&A Wood. The latter carried out a service and other works in January 2016 (see bills on file totalling circa £5,000), and the Rolls-Royce now runs and drives well.

Extensively illustrated and described in numerous books and magazine articles about the Rolls-Royce marque, 'The Phantom of Love' is, arguably, the most famous surviving Rolls-Royce after 'AX 201'. Unique and well documented, it is without question one of the very finest examples of art and craftsmanship applied to an automobile. Accompanying documentation includes a photograph taken of the Gasques and their Phantom when new; a letter from J H Barnett to Stanley Sears, written in 1958; a current UK V5C Registration Certificate; and the usual Rolls-Royce factory records. Of the highest quality and in largely untouched original condition, 'The Phantom of Love' would grace any important private collection or make a wonderful exhibit for museum display or the concours lawn.

£500,000 - 700,000

€560,000 - 790,000

010

1960 ASTON MARTIN DB4 'SERIES II' SPORTS SALOON

Registration no. JB 720

Chassis no. DB4/474/R

- *Delivered new in the UK*
- *Owned by AMOC members for the last 19-or-so years*
- *Eligible for AMOC and a wide variety of other historic events*



'When the products which are raced bear such a close resemblance to those which can be bought by the public, as do those of Aston Martin, only the most biased can deny the value of racing in improving the breed. It should be no surprise (that the DB4) should be based on an engine which first appeared in experimental form in some of last year's races.' - *The Autocar*, 3rd October 1958

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

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II, which, with its large bonnet scoop, early pattern grille and small tail lamps, is visually most pleasing and highly regarded. Including Vantage and convertible models, approximately 1,100 of these iconic 'Gentleman's Express' sports saloons were produced between 1958 and 1963.







This 'Series II' DB4 was delivered new via the Brooklands dealership to its purchaser, one R A Parsons Esq of Stone Court, Worth, Sussex, though somewhat curiously the guarantee form also states 'property of J Bowthorpe'. Two further owners are listed: Samuel Williams & Sons Ltd of Dagenham Dock, Essex (from 5th February 1963), and Mr P Gamble of Shenfield, Essex (undated). Registered as 'JB 720', the car was originally finished in Pale Primrose with black Connolly leather interior trim, while the guarantee form (copy on file) lists servicing works up to April 1968 (at 27,021 miles).

The DB4 previously belonged to the President of the Italian Section of the Aston Martin Owners Club, Massimo Meli, its owner for some 14 years, and was featured in the January 1999 edition of *Ruote Classiche* magazine (copy available). For the last five years the car has been owned by an AMOC member in the UK, and while in his care has been looked after by Stratton Motor Company. Described as in generally good condition, running very well, the car comes with the related service/maintenance bills, a V5C registration document, and current MoT. A very genuine and unmolested survivor, this beautiful DB4 is eligible for AMOC and a wide variety of other historic events.

£320,000 - 360,000
€370,000 - 420,000



011

1958 JAGUAR XK150

Chassis no. S827230DN
Registration no. JSN 149

- *One of 662 XK150 drophead coupés*
- *One owner from 1962 to 2014*
- *In storage for 45 years*
- *Professionally restored 2014-2016*







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

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

One of only 662 drophead coupés made, this overdrive-equipped example of one of the most sought-after of XK150 variants was supplied new via Ritchies of Glasgow and purchased by one John E Milner on 19th November 1958. The accompanying Jaguar Heritage Certificate confirms matching chassis, engine, and registration numbers, and records the original colour scheme as Pearl Grey with Light Blue interior trim and French Blue hood. 'JSN 149' was driven by Mr Milner until the end of 1969 (the tax disc expiring on 31st December '69 is on file) and was then left in his garage until its discovery in 2014.



As an unmolested and original one-owner car – off the road for 45 years – 'JSN 149' was surely every Jaguar restorer's dream. The XK was then purchased by the current vendor, whose high-end restoration business, carried out a full 'last nut and bolt' rebuild to original specification over the following two years, which was only completed in October 2016. Splendid in every department, and worthy of the closest inspection, the result is one of the finest XK150 restorations Bonhams has ever seen.

Accompanying documentation consists of the aforementioned Jaguar Heritage Certificate, an old-style continuation logbook (issued 1964), current MoT certificate, and a UK V5C Registration Certificate. The car also comes with a full tool kit plus its original jack, grease gun, and tyre inflator, while the prudent provision of an electric cooling fan is the only notified deviation from factory specification. A truly outstanding example.

£130,000 - 150,000

€150,000 - 170,000

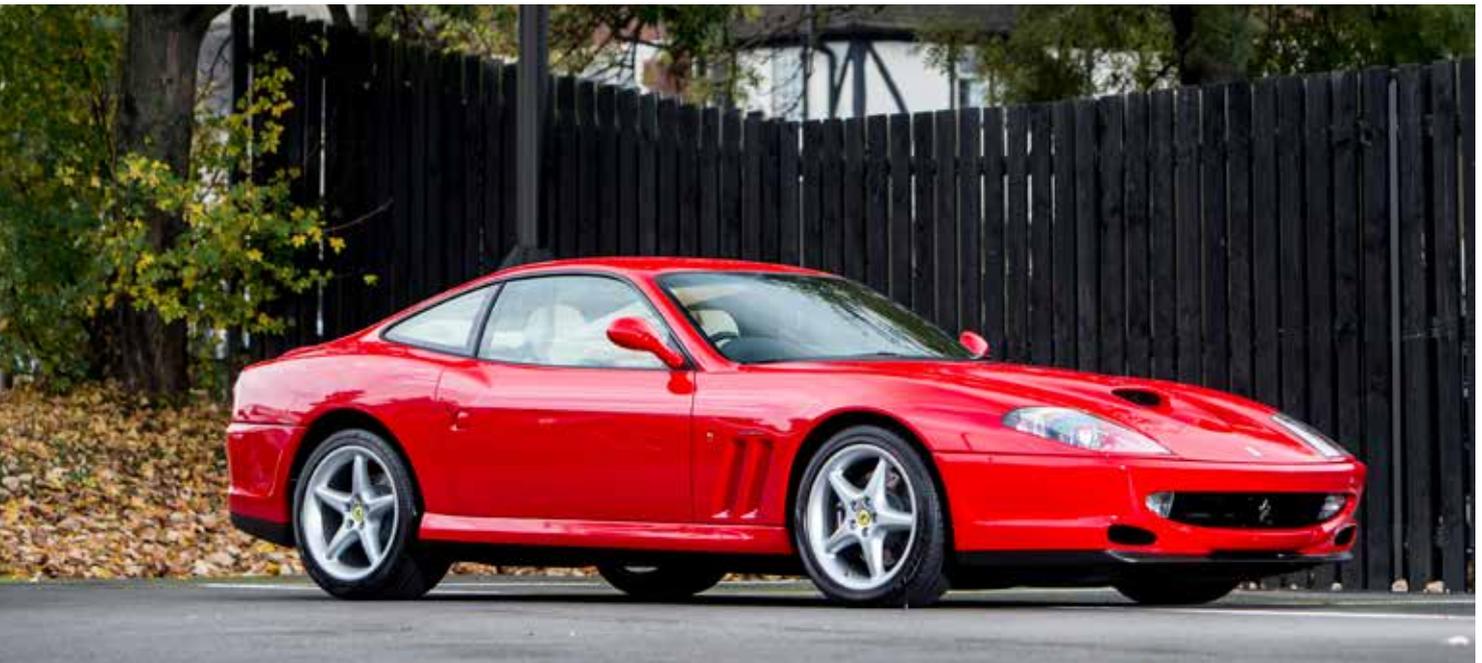


012

1999 FERRARI 550 MARANELLO COUPÉ

Registration no. T652 LDA
Chassis no. 1980427500432

- Supplied new in the UK
- Right-hand drive
- One private owner
- 4,054 miles from new
- Full service history



'The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago.' – *Car* magazine.

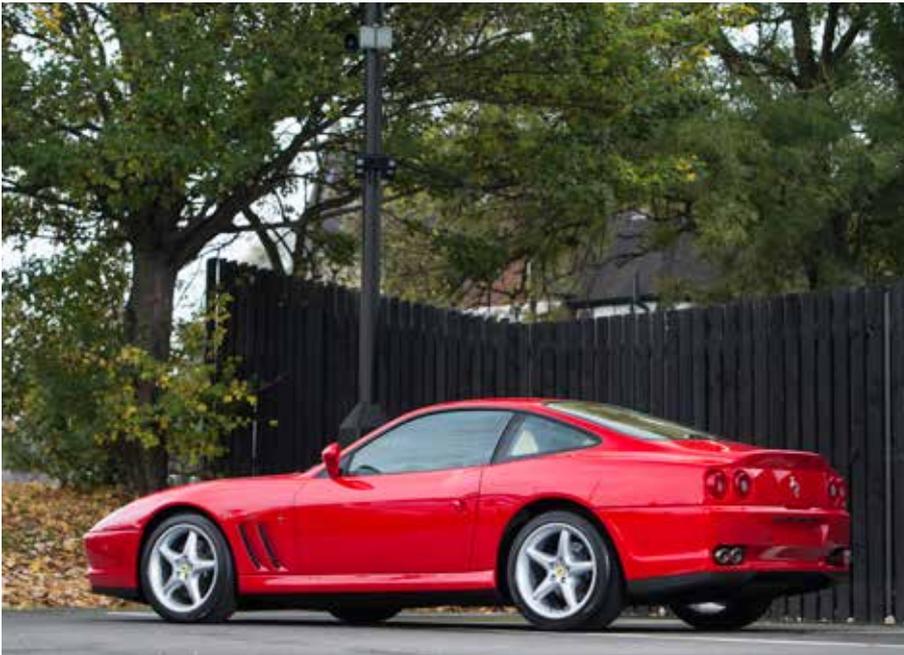
With the introduction of the 550 Maranello in 1997, Ferrari returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless

of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great *competizione* Ferraris of the past, in particular the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights.

In 2004, *Evo* magazine published a 'Greatest Driver's Cars' feature that pitted the 550 Maranello against the Porsche 911 GT3, Honda NSX-R and Pagani Zonda C12S. The Ferrari won. 'As with all great cars, there's no one facet that dominates the experience,' declared the respected British motoring journal. 'Yes, the engine is mighty, but the chassis is its equal. There's never been a supercar that's so exploitable and so rounded in its capabilities.'

In total, 3,083 examples of the 550 Maranello were produced, all with the manual gearbox, of which only some 457 were built in right-hand drive configuration for sale in the UK. In recent times the 550 Maranello has become very collectible, with demand ever increasing and prices continuing to rise, especially for low mileage cars - the 550 was such an accomplished Grand Tourer that many have covered a substantial mileage over the 19 years since its launch.



Right-hand drive chassis number '114682' was supplied new by Evans Halshaw Ferrari, Birmingham on 1st March 1999. Its specification included Rosso Corsa paintwork with Crema leather upholstery, and Bordeaux carpets with matching stitching. The car was supplied with a full set of '550' luggage, which is still present in unused and effectively 'as new' condition.

This very special 550 Maranello has had only one private owner from new. Not only is its condition commensurate with its low mileage, but the car also been carefully stored in an evidently ideal environment as there is no tarnish visible on any of the metal components in the engine bay or underneath the car. The paintwork is all original, of course, and the interior is generally excellent and unworn; it really is as close to a new 550 Maranello as it would be possible to get.

'114682' has been regularly serviced from new by marque specialists Graypaul, most recently in July 2016 when the cam belts were changed (at 4,042 miles). MoT'd to April 2017, this highly desirable Ferrari *Gran Turismo* comes complete with its original wallet, book pack, service book, and tools, plus both sets of keys, while the history file contains the original sales invoice, previous MoT certificates, tracking system paperwork, and service invoices since new. A quite outstanding example.
£200,000 - 240,000
€220,000 - 270,000



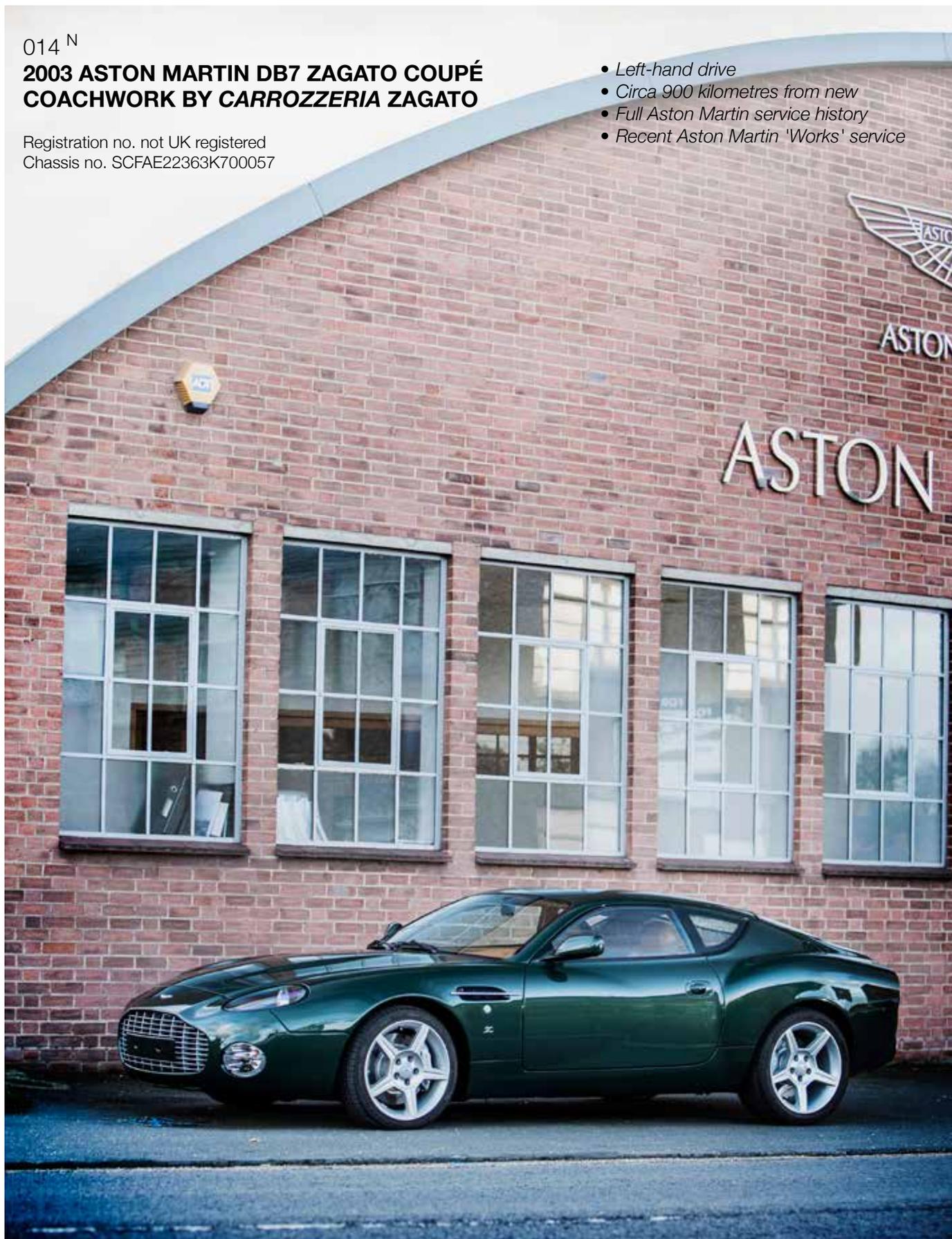
013
NO LOT

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**2003 ASTON MARTIN DB7 ZAGATO COUPÉ
COACHWORK BY CARROZZERIA ZAGATO**

Registration no. not UK registered
Chassis no. SCFAE22363K700057

- *Left-hand drive*
- *Circa 900 kilometres from new*
- *Full Aston Martin service history*
- *Recent Aston Martin 'Works' service*





Co-judges at California's Pebble Beach Concours d'Elegance in 2001, Dr Ulrich Bez, CEO of Aston Martin, and Andrea Zagato, of the eponymous Italian design house, conceived the idea of an exclusive sports car recalling the beautiful DB4GT Zagato, a mere 19 of which were made in the early 1960s. (Arguably the most desirable of post-war Aston Martins, the DB4GT Zagato captured the imagination of enthusiasts like few cars before or since, a state of affairs that led to its resurrection in the late 1980s/early 1990s when a further six cars were sanctioned by the works). The model chosen as the basis for the two companies' new joint venture was the DB7 Vantage supercar. 'But we don't see it as really retro,' commented Aston Martin's Director of Design, Henrik Fisker, explaining: 'We see it as more of a Zagato in the tradition of Zagato and Aston Martin. The idea of this car was, like the original DB4 and DB4GT Zagato, for the DB7 and the DB7 Zagato to have a relationship in design. So you couldn't go off in some futuristic direction.'

Like its illustrious predecessor, the DB7 Zagato has a shortened wheelbase and only two seats, but unlike the DB4GT Zagato, which was a lightweight 'homologation special' for competition use, its 21st Century equivalent was conceived as a luxury grand tourer. The DB7 Zagato was styled at the Italian *carrozzeria's* Turin base by Nori Harada, a pupil of the famous Ercole Spada, designer of the DB4GT Zagato. Given the extent of Zagato's planned alterations, the car was based on the strengthened open-top bodyshell of the DB7 Volante. Bodies were despatched to Turin for shortening and altering to incorporate Zagato's trademark 'double bubble' roof before returning to Aston Martin's Bloxham factory for trimming and finishing. Sleek and muscular, the DB7 Zagato, with its referential grille, long bonnet and truncated tail, marked a return to the styling that made the DB4GT Zagato an all-time classic.

Shorter, lighter and with its 6.0-litre V12 engine delivering a maximum output of 440bhp, 20bhp more than the standard DB7 Vantage, the Zagato offered superior performance. The suspension and brakes also were upgraded, while the interior - Spartan yet comfortable like that of the DB4GT - boasts unique untreated leather upholstery, designed to wear and age around the owner. 'When you grow with the car it becomes yours,' explained Fisker. 'You have a relationship with your car, it becomes your car like your shoe, it fits you after a while.'





In July 2002 the DB7 Zagato was unveiled to selected potential customers at an exclusive preview at Savile Row tailors, Gieves & Hawkes. The launch price was set at around £170,000 (approximately \$250,000) with production limited to just 99 units for delivery in 2003, thus guaranteeing their status as collectible classics of the future. In August 2002 the car was presented at the Pebble Beach Concours d'Élégance in Monterey, California alongside two DB4GT Zagatos, before making its official debut at *'Mondial de l'Automobile'* in Paris in September.

Number '57' of the 99 cars produced, this left-hand drive DB7 Zagato is one of only two finished in Buckinghamshire Green, while the interior is trimmed in contrasting Detroit Tan aniline leather with Charcoal carpets. The car comes with copies of factory documents showing that it was originally intended for delivery via Aston Martin Haus Rehse in Mannheim, Germany. However, the car appears to have been sold new via Garage P Keller in Geneva, Switzerland, as theirs is the first Dealer Stamp in the service history (dated 28th December 2003 at 78 kilometres). There are further stamps in the book from Garage Keller, Aston Martin Salzburg, and Aston Martin Works in the UK, the last such stamp being dated 30th June 2015 at 678 kilometres when the car underwent a very extensive and expensive refurbishment at Newport Pagnell (see invoice on file).

The current vendor purchased the Zagato in late 2009 via Aston Martin Salzburg (owners of Garage Keller at that time) and since December 2010 the car has been registered in Latvia. Having covered a mere 900-or-so kilometres from new, '700057' is presented in effectively 'as new' condition throughout, and will be presented for sale fresh from an annual service at Aston Martin Works.

Accompanying paperwork consists of copies of the aforementioned factory records and service history, Aston Martin Certificate of Origin and Certificate of Conformity, old Swiss *Carte Grise*, and the current Latvian registration document. The car also comes with an owner's manual, numbered car cover, sales brochure, complete tool kit, First Aid kit, and a full set of keys (2x keys, 2x fobs and a service key).

£240,000 - 280,000
€270,000 - 310,000

015

1971 FERRARI DINO 246 GT COUPÉ

Registration no. BPA 335K

Chassis no. 02764

- Formerly the property of Eric Clapton
- Rare right-hand drive model
- Delivered new in the UK
- Extensively restored in 1989



'It is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high...' – *Road & Track*.

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, the body was now steel, and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M' and 'E', these designations reflecting detail changes in the specification.



While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Truly a driver's car *par excellence* and still highly regarded today.

An 'E'-series model, this relatively rare right-hand drive 246 GT was ordered by the UK Ferrari importer, Maranello Concessionaires, as evidenced by a letter on file from Ferrari Servizio Commerciale dated 3rd August 1971. The original factory paperwork also shows that the Dino was supplied to order 'D/84' for delivery in October 1971. Its specification included alloy wheels (x5), electric windows, *Grigio Argento* metallic paint, and a blue interior. Maranello's customer was Sytner of Mapperley, Nottinghamshire.

First registered 'AAU 67K', the Dino was owned during the 1970s by one R P T Coleman of Dorset, and subsequently by one S Greenwood. While in the latter's ownership, the Ferrari was extensively restored with no expense spared by marque specialists Modena Engineering of East Horsley, Surrey, as evidenced by detailed invoices on file dating from 1989.

By 1993, the Dino had passed into the ownership of musician Eric Clapton, widely regarded as one of the most important and influential rock guitarists of all time, whose name and signature appear on copies of various documents in the history file. While in his ownership, the car was re-sprayed red and re-trimmed in beige (invoices on file). Subsequently owned by Mr Alan Bentley (1995) and Mr Andrew Cracknell (1998), the Ferrari was reregistered as 'BPA 335K' in 1999.

Since the 1989 restoration, the car has covered only some 16,000 miles and been worked on by the likes of Bob Houghton and Rardley Motors. Presented in superb condition both mechanically and cosmetically, it comes complete with its original spare wheel, jack, and wheel chock, and has a massive history file that contains numerous invoices, expired MoTs, and old tax discs.

£300,000 - 350,000
£350,000 - 410,000

016

1963 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE COUPÉ

Registration no. AEW 777A

Chassis no. 861280

- *Original right-hand drive model*
- *Exported new to South Africa*
- *Freshly restored*





Manufactured on 5th September 1963, chassis number '861280' is one of only 388 right-hand drive E-Type Coupés built during that year. The car's original colour scheme was cream with red interior trim. Exported new to South Africa and delivered via Robb Motors of Cape Town, the E-Type subsequently came back to the UK and was reregistered in this country in July 1999 to a Mr Naylor in St Neots, Cambridgeshire. He owned the car for 13 years and sold it to the current vendor in 2012.

Between October 2012 and October 2016, the E-Type was restored by Aston Service London, undergoing a complete and thorough rebuild of all components. It had covered 68,651 miles prior to the restoration, and was in fairly good condition. The restoration included taking the monocoque tub back to bare metal; all the original panels were found to be virtually rust free, and have been retained, and the car has been refinished in Jaguar Opalescent Silver Grey. The body refurbishment and paintwork were entrusted to Classic Car Restorations of Iver Heath, Buckinghamshire, while renowned experts Suffolk & Turley re-trimmed the interior in red leather.

The original engine was rebuilt by Classic & Modern Engine Services of Bracknell, Berkshire, and the original Moss gearbox overhauled by BPA Engineering of Whitchurch, Hampshire. Correct Avon 185/R15 tyres are fitted, while sympathetic upgrades include Rob Beere coil-over dampers; Rob Beere sports suspension kit; front anti-roll bar; larger aluminium radiator; electric cooling fan; up-rated alternator with pulley kit; and a high-torque starter motor. Often the weak point of many older classics, the brakes benefit from considerable improvement too, featuring ventilated discs, larger callipers, braided hoses, and an upgraded servo.

The odometer was zeroed at time of the rebuild, since when the car has covered around 595 'test' miles only. Presented in commensurately excellent condition, this fully restored E-Type is offered with restoration invoices, MoT to June 2017, and a V5C registration document.

£120,000 - 150,000
€130,000 - 170,000

017

1988 FERRARI 328 GTS TARGA CONVERTIBLE COUPÉ COACHWORK BY PININFARINA

Registration no. E481 MYW
Chassis no. ZFFWA20C000076888

- 2,147 miles from new
- Effectively one owner from new (see text)
- Recently re-commissioned by Meridien Modena
- Outstanding condition



'If the sublime purity of the original shape has been corrupted, its striking appearance has not. In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car.' – *Motor* magazine reviewing the Ferrari 328.

Introduced in 1988, the '328' was the third of Ferrari's highly successful family of V8-engined road cars that had begun with the 308 GT4 of 1973. Originally badged as a Dino, the all-new 308 GT4 2+2 took over from the preceding Dino V6. 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-litre V8 certainly was, and a new two-seater car using a dry-sumped version of the same power unit debuted at the Paris Salon in 1975. Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling.

Subsequently updated with four-valves per cylinder, 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 improved Marelli engine management system, lifted maximum power to 270bhp at 7,000rpm.

Top speed was raised to within a whisker of 160mph, with the sprint to 60mph covered in 5.5 seconds. On the outside, the addition of Testarossa-style moulded bumpers, a deeper rear valance and an unobtrusive roof spoiler could not disguise its underlying beauty.

A desirable early (non-ABS) model, this right-hand drive Ferrari 328 GTS was delivered new by H R Owen on 15th June 1988 but never used. The car was then resold 15 days later to the philanthropist and AutoTrader mogul, Sir John Madejeski and kept in his private collection at Reading Football Club until recently. Having formerly received only periodic servicing due to its minimal usage, the Ferrari has undergone a thorough re-commissioning at main agent Meridien Modena Ltd. Works undertaken included a full service plus replacing the cam belts, cam oil seals, air conditioning refrigerant, fuel injectors and, of course, the tyres.

Presented in original and virtually 'as new' condition, having covered a mere 2,147 miles, this exceptional 328 GTS has to be one of the very best of its type currently available. It comes complete with tool roll; leather wallet containing instruction manuals and the service booklet; two sets of keys; and that unmistakable 'new car' smell. A unique opportunity.

£140,000 - 160,000
€160,000 - 190,000



018

1973 PORSCHE 911S '2.4' TARGA

Registration no. YND 443L

Chassis no. 9113310833

- Delivered new to Australia
- Right-hand drive
- Full mechanical and bodywork restoration
- Maintained by Prill Porsche Classics in the UK
- Full record of ownership



'In these cars we see the fruits of all the development effort to produce an unmatched high performance sports car. The classic mainstream production 911 is a 2.4.' - Peter Morgan, *'Original Porsche 911'*.

For 1972, all Porsche 911 variants received the 2.4-litre (actually 2,341cc) engine, by which time the 911S featured the stronger Type 915 five-speed gearbox and 6"x15" alloy wheels as standard. Porsche had already tried a 2.4-litre engine in endurance racing, the stretch being achieved by lengthening the stroke, but the impetus for the larger unit's introduction came from the USA's ever more stringent emissions laws. Not sold in the USA, the 911S produced 190bhp, some 40 horsepower more than was on offer to American customers. The most obvious external change from the 2.2-litre models was the addition of a small chin spoiler, adopted to improve high-speed stability. For the 1974 model year, production switched to the 2.7-litre model, which was the first 911 to incorporate the large impact-absorbing bumpers disliked by many purists, for whom the '2.4' is the last 'old school' 911 and therefore all the more collectible.

Exotic sports cars imported into Australia have always attracted huge duties, so this right-hand drive Porsche 911S Targa would have been extremely expensive; not surprisingly, it has been cherished by discerning owners. One of only four delivered new to Australia, the 911 is finished in special order Light Ivory (code 1110), and also features the desirable sports seats and ski racks. It is one of an estimated ten right-hand drive examples currently resident in the UK. The first keeper, a leading Sydney architect, enjoyed the Targa for 15 years before putting it into dry storage for a further six years. Photographs in the file show how rust-free the Targa remained, unlike many British and European examples.

The second owner purchased the Porsche in 1994 and spent the next five years subjecting it to a full 'last-nut-and-bolt' bodywork and mechanical restoration at the cost of some AU\$75,000, all details of which are recorded in the ample history file. It was deemed opportune to upgrade the engine with a 2.7-litre Porsche barrel and piston kit (a well regarded improvement) on a near-number, original engine case ('6379113') together with desirable SSI stainless exhaust manifolds, effectively rendering this low-key Targa a 2.7-litre RS roadster! The subsequent listed owners had the 911 well looked after at Australia's leading Porsche specialist, Autohaus Hamilton. The Targa's superb condition is a testament to the standard of this restoration and service work.



In June 2014, the Porsche was imported into the UK by *Octane* magazine's International Editor, Robert Coucher. 'YND 443L' featured on the front cover of *Octane*'s January 2015 edition alongside the current 911 Targa, and has appeared several times in the magazine's regular 'Octane Cars' column.

On its arrival in the UK, the 911 was sent to Prill Porsche Classics to be checked and serviced by the UK's leading specialist, Andy Prill. He describes the Targa as, 'an excellent example with all the desirable options and of course, the 2.4S engine. An extremely rare 911.' Prill has replaced the end-of-life fuel tank with a new original Porsche item, date stamped 1973, together with anti-roll bar bushes, new, correct Pirelli Cinturato 185/70VR15 CN36 radial tyres, and a new MFI electric fuel pump.

Meticulously set up by Prill, 'YND 443L' is now extremely quick and a superb driver's car – light, nimble, sharp, and reliable, as well as being very beautiful and extremely rare in right-hand drive configuration. Full ownership records are on file, and the car also comes with a Porsche Certificate of Authenticity; MoT to July 2017; UK V5C registration document; the driver's manual and pack; and the original sales receipt and maintenance records. The original engine crankcase is supplied with the car.

£150,000 - 180,000

€170,000 - 200,000



019

1990 LAMBORGHINI COUNTACH 25TH ANNIVERSARY COUPÉ

Registration no. H134 FLD
Chassis no. ZA9C005A0KLA12060

- *Desirable last-of-the-line model*
- *One of 67 right-hand drive cars*
- *Delivered new in the UK*
- *Four private owners*
- *Regularly serviced and maintained*
- *Circa 39,500 kilometres
(approximately 24,500 miles)
rom new*



This is a unique opportunity to buy the only Lamborghini Countach 25th Anniversary model to be finished in striking Rolls-Royce Green with an immaculate matching green interior and Burgundy stitching, steering wheel, and gear lever – all features specially requested by Lamborghini's customer during its production in June 1990. Powered by the 5,167cc V12, this car delivers an impressive 0-60mph acceleration time of 4.7 seconds and has a top speed of 183mph (295km/h). The truly remarkable fact is that it is still as powerful as many of today's modern super cars.

The Anniversary was effectively a 'new' Countach, extensively redesigned both externally and internally. It was planned to sell the Anniversary in limited numbers, but it turned out to be the best selling Countach until the arrival of the Diablo. 67 cars were produced in right-hand drive configuration.

The Countach will always be known as the masterpiece that kept Lamborghini afloat, with the 25th Anniversary edition being a fitting way to end production. Named to commemorate the company's 25 years as a car-maker, the 25th Anniversary Countach was mechanically very similar to the 5000QV but sported much-changed styling courtesy of Horatio Pagani.

The rear air boxes were restyled and enlarged, while the vents behind them were changed so that they ran front-to-back instead of side-to-side. In addition, a new air dam and side skirting, both with air intakes, were fitted, and the taillights restyled to be narrower, with body-coloured panels replacing the upper and lower parts of the previous larger lights. These styling changes were striking on the 25-year-old design, and had the added benefit of improving the engine's cooling, a problem the powerful Countach had always struggled with. The Countach also featured 345/35R15 tyres, the widest available on a production car at the time. The Anniversary was produced from 1988 to 1990 when it was finally replaced by the Lamborghini Diablo.

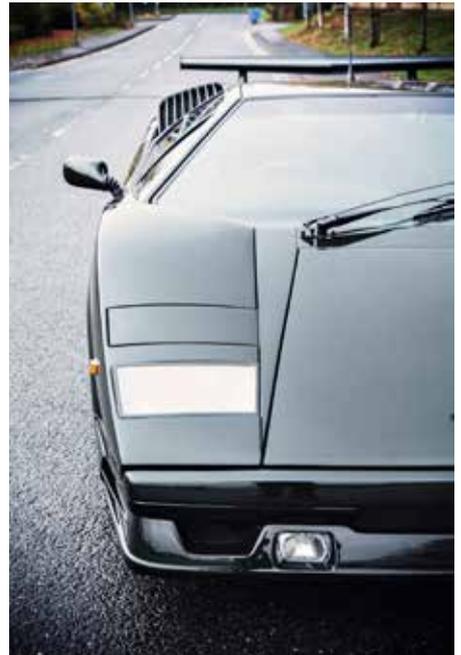


An outstanding investment opportunity, this beautiful Lamborghini Countach 25th Anniversary Edition was first registered in 1991 and has covered only 39,437 kilometres from new. The car has had only three owners, all true Lamborghini enthusiasts who have done their utmost to look after it to the best of their ability. Its specification includes a sports exhaust system, rear wing, air conditioning, electric seats, electric windows, original Alpine cassette player, 15" OZ two-piece split-rim alloy wheels, leather interior, leather steering wheel, lambs' wool rugs, roof spoiler, and two keys. All of the aforementioned items are optional extras that were ordered at the time of production and have been retained.

The Lamborghini's first keeper is unknown; however, the second keeper, Mr Ken Floyd, bought the car from Lancaster in East London in November 1995 (at 1,902 kilometres) and used it on a regular basis. The purchase price was £64,860. Mr Floyd owned the Lamborghini for approximately two years, and had it serviced at Carrera Sports (see invoices on file).

In December 1997, Lamborghini GB Ltd sold the Countach to Roger Brooks for £52,950. Mr Brooks had a rear wing fitted by AFN for £1,527 in 1998 at 24,000 kilometres. The car was serviced at Carrera Sports in 2000 at 29,605 kilometres, then again at Lamborghini High Wycombe at 29,872 kilometres. All invoices are available. Mr Brooks owned the car for a number of years in the UK before exporting it to Hong Kong in 2006 (full documentation on file).

While in Hong Kong, the car was serviced and maintained at Kong Kei Service Centre. In 2007, Italian Motors in Hong Kong completed a major service with parts supplied by Lamborghini High Wycombe. In 2008, Italian Motors completed another service at 34,621 kilometres and a further service in 2009 at 35,106 kilometres.



The car was out of the UK from September 2007 until August 2010 when it returned. It was serviced at Emblem Sportscars in January 2011 (at 36,660 kilometres) and over the next few months had major works carried out, a total of £7,500 being spent. Emblem Sportscars then sold the Countach to Mr Geoff Forty for approximately £87,000 on 8th August 2012. Mr Forty did not use the car on a regular basis, and Paul Forty Bentley Racing carried out all maintenance work for him in house.

The car was in Mr Forty's possession until 2016, and while in his ownership was certified by Lamborghini Automobili SpA (Certificate 25th Anniversary Edition). This certification states that the vehicle was produced in Sant'Agata Bolognese, Italy in June 1990, and confirms its chassis, engine, and gearbox identification numbers. It is signed by the Managing Director and CEO Rainer Seidl, and Head of Aftersales Paolo Gabrielli, a very rare authentication that adds value to the car.

Serviced by Amari Supercars, Lamborghini specialists, in August 2016, the car received a detailed inspection - mechanically, cosmetically and electrically (both inside and out) - and was subject to some minor restoration work (see invoice on file). It will be freshly MoT'd prior to sale.

The Countach comes complete with an impressive green presentation folder and its original leather binder containing the full service history, a quantity of MoT certificates, and details of all works carried out. Also included is confirmation of previous membership to the Lamborghini Club UK. The car also comes with the original price listings, plus the original key, tool kit, and fire extinguisher.

£225,000 - 250,000
€260,000 - 290,000



020

**1968 MASERATI MISTRAL 4000 SPYDER
COACHWORK BY CARROZZERIA FRUA**

Registration no. MUX 778F
Chassis no. AM109SA1 707

- *The 1968 Naples Motor Show car*
- *Delivered new to South Africa*
- *Three owners*
- *Matching numbers*
- *Circa 26,000 miles from new*
- *Outstandingly original*





'We do not suppose there are many cars whose names conjure up an aura of exotic glamour to the same extent as that of Maserati. Even now, many years after the company has withdrawn from any form of competition, past glories linger on.' - *Sporting Motorist*.

Maserati's survival strategy for the 1960s centred on establishing the company - which hitherto had mainly concentrated on its Grand Prix and sports car racing activities - as a producer of road cars. The Modena marque's new era began in 1957 with the launch at the Geneva Salon of the Touring-bodied 3500 GT. A luxury '2+2', the 3500 GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sportscar unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500 GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500 GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

Last of these classic six-cylinder Maseratis, the Pietro Frua-styled Mistral commenced production in 1963. The 3.7-litre version of the Bolognese manufacturer's long-stroke engine was fitted to most cars, other options being the 3.5-litre or, from 1966, the 4.0-litre unit. A handsome two-seater on a shortened, square-tube chassis, the Mistral was built in coupé and spyder versions, the former's opening rear window hatch making it an unusually practical car. A five-speed gearbox, disc brakes and fuel injection were standard equipment; automatic transmission, air conditioning and a limited-slip differential the options. Production ceased in 1970, by which time a total of 828 coupés and 120 spyders had been built. Of these, only 37 were 4.0-litre Mistrals Spyders, making this particular model one of the rarest variants.

As detailed on Maserati factory build sheets, chassis number '707' was ordered on 30th January 1968 through Sport Auto in Rome by Mr Aaron Searll of Cape Town, South Africa (Sport Auto's original dealer sticker is still on the car). Aaron Searll founded and built up a clothing manufacturing empire based in Cape Town, Searldel, and was considered 'the doyen of the South African clothing industry'.



This 4.0-litre Mistral equipped with five-speed manual gearbox was shown at the 1968 Naples Motor Show prior to shipping to South Africa, and is recorded by Maserati as delivered on 10th April 1968. It was not invoiced and paid for (in US dollars) until August 1968, as detailed in copies of original sales invoices from Maserati. '707' left Venice bound for Cape Town on 22nd August 1968 aboard the 'Europa' (see copy of correspondence between Maserati and the shipping company on file).

The Mistral was owned by Mr Searll until his unexpected death in 2010. It was then purchased by a noted South African collector, Mr D Lyons, and retained as part of his private collection until its acquisition by the current owner in 2015. Imported into UK in 2016, the car currently displays a warranted original total of 26,103 miles on the odometer.

The car was repainted during Mr Searll's ownership (date unknown), while between 2008 and 2012 the Borrani wheels rebuilt as required by Borrani and date stamped. Some minor service work was carried out in South Africa, including the fitting of new tyres, and further minor servicing has been undertaken since the car's arrival in the UK.

An original, matching numbers example, '707' boasts a totally original interior. The leather seats display a light patination commensurate with the limited mileage covered. Incredibly, all carpets, including the boot, are original to the car, as are the 'Maserati'-embossed floor mats, and under-bonnet and boot lid quilting. The hood and hood cover are original, and the car also comes with an additional new hood cover for everyday use to avoid possible damage to the original. The original tool rolls are present, as is the original jack and some original tools. '707' also retains its original and correct Lucas fuel injection system with Lucas 'bomb' type fuel pump. Other noteworthy features of this astonishingly original car include the original windscreen wiper arms, Carello lights and trims, dated windscreen and all other glass, and the Maserati fuel filler cap.

An original owner's handbook and worldwide dealer book, plus copies of workshop and maintenance manuals, are included in the sale. A modern alternator and radio are the only notified deviations from factory specification.

Representing an exciting opportunity to acquire a rare Spyder version of one of these highly sought-after classic Maseratis, this quite outstanding Mistral is potentially the most original and low-mileage example in existence. Starting instantly and responding as only a low-mileage, original example can, it is a dream come true for any aficionado of fine thoroughbred sports cars.

£520,000 - 580,000
€580,000 - 650,000

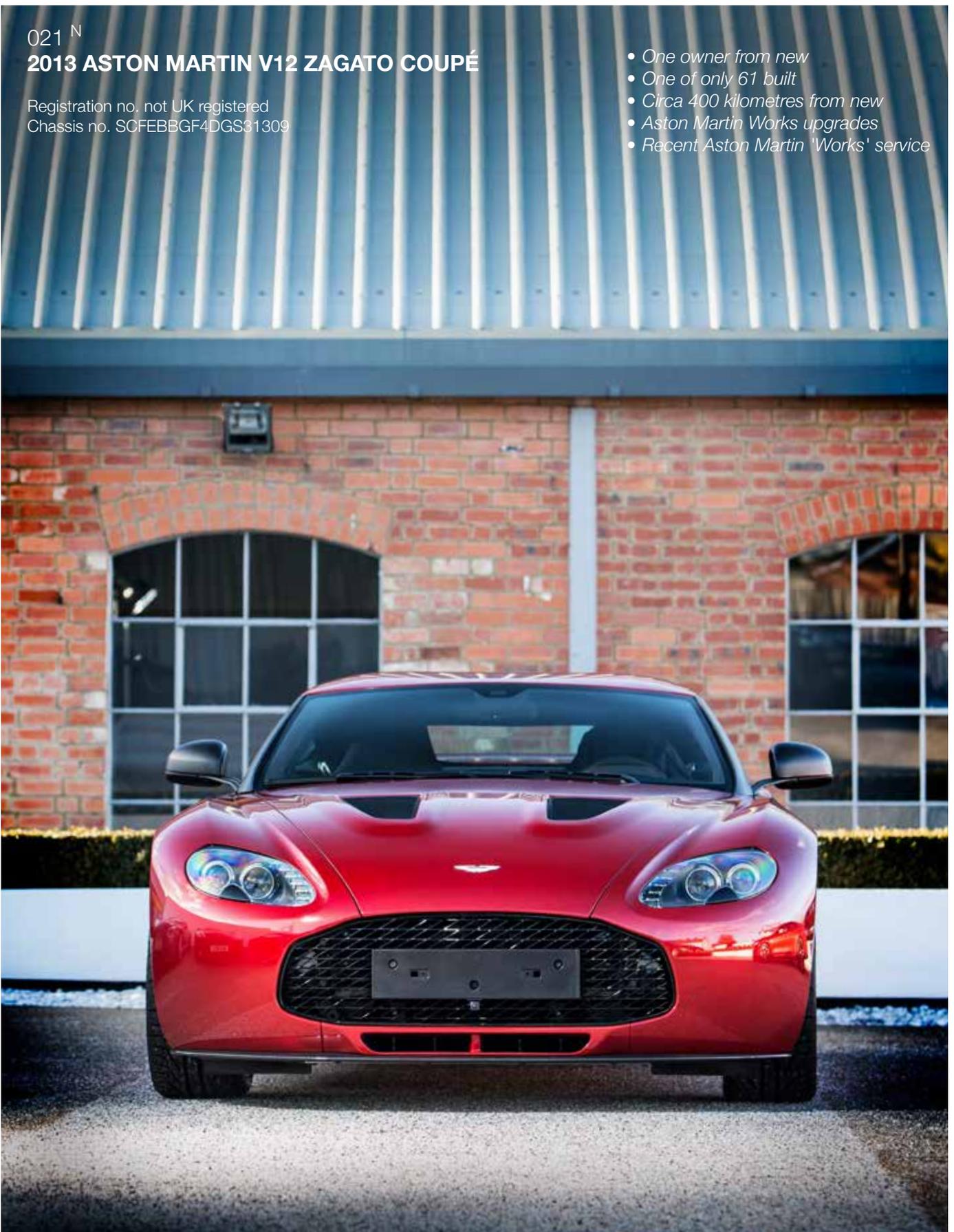


021^N

2013 ASTON MARTIN V12 ZAGATO COUPÉ

Registration no. not UK registered
Chassis no. SCFEBBGF4DGS31309

- One owner from new
- One of only 61 built
- Circa 400 kilometres from new
- Aston Martin Works upgrades
- Recent Aston Martin 'Works' service





'Such style, exclusivity and fastidious craftsmanship ensures it will be one of the most highly coveted models in Aston Martin's 98-year history. A fabulous celebration of the iconic DB4GT Zagato, which celebrates its 50th anniversary this year, the V12 Zagato is the perfect inspiration for the next 50 years of Aston Martin.' – Dr Ulrich Bez, CEO Aston Martin, 2011.

In 2011, Aston Martin continued its fruitful relationship with the renowned Italian styling house of Zagato, most famously begun with the iconic DB4GT Zagato of the 1960s, when it unveiled the result of their latest collaboration at the prestigious Villa d'Este Concorso d'Eleganza on the shores of Lake Como, Italy. This was the Aston Martin V12 Zagato, a stylish coupé recalling the sublime looks of the original DB4GT Zagato. Announced on the 50th anniversary of the DB4GT Zagato's introduction, the V12 won the Concorso's coveted 'Design Award for Concept Cars and Prototypes'. Following this accolade, and encouraged by enthusiastic customer reaction, not to mention the competition prototypes' successful outings at the ADAC's Reinoldus-Langstreckenrennen 4 Hours and Nürburgring 24 Hours races, Aston Martin announced that the V12 Zagato road car would go into production in 2012 with a strictly limited run of up to 150 examples.

Hand assembled at Aston Martin's global headquarters at Gaydon, Warwickshire, the V12 Zagato was intended for discerning customers and priced from £330,000 (excluding local taxes), with orders taken on a strictly 'first come first served' basis. Design work on the V12 Zagato had only begun in mid-2010, demonstrating Aston Martin's ability to engineer cars and bring them to production in a shortened period of time. Indeed, since the Gaydon factory's opening in 2003, 13 major new Aston Martins have been developed and successfully brought to production.

Manufacture of the V12 Zagato commenced in the summer of 2012. The newcomer was based on the acclaimed V12 Vantage, sporting a beautiful body handcrafted in aluminium and carbon fibre. Aston Martin's Director of Design, Marek Reichman, described the V12 Zagato as 'an elegant yet brutal design which reflects the great balance between race performance and pure Aston Martin style. The original DB4GT Zagato was a true icon, powerful and graceful; the new design is a true representation of the spirit of the DB4GT Zagato. The organic muscular forms define the thoroughbred nature of the car's racing credentials'. For a car with such ambitions, the V12 Vantage platform was the obvious choice, for the latter had already demonstrated its competition potential by winning its class in the Nürburgring 24 Hours race in 2009. It would go on to form the basis of Aston Martin's GT3 racer. Building on Aston Martin's heritage as producer of hand-made thoroughbreds, the V12 Zagato's body was crafted in aluminium using body bucks and the



traditional 'English Wheel' method, delivering a beautiful and muscular design not achievable using pre-formed panels. Each of the front wings is comprised of seven separate sheets of aluminium, while Zagato's signature 'double bubble' roof requires five. This stunning body was mounted on a bonded aluminium chassis - featuring the V12 Vantage's double wishbone suspension, suitably re-tuned - while power, all 510bhp of it, was delivered by a 6.0-litre 48-valve V12 engine, reaching the road via a six-speed manual transmission. Performance was similar to that of the V12 Vantage, the top speed being around 190mph with the 0-60mph dash despatched in a little over 4 seconds.

This particular car, 'ZAG00047', was ordered by the current vendor, its sole owner from new, in the summer of 2011, as evidenced by the letter on file from Aston Martin CEO, Dr Ulrich Bez (dated 24th August 2011) welcoming him to the V12 Zagato programme. The Zagato was ordered in the special Fiamma Red finish, with rear spoiler in body colour and the interior trimmed in Bitter Chocolate leather and Alcantara. The owner also specified a fire extinguisher, front and rear proximity cameras, and a titanium sports exhaust with straight-through secondary catalyst pipes, which were fitted by Aston Martin Works prior to delivery.

Other noteworthy options include black-painted side strakes, personalised sill covers, and an upgraded alarm system. This car also incorporates the optional and highly desirable package of 'Q-Features', comprising full black satin steering wheel finish, diamond quilting on headlining, matt carbon exterior pack, black 'Z' badge, seat control pack from Virage (chrome), and full boot lining in Bitter Chocolate. In total, the options chosen added over £17,000 to the base price. A photographic record of the build is on file.

The car will be offered for sale fresh from an annual service carried out by Aston Martin Works at Newport Pagnell. Accompanying documentation includes the original sales invoice, all Aston Martin Works invoices, original Certificate of Conformity, Works Service Certificate of Authenticity, EU registration certificate, and the aforementioned letter from Dr Bez. The Zagato also comes complete with a matching fitted car cover, fitted umbrella, plastic keys (x2), glass keys (x2), emergency key, original brochure, owner's manual, tool kit, First Aid kit, battery conditioner, and chromed 'Z' wing badges (x2). The original exhaust system back box and secondary catalysts are included in the sale.



Embodying the noble traditions of both Aston Martin and Zagato, the V12 Zagato combines long-standing heritage with the technology and craftsmanship of today; indeed, it is the pinnacle of the two companies' very special relationship. In the event, production fell far short of the 150 maximum envisaged, and only 61 cars were completed. With so few built, the Aston Martin V12 Zagato has fascinated collectors since its announcement five years ago, and must surely be a contender to win the classic car class at Villa d'Este in 50 years time.

£500,000 - 600,000

€560,000 - 670,000





022

1957 MERCEDES-BENZ 300 SL ROADSTER

Registration no. 813 YUG

Chassis no. 198042-7500432

- *Delivered new to the USA*
- *Left-hand drive*
- *Restored circa 23,000 kilometres ago*
- *Superb condition*

Created to spearhead Mercedes-Benz's return to competition in the post-war era, the 300 SL's progenitor - designated 'W194' in factory parlance - debuted in the 1952 Mille Miglia, finishing 2nd and 4th overall. Wins in the Carrera Pan-Americana and at Le Mans followed, and the 300 SL family was on its way to becoming part of motor sporting legend., the first racers were open-topped but before the '52 season's end the distinctive gull-wing doored Coupé had appeared. Unusually high sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the adoption of coupé bodywork required innovative thinking - hence the gull-wing doors.

Launched in 1954, the production 300 SL was a supercar long before the word was first coined. The road car owed its existence in no small part to Max Hoffman, the New York-based, Austrian-born importer of European luxury makes, without whose vision and encouragement the factory might not have had the confidence to proceed with the project. The bulk of 300 SL production would be sold in the USA, and the model is widely credited with transforming Mercedes-Benz's image in North America from that of a producer of well-engineered but somewhat staid luxury conveyances, to that of a purveyor of high-performance sports and GT cars.









The 300 SL retained the spaceframe chassis of the racer and was powered by a 2,996cc, overhead-camshaft, inline six canted at 45 degrees to achieve a lower, more aerodynamic bonnet line. Using innovative direct fuel injection, this state-of-the-art engine produced 215bhp at 5,800rpm, and each unit was exhaustively dynamometer tested prior to final installation. A four-speed gearbox transmitted power to the hypoid bevel rear axle, while suspension was independent all round by wishbones and coil springs at the front, with swing axles and coil springs at the rear.

Tested by *Road & Track* magazine in 1955, the 300 SL accelerated from 0-60mph in 7.4 seconds, going on to achieve a top speed of 140mph - outstanding figures for its day. Clearly the 300 SL Coupé would be a hard act to follow yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners. Conventionally doored, the 300 SL Roadster was first exhibited at the Geneva Salon in May 1957 and would outlive the Coupé by several years. The production of an open 300 SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles.

The Roadster's neutral steering characteristics received fulsome praise from *Road & Track* in its 1958 road test. 'With the low-pivot rear suspension and more adhesive tyres, the car handles beautifully under all conditions. This is a tremendous improvement over the hardtop models, which had a tendency to oversteer rather violently if pressed too hard.' A 0-60mph time of 7.0 seconds and a top speed of 130mph were recorded, making the 300 SL Roadster one of the fastest convertibles of its time. R&T concluded: 'There is no doubt that the 300 SL roadster is a truly great dual-purpose sports car, equally at home in traffic and the open road, or on the track,' words that remain equally true today.

This spectacular, matching numbers 300 SL Roadster left the factory on 9th December 1957 to be sent to Studebaker/Packard in South Bend, Indiana, USA. The original colour scheme was *Hellblau* (light blue) with white leather interior and beige hood (see data card copy on file). Other original features listed include instruments in English/miles, sealed-beam headlights, 'Made in Western Germany' plaques, Becker Mexico radio, reversing light, and a 3.89:1 ratio rear axle.



It is understood that this 300 SL Roadster enjoyed only two owners in the USA before returning to Germany in 1989 with – it is believed – a mere 33,000-or-so miles on the odometer. Its purchaser was Kaesmacher, a German classic car restoration specialist. At that time the car was re-trimmed in Cognac leather and was also fitted with European headlamps and a new black soft-top. The engine and gearbox were overhauled and other mechanical works carried out by Kaesmacher. Since the restoration's completion only some 23,000 kilometres have been covered.

In May 2011, Kaesmacher sold the 300 SL to marque specialists HK-Engineering in Germany, who carried out numerous improvements at their workshop and serviced the car in November of that year. HK-Engineering then sold the car to Mr Ivan Radcliff Page, the well-known 300 SL Gullwing and Roadster aficionado. Mr Radcliff Page sold the Roadster to a collector in France, from whose important collection it was purchased four years ago by the current vendor, only its fourth private owner in some 50 years.

In 2012, a major check and service was carried out at HK-Engineering, and at the same time the car was treated to a bare-metal repaint in Anthracite Grey. HK-Engineering's invoices totalling €26,632.82 are on file. Freshly serviced (by respected marque specialist, Kevin O'Keefe) and presented in generally excellent condition both mechanically and cosmetically, '7500432' represents a rare opportunity to acquire a matching-numbers example of one of the 20th Century's most iconic automobiles.

£1,000,000 - 1,200,000
€1,100,000 - 1,300,000



023

1971 MASERATI GHIBLI SS 4.9-LITRE COUPÉ

Chassis no. AM115/49.1956

- *Delivered new in Italy*
- *Left-hand drive*
- *Restored by Bill McGrath in the early 1990s*
- *Concours winner*



The Ghibli was Maserati's first supercar. Launched in 1966 and named after a hot wind blowing across the Sahara Desert, the Ghibli was styled by the young Giorgetto Giugiaro, then working at Ghia, while the mechanical design was the work of Maserati's chief engineer, Giulio Alfieri.

Featuring a dry-sump version of Maserati's quad-cam V8 engine, necessary to squeeze the engine under the low bonnet line, Alfieri used a 4.7-litre version initially but from 1970 a 4.9-litre version became available, known as the 'SS' and producing 335bhp at 5,500rpm. For the running gear, Alfieri used his experience to choose the best of proprietary parts: five-speed gearboxes and power steering from ZF; double wishbone front suspension from Alford & Alder; and a Salisbury live axle at the rear.

The Ghibli was an immediate success, especially in Maserati's largest market, the USA, where it became the 'must have' car for the rich and famous of the late 1960s, gaining a reputation for being not only a car to arrive in, but a great drive as well. Performance was astounding, with a 166mph maximum speed, but at the same time effortless and civilised compared to most supercars.

Ghibli production ended in 1972 after 1,280 examples had been built. This example, a 4.9-litre SS version, was delivered new in Rome in April 1971, having been ordered by a Sig. Basquini through Maserati's flagship dealership, Autosport in Bologna. Obviously an extrovert, Basquini specified a particularly lurid shade of metallic green with a white Connolly hide interior.

Later in its life the car found its way to Germany, but its most interesting history has been with the current owner, President of the UK Maserati Club, Alexander Fyshe, who bought the car in 1989 to add to his collection. Having always wanted a Ghibli, Alex immediately knew that this matching-numbers example was a long-term car, and commissioned a restoration with marque specialists, McGrath Maserati.

Appreciating the need for the highest quality and attention to detail, Prestige Restorations was chosen as the bodywork partner, and the car spent the next four years in restoration. Alex specified his personal choice of Rosso Cordoba exterior paint and a new Connolly leather interior in Crema. The engine, though, has never been rebuilt, while the sensible provision of inertia-reel seat belts is the only notified deviation from factory specification.



On completion, the Ghibli debuted in 1993 at the Silverstone Festival where it won the Maserati Club Annual Concours. This would be the first of many concours trophies the car would win, as it was widely acknowledged as one of the very best. The Ghibli would also feature in various magazines and books, including *'Maserati Heritage'* by Sparrow/Ayre and even Quentin Willson's *'Cool Cars'*!

However, Alexander fully intended to use the car and each year would take it on the Maserati International Rally, visiting Austria, Switzerland, Sweden and, of course, Italy on numerous occasions over the course of the next 20 years, proving that it always drove as well as it looked.

The quality of the restoration was such that even today the car still looks magnificent and has the reputation of 'the one to beat'. Maintained throughout by Bill McGrath and offered with a new MoT, it has seen less use in recent years, making its last public appearance at the Maserati gathering for the centenary at Silverstone in 2014. Rarely does a Maserati of this quality and reputation come to the market.

Accompanying documentation consists of the restoration invoices, MoT to November 2017, and a UK V5C registration document. (It should be noted that the current cherished registration is being retained).

£220,000 - 260,000
€260,000 - 300,000



1988 PORSCHE 911 CARRERA CLUB SPORT

Registration no. E182 CPB

Chassis no. WPOZZZ91ZJS105099

- One of only 53 UK-supplied right-hand drive cars
- Only 340 sold worldwide
- Three owners
- 48,342 miles from new



One of the most evocative in motoring history, the 'Carrera' name was revived by Porsche for its top-of-the-range 911 'homologation special' in 1973, having previously been applied to the 'hottest' of the preceding 356 range. From the start of the 1984 model year, this title - dormant since 1977 - was applied to all 911 variants, co-incidentally with the introduction of the 3.2-litre engine. The revived name was part of a major revamp of the long-running 911, now selling better than ever, development of which had slowed while Porsche concentrated on meeting the ever increasing demand.

Although it remained an air-cooled 'flat six', the '3.2' motor was 80% new. The increased capacity of 3,164cc was achieved using the 95mm bore from the previous SC model and the 74.4mm-stroke crankshaft from the 1978 3.3-litre Turbo. There was a raised compression ratio of 10.3:1 (9.5:1 in the USA) while new induction and exhaust systems were employed. In addition, the '3.2' incorporated an effective cam chain tensioner and associated lubrication system, which at last addressed a perennial 911 shortcoming. There was also a 'proper' oil cooler, further improved in 1987 with the addition of a thermostatically controlled fan.

A Bosch L-Jetronic ECU controlled the fuel and ignition systems for the first time on a 911, enabling the engine to be at the same time both more powerful and less thirsty. As a result, this enlarged and extensively revised power plant now produced 231bhp (207bhp initially in North America), 27 horsepower up on its predecessor, endowing the Carrera with a level of performance approaching that of the original 911 Turbo of 1974, the bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph,

with 100mph reachable in a breathtaking 13.6 seconds. The existing Type 915 five-speed was carried over from the SC series, and then in 1987, the Carrera received a new five-speed Getrag 'box (the G50) and an hydraulically operated clutch. Few changes were made to the running gear, the most significant being the adoption of larger-diameter brake discs.

No major changes were made to the bodysell, though there was a new front spoiler with integral fog lamps, while the number of models on offer remained at three: Coupé, Targa, and Cabriolet. Only cosmetic changes were made during production of the Carrera 3.2, among them a redesigned dashboard featuring larger air conditioning vents, which was a new introduction in 1986.

As is always the case with the many Porsche 911 series, the limited edition variants are by far the most sought after by collectors. In the case of the Carrera 3.2, the first of these was the M491 option - officially called the Supersport in the UK but commonly known as the 'Turbo Look'. Introduced in 1984, it was a style that resembled the Type 930 911 Turbo with its flared wheelarches, large rear wing, and deeper front spoiler. The M491 package also included the Turbo's stiffer suspension, superior brakes, and wider wheels.

In August 1987, Porsche introduced the Carrera Club Sport (option M637, also known as the 'CS') which, as its name suggests, was purpose built for club racing. The CS had a blueprinted engine with hollow inlet valves and a higher rev limit, and track orientated suspension modifications.



Most of the engineers' attention, though, had been given to saving weight – just as effective a means of cutting lap times as increasing the engine's maximum output. Out went all the powered options, while other deletions included the sunroof, radio, air conditioning, rear seats, under-sealing, sound insulation, rear screen wiper, door pocket lids, fog lamps, and even the 'Carrera' logo on the engine cover, although a handful of Club Sports had features such as the sunroof and air conditioning reinstated at the customer's request. The result was a weight saving of around 70kg (154lb).

Between August 1987 and September 1989, some 340 Club Sports were produced, all those supplied to the UK being finished in Grand Prix White with red wheels and a red 'Carrera CS' decal on each flank. According to the Porsche Club Great Britain CS Register, 53 were sold in the UK.

This rare right-hand drive Porsche 911 Carrera Club Sport was supplied new via AFN Ltd and registered to its first owner – John Andrew Piper of Baker Street, London W1 – on 1st April 1988. The Porsche was next owned by one Peter Edward Owen of Hampton, Middlesex and is currently in the hands of only its third owner. Serviced by Pickup Motorsports of London NW2, the car has covered 48,342 miles from new and is described by the vendor as in generally excellent condition. Currently MoT'd and offered with a V5C document, it represents a rare opportunity to acquire one of these exclusive 'gentleman racer' Porsches that can only become increasingly collectible.

£180,000 - 220,000
€210,000 - 260,000



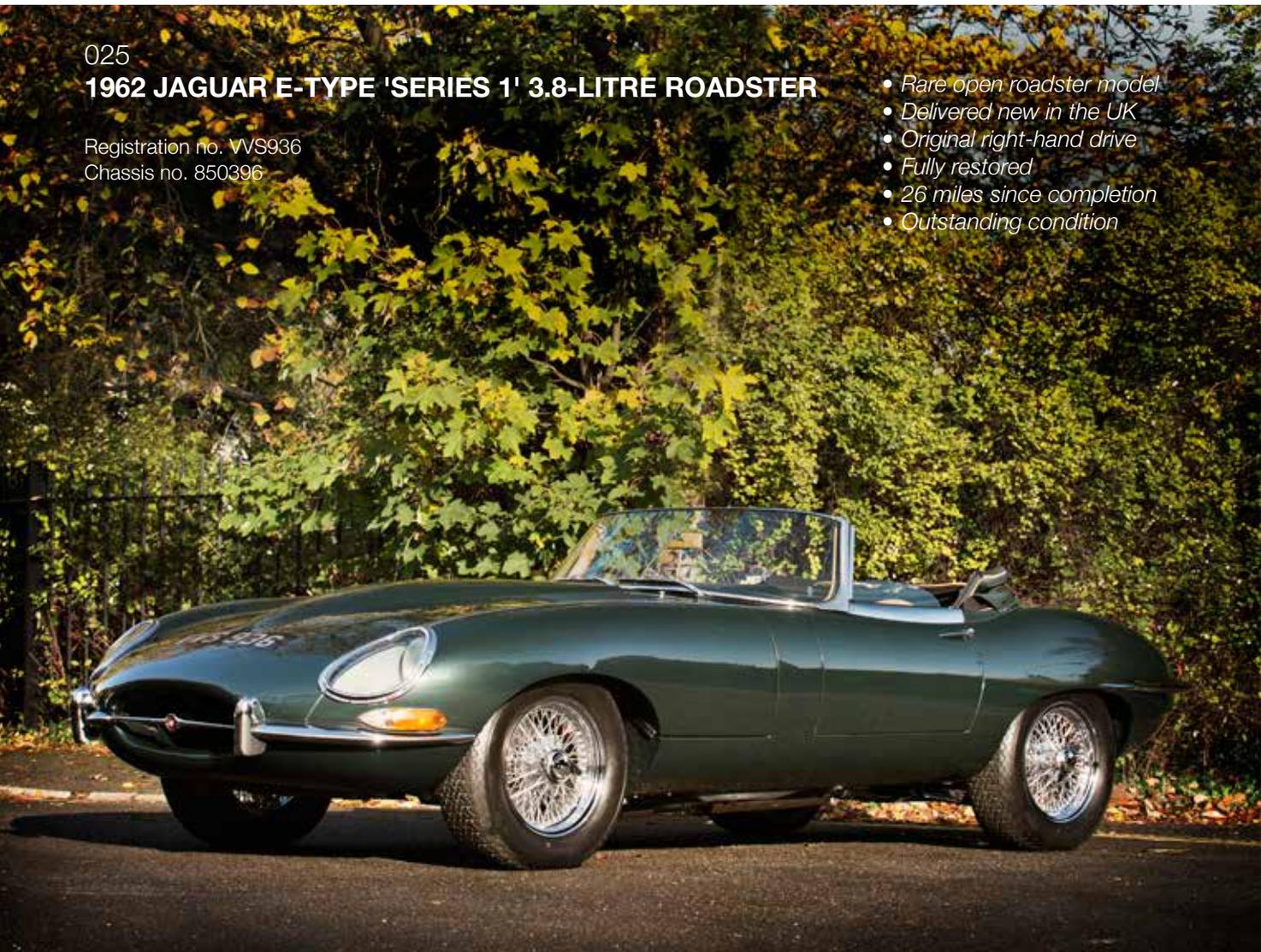
025

1962 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE ROADSTER

Registration no. VVS936

Chassis no. 850396

- *Rare open roadster model*
- *Delivered new in the UK*
- *Original right-hand drive*
- *Fully restored*
- *26 miles since completion*
- *Outstanding condition*





'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.' - John Bolster, *Autosport*.

Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. With a claimed 265bhp available, the E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962.

Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

Manufactured on 31st January 1962, this very rare right-hand drive 'Series 1' E-Type roadster was delivered on 16th February of that year to Henlys of London. The car was finished in Opalescent Dark Green with contrasting tan interior trim, the same combination it has today. The open roadster in right-hand drive configuration is the rarest of all E-Type variants, only 936 Series 1 3.8-litre examples being produced compared with 6,886 in left-hand drive. As an early example of the E-Type, this particular car has some features not found on later examples. These include: larger rear drive shafts and wishbones; aluminium centre console section; longer grab handles (without chrome mounting brackets); air intake assembly box without grooves; and the early type of steering wheel with visible aluminium inner band. At this time, only the coupé had sun visors.



Having just undergone a total 'last nut and bolt' restoration, carried out during 2015/2016 at the Jag Shop Workshop in London, this car is ready to provide its fortunate next owner with years of reliable and pleasure motoring. The modifications undertaken have only enhanced what was already a magnificent machine. They include a five-speed manual transmission; lightweight aluminium 4-pot front brake callipers and stainless steel hoses; high-efficiency cooling fan and radiator; wider wire wheels giving better road handling; Koni shock absorbers all round; and a high-torque starter motor. The original engine has been fully rebuilt; a brand new wiring harness installed; a new mohair hood fitted; and the interior re-trimmed using the finest quality materials in the original colours. No corners were cut and only the best quality parts used, while all original components have been restored to the highest possible standard. Restoration invoices are on file and the car also comes with MoT to 2017 and a V5C registration document. This wonderful E-Type roadster is worthy of the closest inspection.

£200,000 - 250,000
€230,000 - 290,000



1950 JAGUAR XK120 ROADSTER

Registration no. RPM 89

Chassis no. 660065

- *Celebrity first owner*
- *All matching numbers*
- *Fully restored; over £150,000 spent*
- *Commended by the Jaguar Drivers Club*
- *Recently serviced by CKL Developments*



'We claimed 120mph (for the XK120), 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! In conjunction with the Pressed Steel Fisher Company a new all-steel panelled body was developed, which retained the fabulous looks of the coachbuilt original while differing in minor external details. Beneath the skin the steel car was entirely different and it would take some 20 months of development before manufacture could begin.

The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming Mark VII saloon. A 3.4-litre 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. It went into a chassis that was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring William Heynes' torsion bar

independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.

The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which only 1,175 were right-hand drive roadsters like that offered here. Chassis number '660065' is the 65th right-hand-drive roadster completed, and only the 5th steel-bodied example. The original chassis plate, probably nickel plated originally but now polished back to brass, shows large valve clearances of 0.012" and 0.015", which were reduced on later cars. Another interesting feature is the engine number's compression ratio suffix; Jaguar evidently thought it would be 7:1 (common on cars destined for export) then over-stamped the '7' with an '8' before completion.



As a very early car, '660065' lacks the cockpit cooling vents in the front wings that were adopted soon after it was made. The engine too has all the correct early features, including the 'studless' cam covers and needlessly lengthy plug leads. The later travel from the distributor, down the side of the cylinder block, up the rear of the cylinder head, and then all the way back to the front of the engine again. This makes them around two metres in length! Jaguar soon recognised the wisdom of taking the leads from the distributor straight over the cylinder head. Another distinctive under-bonnet feature is the so-called 'stovepipe' SU carburetors, which have unnecessarily tall dash-pots. Later XK120s had noticeably lower and more practical ones. Also worthy of note is the beautiful cast-aluminium radiator fan, an expensive-to-produce item that was soon superseded by a cheaper pressed steel alternative. Another expensive feature is the hood frame: fully chromed on this early model but painted on later cars. Inside the cockpit, the indicator switch is noticeable by its absence; these would soon become standard but were not fitted to early cars such as this one. '660065' also retains the rare and often stolen 'owl's eye' cigarette lighter.

This XK120 was first owned in California, USA by actor Allan Jones, today best remembered for his roles in the movies *Show Boat*, and the Marx Brothers' *A Night at the Opera* and *A Day at the Races*. He was the father of pop singer Jack Jones. The accompanying Jaguar Heritage Trust Certificate reveals that '660065' was built as an open two-seater with right-hand drive and supplied for 'Personal Export Delivery'. The first owner is recorded as 'A Jones' and the original colour scheme as Pastel Blue with red interior and fawn soft-top. The original registration was 'RPM 89'.

The immediately preceding owner acquired the XK in 1988 and in 1999 had the car restored to perfection by renowned marque specialist Lynx Motors International Ltd, using many parts supplied by Guy Broad. Over £150,000 was spent to make the XK as good as, if not better than, the day it left the Brown's Lane factory. The Jaguar Drivers Club has rated 'RPM 89' as 'excellent' in every category, with a general comment of a 'very high quality restoration'. All receipts relating to the restoration are available.

In June 2015, the XK was offered from its deceased owner's estate at Bonhams' sale at the Goodwood Festival of Speed (Lot 361) where it was purchased by the current vendor. Since then, 'RPM 89' has benefited from a thorough and extensive service carried out by the highly respected CKL Developments Ltd, whose detailed invoice for £2,821 is on file. Now exempt from the annual MoT test, this exceptional Jaguar XK120 roadster is offered with the aforementioned documentation and a UK V5C registration Certificate.

£150,000 - 200,000
€170,000 - 230,000

027

1958 BENTLEY S-SERIES CONTINENTAL 'FLYING SPUR' SALOON

Registration no. VCR 100
Chassis no. BC8EL

- One of 71 S-Series Flying Spurs
- First owned by James Agg, Lambretta Concessionaires
- Circa 48,000 miles from new
- Extensively restored



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

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. The Continental came with a higher compression ratio, shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand change manual transmission. Independent coachbuilders continued to offer alternatives to the factory's 'standard steel' bodywork, perhaps the most stylish being those produced to cloth the Bentley Continental which was, of course, only ever available with bespoke coachwork.

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S-Series Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J

Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and a generously proportioned boot. Embodying all the splendour of the great pre-war *Grandes Routières*, the Continental Flying Spur cost £7,994 in 1957 – some 44% more than the S-Series 'standard steel' saloon or more than three times the value of the average UK house. Ownership of what was one of the most expensive and exclusive automobiles of its day was necessarily confined to a handful of wealthy connoisseurs.

Chassis number 'BC8EL' was supplied new to one such, the well-known car collector, James Agg, and registered to his company, Lambretta Concessionaires of London SW20. Delivered via Bentley Motors in Fulham and registered 'VCR 100', the Flying Spur went with James Agg when he moved to Poole in Dorset, and remained in his possession until the mid-1970s. Its second keeper was another famous motoring aficionado, Anthony Mayman of Henley-in-Arden, who acquired the Bentley in 1975.



Documents in the large file of history include printed copies of service records (it is assumed from Arnett of Bournemouth) for the period 1968 (at 26,000 miles) to 1989 (at 35,000 miles) when the car was bought by the current owner via Arnett for £62,000. Since then, the body has been repainted, the brightwork re-chromed, and the interior woodwork re-polished by Auto Trade Restoration of London NW10 at a cost of circa £20,000.

In 1990, the Bentley was despatched to renowned marque specialists P&A Wood with the intention of making it a 'serviceable and reliable car'; circa £15,000 was spent. General maintenance was then entrusted to local specialist Prescote Motor Carriages of Totton, Hampshire, which included a gearbox repair in 1994. McKenzie-Guppy & Sons of Blandford Forum, Dorset looked after the Bentley during the late 1990s, with P&A Wood assuming responsibility again in 2001, while in recent years the owner has used his own in-house engineer for routine maintenance and servicing.

'VCR 100' has taken part in various Club tours and rallies during the vendor's 27 years of ownership and has always been extremely well cared for, sitting alongside a number of other Rolls-Royce and Bentley motor cars; this Flying Spur is the last in his collection.

SORN'd in recent years, the car has been gently re-commissioned in recent months. The superb interior trim, carpets, wood, and headlining are wonderfully mellowed, while the paintwork may be considered in need of refreshment. A very elegant Flying Spur, presented in a very attractive colour combination, 'VCR 100' comes with its original old-style buff logbook, numerous expired MoTs, its original Bentley handbook, Smiths radio instructions, current MoT certificate, and a V5C registration document.

£100,000 - 130,000

€110,000 - 150,000

028

2011 MERCEDES-BENZ SLS 63 AMG

Registration no. CT11 DDFF
Chassis no. WMX1973772A006144

- *Right-hand drive*
- *Delivered new in the UK*
- *Automatic transmission*
- *Circa 13,000 miles from new*



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

With the introduction of the Mercedes-Benz SLS AMG in 2010, the Affalterbach-based firm took a significant step forward. First seen at the 2009 Frankfurt Motor Show and acknowledged as a tribute to the legendary 300 SL 'Gullwing' coupé of the 1950s – arguably the world's first supercar – the Mercedes-Benz SLS AMG was notable as the first model to be designed in-house by AMG. It featured 'gullwing' doors like its illustrious predecessor, and succeeded the Mercedes-Benz SLR McLaren at the top of the German manufacturer's range. Styled by Mercedes-Benz's Mark Fetherston, the SLS AMG received numerous prestigious design awards, and is the only automobile ever to have won the (gold) Design Award of the Federal Republic of Germany. An open roadster version was introduced for 2011.

Boasting a chassis/body of aluminium construction, the SLS (*Sport Licht Super*) was powered by a 6.2-litre V12 engine producing 563bhp initially - the most powerful normally aspirated production car engine of its day - while the seven-speed dual-clutch automatic transmission was similarly state-of-the-art.

A rear wing, extendable at high speeds, kept the SLS stable at its near-200mph maximum, while its light weight (3,573lbs) helped the car lap the Mercedes-Benz test track quicker than its SLR McLaren predecessor. Not surprisingly, given its pedigree, the SLS AMG proved very popular with racing drivers, Formula 1 World Champion Lewis Hamilton among them, while the list of celebrity owners includes Eddie Murphy, Arnold Schwarzenegger, Al Pacino, Roger Federer, Sylvester Stallone, and Tom Hanks. Several limited edition versions were introduced, including a GT3 racer, leading up to the SLS AMG GT Final Edition of 2014. Mercedes-AMG CEO Tobias Moers has said that there are no plans for a successor, so for the time being the SLS AMG remains the ultimate expression of the noble 'Gullwing' tradition.

Currently registered to its second keeper, this right-hand drive example has been in professional storage for the last 20 months. The car is finished in Obsidian Black, while the interior features designo Classic Red leather seats, lower dashboard, door panels and centre console, and optional Alcantara steering wheel grips. Accompanying documentation consists of the Vehicle Assessment Sheet; V5C registration document; Certificate of Conformity; and the service booklet (unstamped, as Mercedes now use Digital Service Reports). The car also comes with instruction manuals and two keys.

£180,000 - 240,000
€110,000 - 150,000



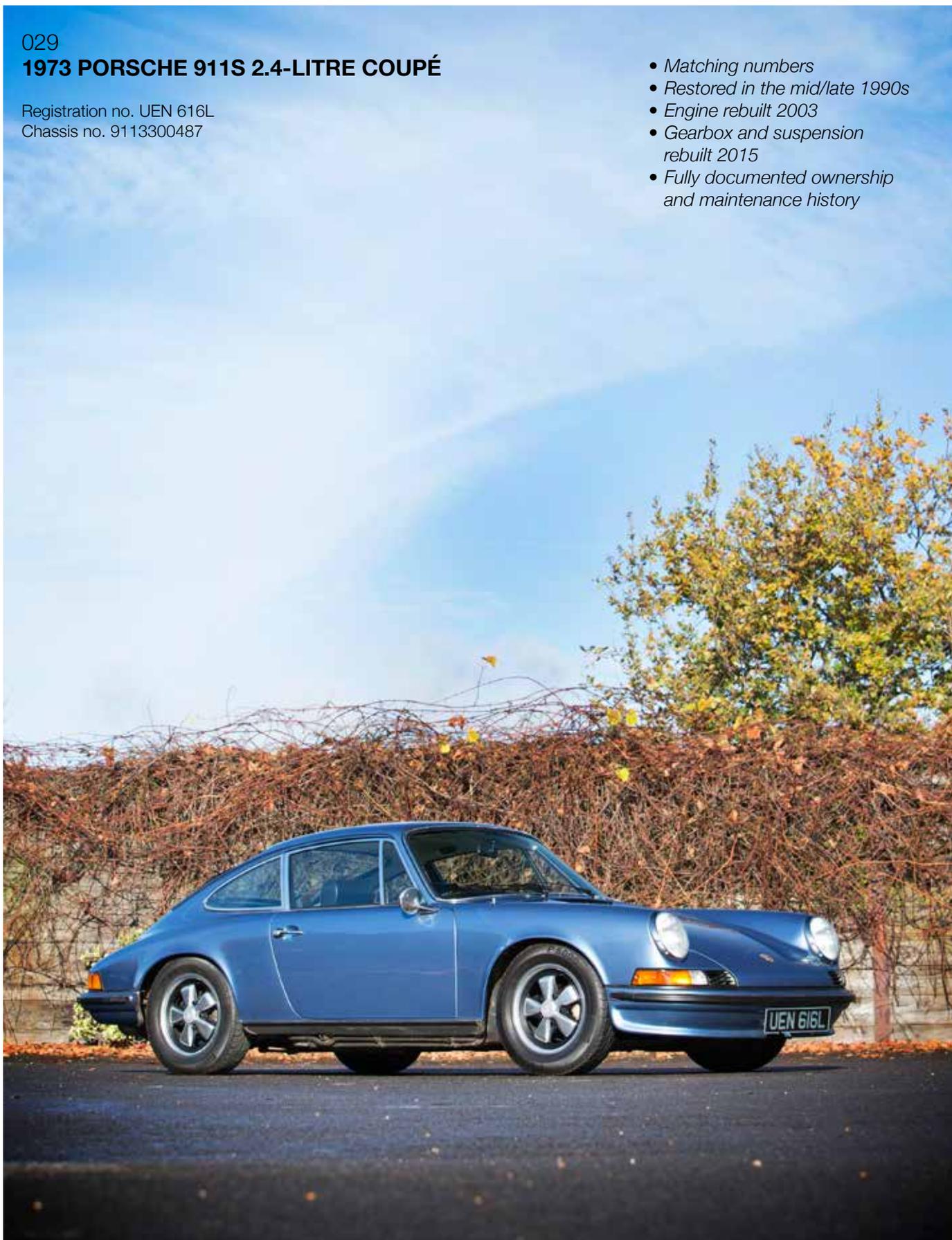
029

1973 PORSCHE 911S 2.4-LITRE COUPÉ

Registration no. UEN 616L

Chassis no. 9113300487

- *Matching numbers*
- *Restored in the mid/late 1990s*
- *Engine rebuilt 2003*
- *Gearbox and suspension rebuilt 2015*
- *Fully documented ownership and maintenance history*





For 1972, all 911 variants received the 2.4-litre engine, by which time the 190bhp 911S featured the stronger Type 915 five-speed gearbox and 6" wheel rims as standard. Wind tunnel experiments and racing experience had highlighted the car's tendency to lift at high speeds, so the new 911 boasted a discrete spoiler beneath the front bumper. When the 911 was next revised, for 1974, it featured impact-absorbing bumpers to comply with US safety regulations, and had gained significantly in weight, much to the dismay of many of the model's devotees.

An 'F'-series car dating from the final year of the pre-impact-bumper Porsche 911, and all the more collectible for it, this 911S was delivered new on 2nd January 1973 to a Lt Col Potter of Cambridgeshire, and was originally finished in Sepia Brown with beige interior trim. Lt Col Potter owned the Porsche for two years, keeping a log of his trips, most notably to Geneva and Genoa, 'clocking up' 23,051 miles in the process. The history file contains details of all owners up to the car's purchase in November 1994 (at 100,831 miles) by Stephen Skinner of Frinton-on-Sea, Essex, who then decided to commission a full restoration. The specialist chosen was Greenspeed Autostylists of Clacton-on-Sea, Essex, a firm with a reputation for excellence in such work, which in this car's case included a re-spray in Gemini Blue metallic paint. Overseen by proprietor Martin Green himself, the project took over a year to complete, and the fact that this 911S still remains in excellent condition some 20 years later testifies to the quality of the rebuild.

In 2003 the engine was rebuilt, and in 2015 the suspension and gearbox were overhauled, the latter receiving new synchros. We are advised that the engine pulls cleanly to maximum revs and that the body is properly under-sealed, while the interior retains its original door cards and Recaro seats. Used sparingly since the restoration and described as in generally excellent condition, this well maintained Porsche is offered with MoT to September 2017 (no advisories), a V5C registration document, and a large history file containing bills and photographs of the restoration. The exotic 2.7-litre Carrera RS excepted, the 911S was the best Porsche that money could buy in the early 1970s, and when compared with the Carrera it represents exceptional value for money today. With its fully documented ownership and maintenance history, this beautiful example has to be one of the best currently available.

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Nic Portway's definitive book: *Vauxhall Cars 1903-1918*

"Nic Portway followed up his memorable book on the 30/98 Vauxhalls, of which he is an owner, with a high-quality, two-volume set; *Building the Power* and *Claiming the Rewards* covers the history of these cars from 1903 to 1918. Both could almost be described as picture books with their wealth of wonderful illustrations, except that the accompanying text covers the history of Vauxhall in typical informative, interesting detail. I have been reviewing motoring books for longer than I care to remember and have never been more impressed or delighted than I am with Portway's scholarly and wonderfully well-presented research, which is backed up by a great many fine pictures of production and racing cars, plus advertising material over the years."

BILL BODDY
Motor Sport

"Of breathtaking scholarship in the level of its research and of superb production quality, this two-volume work on the early Vauxhalls is a worthy sequel to Nic's treatise on the Vauxhall 30-98, published in 1995.

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Editor, The Automobile

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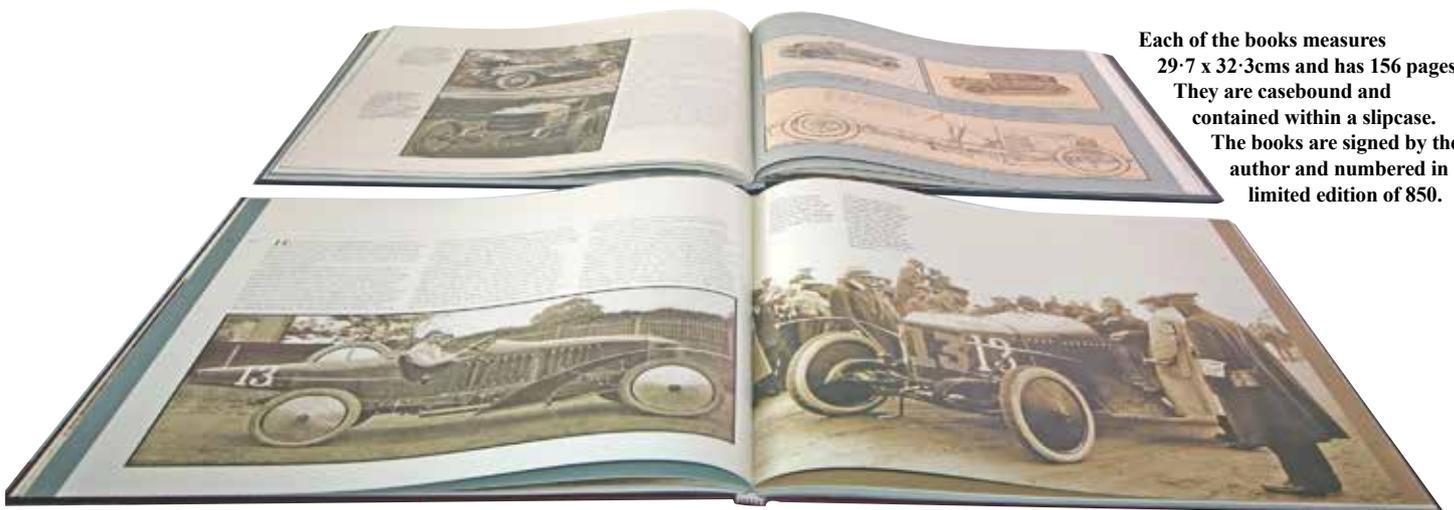
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Editor, Classic and Sportscar

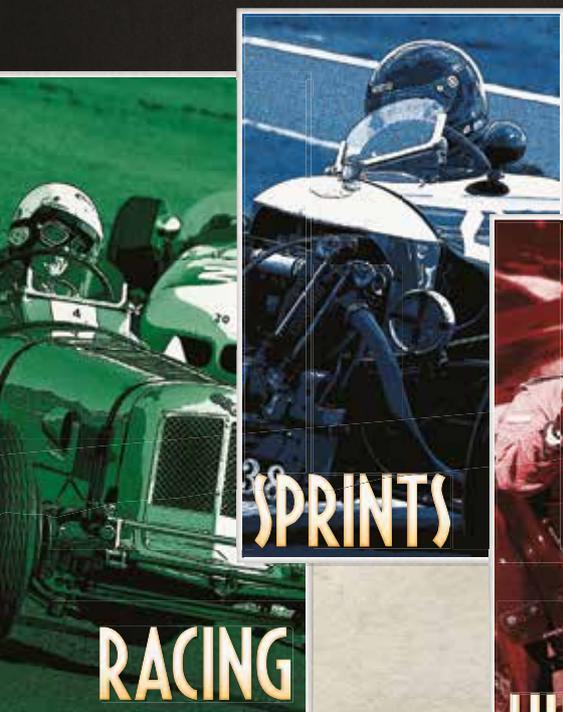


Each of the books measures 29.7 x 32.3cms and has 156 pages. They are casebound and contained within a slipcase. The books are signed by the author and numbered in a limited edition of 850.

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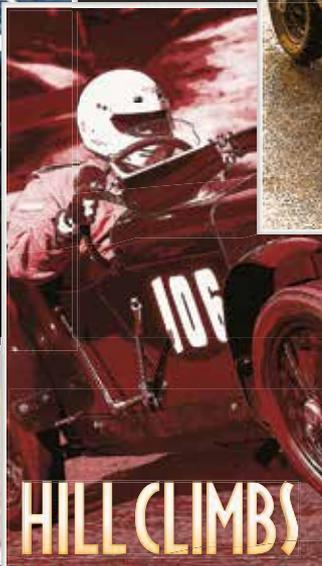
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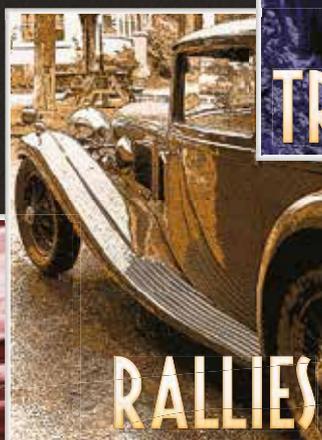


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NOTICE TO BIDDERS

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

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

1. OUR ROLE

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

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

2. LOTS

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

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

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Condition Reports

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

The Seller's responsibility to you

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

Bonhams' responsibility to you

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

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

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

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

Bidding in person

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

Bidding by telephone

If you wish to bid at the Sale by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the Sale at least 24 hours in advance of the Sale. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the Sale or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee *Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the Sale. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the Sale. Please check your Absentee *Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the Sale.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in

advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. You should be alert to this possibility of changes and ask if there have been any.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*

(b) Automobilia
25% up to £100,000 of the *Hammer Price*
20% from £100,001 to £2,000,000 of the *Hammer Price*
12% from £2,000,001 of the *Hammer Price*

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

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists ReSale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

The following symbols are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to *Bonhams* 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

Cash: you may pay for *Lots* purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques;

Bank transfer: you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Account Name: Bonhams 1793 Limited Trust Account
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Debit cards: there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

Credit cards: Visa and MasterCard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

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

10. COLLECTION AND STORAGE

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

11. SHIPPING

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

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

15. BOOKS

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

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

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

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements

Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

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. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

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.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, *, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.

- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

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
				10.2 The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
				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.
				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> .

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
 - 3.1.1 the *Purchase Price* for the *Lot*;
 - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
 - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

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

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
 - 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
 - 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
 - 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
 - 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
 - 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
 - 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- ### 5 STORING THE LOT
- We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale Information Page* or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams' order* and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):			9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT		
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

“Loss and Damage Warranty” means the warranty described in paragraph 8.2 of the *Conditions of Business*.

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

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

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

“New Bond Street” means *Bonhams’* saleroom at 101 New Bond Street, London W1S 1SR.

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

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

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

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

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

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

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

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

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

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

“Stamp” means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

“Standard Examination” a visual examination of a *Lot* by a non-specialist member of *Bonhams’* staff.

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

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

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

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

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

“Website” *Bonhams Website* at www.bonhams.com

“Withdrawal Notice” the *Seller’s* written notice to *Bonhams* revoking *Bonhams’* instructions to sell a *Lot*.

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

GLOSSARY

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

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

“bailee”: a person to whom goods are entrusted.

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

“Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that—
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer’s quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties.”

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

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

Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself
 Please contact me with a shipping quote (if applicable)

Sale title: THE BOND STREET SALE		Sale date: 4 December 2016													
Sale no. 23598		Sale venue: New Bond Street													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200by 10s	£10,000 - 20,000by 1,000s	£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s	£500 - 1,000by 50s	£50,000 - 100,000by 5,000s	£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s	£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion	£5,000 - 10,000by 500s	
£10 - 200by 10s	£10,000 - 20,000by 1,000s														
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s														
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s														
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s														
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion														
£5,000 - 10,000by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
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3	1963	Aston Martin DB5 4.2-Litre Sports Saloon
14	2003	Aston Martin DB7 Zagato Coupé
21	2013	Aston Martin V12 Zagato Coupé
5	1989	Aston Martin V8 Vantage Volante 'Prince of Wales' 7.0-Litre
27	1958	Bentley S-Series Continental Flying Spur Saloon
7	2001	BMW Z8 Convertible with Hardtop
1	1953	Bristol 403 Sports Saloon
4	2015	Chevrolet Corvette Z06 Coupé with Z07 Performance Pack
17	1988	Ferrari 328 GTS Targa Convertible Coupé
12	1999	Ferrari 550 Maranello Coupé
15	1971	Ferrari Dino 246 GT Coupé
25	1962	Jaguar E-type 'Series 1' 3.8-Litre Roadster
16	1963	Jaguar E-Type 'Series 1' 3.8-Litre Coupé
26	1950	Jaguar XK120 Roadster
11	1958	Jaguar XK150 SE 3.4-Litre Drophead Coupé
19	1990	Lamborghini Countach 25th Anniversary Coupé
23	1971	Maserati Ghibli SS 4.9-Litre Coupé
20	1968	Maserati Mistral 4000 Spyder
2	1965	Mercedes 230 SL Convertible with Hardtop
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29	2011	Mercedes-Benz SLS 63 AMG
24	1988	Porsche 911 Carrera Club Sport 3.2-Litre Coupé
18	1973	Porsche 911S '2.4' Targa
28	1973	Porsche 911S 2.4-Litre Coupé
8	2004	Porsche Carrera GT
9	1926	Rolls-Royce 40/50hp Phantom I Brougham de Ville 'The Phantom of Love'
6	1914	Vauxhall 25hp 'Prince Henry' Sports Torpedo





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