

Important Collectors'
Motor Cars and Automobilia
Friday 30 June 2017
Goodwood Festival of Speed
Chichester, Sussex

GOODWOOD FESTIVAL OF SPEED SALE



Bonhams







GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors' Motor Cars and Automobilia

Friday 30 June 2017 at 11:00 and 14:00

Chichester, Sussex

VIEWING

Thursday 29 June 10:00 to 17:30
Friday 30 June from 09:00

SALE

Friday 30 June:
Automobilia 11:00
Motor Cars 14:00

SALE NUMBER

24120

CATALOGUE

£50.00 + p&p

BIDS

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

Please note that bids should be submitted no later than 4pm on Thursday 29 June. Thereafter bids should be sent directly to bids@bonhams.com

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

Live online bidding is available for this sale

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

ENQUIRIES

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

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

IMPORTANT INFORMATION

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

CUSTOMER SERVICES

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

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 218
Back cover: Lot 226

PLEASE NOTE

Admission to the auction marquee is by catalogue only.

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

However, if this catalogue has been obtained at the Goodwood Festival of Speed it will not have admission tickets included.

This catalogue does not admit the holder to the Festival of Speed on Saturday 1 July or Sunday 2 July.

Bonhams 1793 Limited

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

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

Bonhams International Board

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Jon Baddeley, Rupert Banner, Geoffrey Davies,
Jonathan Fairhurst, Asaph Hyman, James Knight,
Caroline Oliphant, Shahin Virani,
Edward Wilkinson, Leslie Wright.

Bonhams UK Ltd Directors

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

Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, India Phillips,
Peter Rees, John Sandon, Tim Schofield,
Veronique Scorer, Robert Smith, James Stratton,
Ralph Taylor, Charlie Thomas, 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, *, NMT) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium is 25% on the first £100,000 of the Hammer Price, 20% from £100,001 to £2,000,000 of the Hammer Price, and 12% on the balance thereafter.

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

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

Damage

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

Important V5C Registration

Document 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.

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. 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 or 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
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.

NMT

Motor vehicle lots marked "NMT" in the catalogue originate from or are registered in another EU member state and have travelled less than 6,000km from new. Accordingly HMRC and the DVLA classify such machines as 'New Means of Transport' under the Nova Scheme and are subject to VAT at 20% on the hammer price.

Artists Resale Right Regulations 2006

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

NOVA (Notification of Vehicle Arrivals)

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

EU Imports

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

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

Non-EU Imports

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

Vintage Sports-Car Club Eligibility Documents

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

The Veteran Car Club of Great Britain Dating Plates and Certificates

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

Guide for Buyers

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

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

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

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

Telephone bidding

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

Absentee/Commission bidding

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

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

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.

Keys and Documents

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

How can I pay?

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

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

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

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

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

Payment by card

You may pay by debit card. You may also pay by the following credit cards: Visa and 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 5-7 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately and also by Sterling travellers cheques as long as they are accompanied by a valid passport.

Bank transfer

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

Are there any other charges?

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

For Automobilia the Buyer's Premium is 25% on the first £100,000 of the Hammer Price, 20% from £100,001 to £2,000,000 of the Hammer Price, and 12% on the balance thereafter.

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

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

When can I clear my purchases?

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

N.B. Clients cannot pay for purchases on Saturday 1 or Sunday 2 July at the local store.

Payment can be taken between 9am and 12pm on Monday 3 July 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.

Worldwide Motoring contacts

UK Motor Cars

Tim Schofield
+44 (0) 20 7468 5804
tim.schofield@bonhams.com

Rob Hubbard
+44 (0) 20 7468 5805
rob.hubbard@bonhams.com

James Knight
+44 (0) 20 7447 7440
james.knight@bonhams.com

Administrators

Alexandra Lippai
+44 (0) 20 7468 5808
alexandra.lippai@bonhams.com

Sholto Gilbertson
+44 (0) 20 7468 5809
sholto.gilbertson@bonhams.com

John Polson
+44 (0) 20 7468 5803
john.polson@bonhams.com

Malcolm Barber
+44 (0) 20 7468 8238
malcolm.barber@bonhams.com

Mark Gold
+44 (0) 20 7468 5807
mark.gold@bonhams.com

USA Motor Cars

West Coast

Jakob Greisen
+1 415 503 3284
jakob.greisen@bonhams.com

Mark Osborne
+1 415 503 3353
mark.osborne@bonhams.com

Nick Smith
+1 323 436 5470
nick.smith@bonhams.com

East Coast

Rupert Banner
+1 212 461 6515
rupert.banner@bonhams.com

Eric Minoff
+1 917 206 1630
eric.minoff@bonhams.com

Evan Ide
+1 917 340 4657
evan.ide@bonhams.com

Michael Caimano
+1 929 666 2243
michael.caimano@bonhams.com

Administrator

Gregory Coe
+1 212 461 6514
gregory.coe@bonhams.com

Title/Registration Clerk

Stanley Tam
+1 415 503 3322
stanley.tam@bonhams.com

Mainland Europe Motor Cars

Phillip Kantor (Belgium)
+32 (0) 4 76 87 94 71
philip.kantor@bonhams.com

Gregor Wenner (Italy)
+39 333 564 3610
gregor.wenner@bonhams.com

Henning Thomsen (Denmark)
+45 (0) 4051 4799
henning.thomsen@bonhams.com

Administrators

Valérie Simonet
+33 (0) 1 42 61 10 11
valerie.simonet@bonhams.com

Gregory Tuytens (Belgium)
+32 (0) 471 71 27 36
gregory.tuytens@bonhams.com

Hans Schede (Germany)
+49 (0) 172 2088 330
hans.schede@bonhams.com

Paul Gaucher (France)
+33 (0) 6 61 80 15 56
paul.gaucher@bonhams.com

Additional contacts

Automobilia

Toby Wilson
+44 (0) 20 8963 2842
toby.wilson@bonhams.com

Adrian Pipiros
+44 (0) 20 8963 2840
adrian.pipiros@bonhams.com

Motorcycle Department

Ben Walker
+44 (0) 20 8963 2819
ben.walker@bonhams.com

James Stensel
+44 (0) 20 8963 2818
james.stensel@bonhams.com

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

Administrator

Andrew Barrett
+44 (0) 20 8963 2817
andrew.barrett@bonhams.com

Press Office

Poppy McKenzie Smith
+44 (0) 20 7468 8363
+44 (0) 20 7468 8209 fax
poppy.mckenzie@bonhams.com

Catalogue subscriptions

+44 (0) 1666 502 200
+44 (0) 1666 505 107 fax
subscriptions@bonhams.com

Buyers/Sellers Accounts UK

+44 (0) 20 7468 8240
+44 (0) 20 7447 7430 fax

Buyers/Sellers Accounts US

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

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 4 July **by appointment only**. Storage charges will begin from this time.

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

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

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

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

All lots marked with a ♦♦♦ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects. Unless specific arrangements have been confirmed with the Automobilia Dept before the sale clearance time and date listed above, all such lots will be removed from the saleroom by our recommended transporter Polygon Transport to their storage premises and will be subject to Uplift and Storage charges at the buyer's expense.

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

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale. After this cars are moved to local store where they need to be collected by 12 noon on Monday 3 July. (Please see Guide for Buyers)

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

Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Polygon Transport to local store:
Polygon Transport
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hants SO40 4BL
02380 871 555
02380 862 111 fax
polygon@polygon-transport.com

Vehicle Removal charges

£240 + VAT per vehicle

Vehicle Storage charges

First 14 days
£14 + VAT per motor car per day

Thereafter

£10 + VAT per motor car per day

Transport and Shipping

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

Transporter

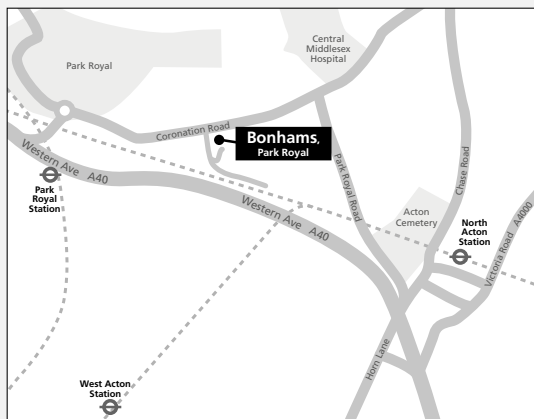
Polygon Transport
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hants SO40 4BL
02380 871 555
02380 862 111 fax
polygon@polygon-transport.com

Motor Car Presentation

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

Professional Catalogue Photography

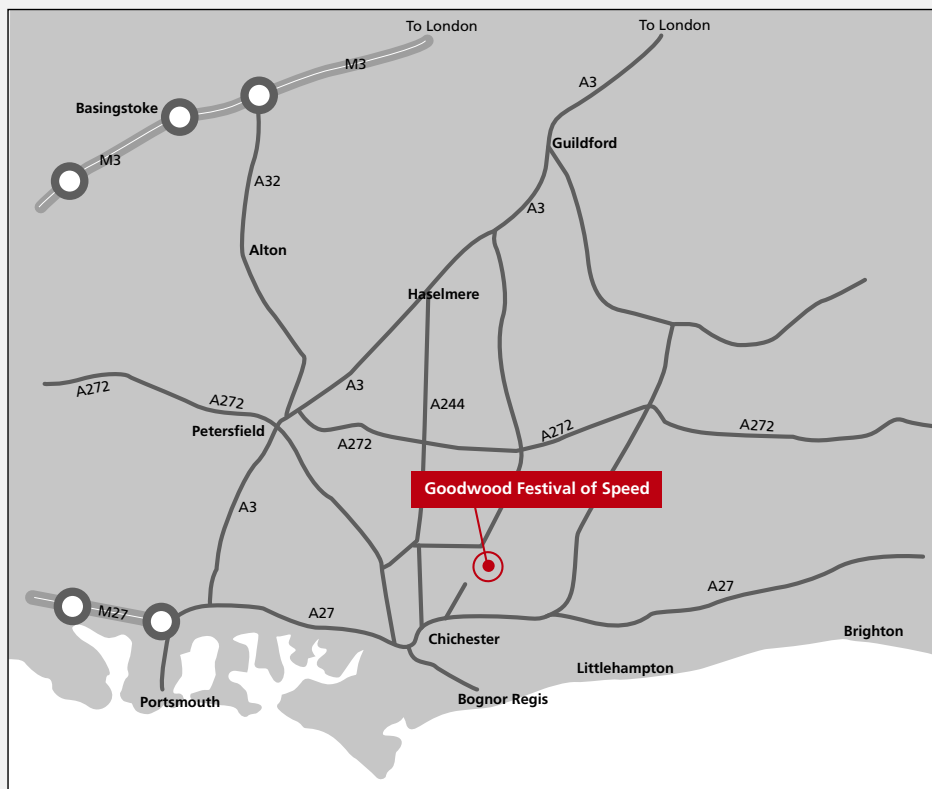
Simon Clay
Roger Dixon
Neil Fraser
Tom Wood



Directions to Goodwood

Goodwood House
Chichester
West Sussex
PO18 0PX

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



Lots 1 - 145

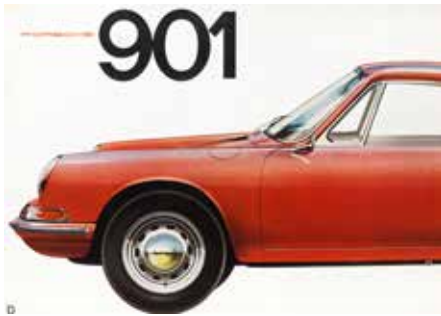
Images of each lot can be found at:
www.bonhams.com/24120

Km. 1564

XVIII

1000 MIGLIA

COPPA FRANCO MAZZOTTI



1



2



4



3



4A

1
A RARE PORSCHE 901 SALES BROCHURE, SEPTEMBER 1963,
publication number W221, four sheet fold out brochure, German text, with specification, coachwork and cut-away illustrations and three monochrome photographs, 4to when folded.
£1,000 - 1,500
€1,200 - 1,700

At the Internationale Automobil-Ausstellung (Motor Show) in Frankfurt in September 1963, Porsche presented its successor to the Porsche 356 as the 901. It took several more months until the cars were manufactured for sale to customers. Between 14 September and 16 November 1964, 82 cars were built and the 901 was presented in October at the 1964 Paris Auto Salon. There, French car maker Peugeot objected to Porsche using any three digit number where the middle number was 0, asserting ownership of the naming rights in key markets, and having already sold many models with that scheme. Porsche simply replaced the middle 0 with a 1, and called the car Porsche 911. Officially the 901s already constructed were used for testing and for exhibitions, and Porsche sold none to private customers. Nevertheless, several of the cars retained by Porsche at that time appear to have made it to private ownership subsequently.

2
A COLLECTION OF NURBURGRING PROGRAMS AND PRINTED EPHEMERA, FROM 1927 ONWARDS,
comprising two issues of Der Nurburg Ring magazine, October 1927, and June 1927 with Grosser Preis von Europa program printed, (back cover torn), a Mercedes Benz 1950 XII Grosser Preis von Deutschland AvD folder with printed contents and a file of letters in German text, includes one page of assorted signatures, two hand drawn maps on tracing paper, an Erläuterungen notice Late 1930s, other programs for 1950, 1955, 1967, 1969 and 1974, with two early picture postcards of Adeneau and a Nurburging Sporthotel Tribune menu.
(Qty)
£1,000 - 1,200
€1,200 - 1,400

3•
AUTO COURSE: BOUND VOLUMES OF ISSUES FOR 1951-1957,
subtitled 'The International Quarterly Review on Motor Racing' and later 'The International Review on Motor Sport', seven volumes in cloth-bound hard covers with gilt tooling, bound with covers, complete run comprising issues 1-4 for Volume I (1951/52); issues 1-4 for Volume II (1952/53); issues 1-6 for Volume III (1953/54), with index; issues 1-6 for Volume IV (1954/55) with index; issues 1-6 for Volume V (1955/56) with index; issues 1-9 for Volume VI (1956); and issues 10-19 for Volume VI (1957); offered together with Volumes 1-4 of Automobile Connoisseur.
(11)
£1,000 - 1,500
€1,200 - 1,700

4•
ANTHONY PRITCHARD: THE JAGUAR D-TYPE; A LIMITED EDITION TITLE PUBLISHED BY PALAWAN PRESS,
published 2015, dark green cloth-bound hard covers, limited edition numbered 221/250, 420 numbered pages, well illustrated, in good clean condition, complete with slipcase and in original carton packaging.
£1,000 - 1,200
€1,200 - 1,400

4A•
AUTOCOURSE ANNUALS: 1970/71 TO 2005/06;
a complete run of 36 annuals with dust jackets, offered together with Rallycourse Annuals: 1982/83 to 2005/06; a complete run of 24 annuals with dust jackets.
(60)
£1,000 - 1,500
€1,200 - 1,700



5

5• ASSORTED FERRARI MANUALS AND SALES LITERATURE, comprising 365 GTC4 handbook with fold-out wiring diagram to rear, dated 1971, and parts list for the same, dated October 1972, both Italian, French and English text, Mondial 8 owner's manual and wiring booklet, 308 Quattrovalvole sales brochure and wiring booklet, wiring booklet for Mondial Quattrovalvole, sales brochure for 400i automatic and wiring booklet for 400i, ad four sales brochures for Mondial Cabriolet, 3.2 Mondial, Ferrari 328 and 412, offered together with a McLaren MP4/2-2 press pack containing publicity and press literature with race data sheets in a presentation box.

(14)

£1,000 - 1,500
€1,200 - 1,700

5A• ♦

LE MANS 24 HOURS ANNUALS: 1978 TO 2015;

by Christian Moity & Jean-Marc Teissedre, published by the Automobile Club de L'Ouest, a complete run of 38 annuals with dust jackets (English text); offered together with other Le Mans publications comprising 24 Heures du Mans 1923-1992: Volumes 1 & 2, (French text); 24 Heures du Mans: a three Volume set in slip-case (French & English text); Christian Moity: Les 24 Heures du Mans 1949-1973 (French text); Les 24 Heures du Mans 1923-1982 (French text); Michel Bonte, Francois Hurel & Jean-Luc Ribemont: Le Mans - A Century of Passion 1906-2006, a two volume set in slip-case (English text); all published by the Automobile Club de L'Ouest, and Quentin Spurring: Le Mans 1960-69.

(45)

£1,000 - 1,500
€1,200 - 1,700



5A

6 A GOOD COLLECTION OF MOTORSPORT PHOTOGRAPHS, loose unmounted, majority monochrome, various sizes depicting pit, paddock and racing scenes, together with some publicity images for Jaguar.

£1,000 - 1,500
€1,200 - 1,700

6A

A SET OF TWELVE LIMITED EDITION PHOTOGRAPHS TITLED "MONZA 69" BY PAUL JOLLY,

limited set number 1 of 15, each 12 x 8 colour photographic print, mounted, framed and glazed, numbered, titled and signed on the mount by the photographer, with race information applied to rear of frame, drivers depicted comprise Graham Hill, Jackie Stewart, Denny Hulme, Piers Courage, Jackie Ickx, Jack Brabham, and Jochen Rindt also depicting other pit lane staff including Professor Frank Faulkner MD the 'Pit-Lane Doc'.

(12)

£1,200 - 1,800
€1,400 - 2,100

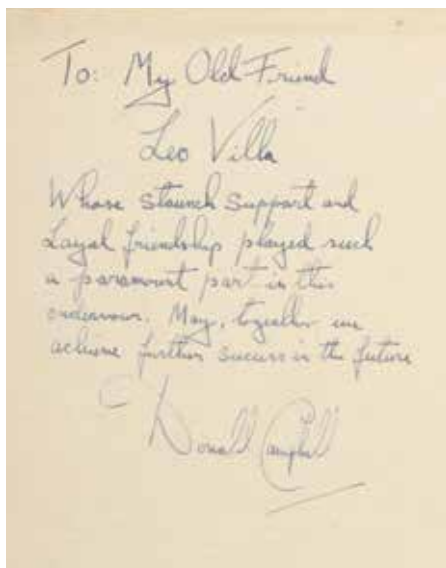
These images were taken by Paul Jolly on Saturday 6 September 1969, when he was a guest of Ken Tyrrell and Matra Ford. The images capture the energetic and relaxed atmosphere in the pit lane during the Saturday afternoon between the practice and the qualification. They are sold without copyright. These images have only recently come to light and were discovered as transparencies taken on an Agfa 35m camera. At no stage in the last 48 years have they ever been seen publicly or published.



6



6A



7



8



9

7
LEO VILLA'S PERSONAL PHOTO ALBUM "BLUEBIRD" ULLSWATER 1955 SPEED 202.32MPH PRESENTED BY DONALD CAMPBELL,
with handwritten dedication to inside front cover addressed 'To: My Old Friend Leo Villa...' with 10 large monochrome photographs, each behind onionskin, blue leather cloth hard covers, embossed on front cover, cord tied, (covers worn).
£2,500 - 3,500
€2,900 - 4,100

8
THREE FRAMED FERRARI FACTORY POSTERS,
the first depicting the Cavallino 'Prancing Horse' emblem, printed in Modena Italy and dated '2M/6/88', the others depicting full colour images of a Ferrari F40 and a Ferrari 412 T2 single seater race car, each 97 x 67cm, mounted, framed and glazed.
(3)
£1,000 - 1,200
€1,200 - 1,400



10

9
A RARE 1951 'XVIII 1000 MIGLIA COPPA FRANCO MAZZOTTI' RACE POSTER, ITALIAN,

colour lithographic poster on paper, dated March 1951, featuring a circuit map of the course, for the event organised by the Automobile Club Brescia held on 28th-29th April and won by Luigi 'Gigi' Villorelli and Piero Cassani in the Scuderia Ferrari 340 America Berlinetta Vignale, 99.5 x 70cm.

£1,800 - 2,200

€2,100 - 2,500

10
G. JAEGER, 'RACING DRIVER',

signed, bronze statuette depicting a driver in peaked helmet with goggles and circa 1920 motoring outfit, signed on the circular base, 35cm high overall.

£1,000 - 1,200

€1,200 - 1,400



11

11
GREGORY PERCIVAL (BRITISH 1964-), 'ENDEAVOUR', A BRONZE SCULPTURE IN TRIBUTE TO BATTLE OF BRITAIN PILOT SQUADRON LEADER GEOFFREY WELLUM DFC,

a limited edition numbered 16 of 25 examples, completed in 2017, 'lost wax' cast bronze sculpture from the artist's 'Knight of the Sky' sculpture series, depicting Wellum in the cockpit section of his MkIIa Spitfire in flight, the fuselage bearing his Squadron Code 'Q J', each part signed and numbered, measuring 30cm long, mounted to a bronze stem above a stepped slate display base, 40cm high overall, offered together with a Certificate of Issue from the artist.

£1,500 - 2,500

€1,700 - 2,900



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

12



13



12 (detail)



15



14

12[◇]

GREGORY PERCIVAL (BRITISH, 1964-), 'AYRTON SENNA DA SILVA', AN ARTIST'S PROOF BRONZE SCULPTURE OF THE AYRTON SENNA 1994 RENAULT WILLIAMS FW16,

the first of two early artist's proofs completed in September 2016 (number AP001/002), preceding a final limited run of ten editions to be produced, in tribute of Senna's racing career, a stylised depiction of the Formula 1 single-seater based on the existing 'Senna' sculpture from the same studio, hollow cast main body in patinated bronze with separately cast bolted sections and in blue 'Williams' team colour finish, and with extended clear glass resin 'wake' giving a dynamic impression of speed, the whole mounted on a slate display base, each part individually signed and numbered, measuring 105cm long and 24cm wide overall, offered together with a Certificate of Issue from the artist.

£2,500 - 3,500

€2,900 - 4,100

This is the first UK public viewing of this new sculpture produced by the Gregory Percival studio.

13[◇]

"TWO THOROUGHBREDS" BY STANLEY WANLASS, 1987,

signed, polychrome bronze depicting Phil Hill in his Ferrari 250 Testa Rossa, on his way to victory at the 1958 Le Mans 24 Hours, a win he shared with his co-driver Olivier Gendebien, number 50 from a limited edition of 50, mounted on a dark marble display base, 61 x 28cm, with a rectangular wooden base board.

(2)

£8,000 - 12,000

€9,300 - 14,000

14

A FERRARI ENAMEL SIGN, 1970S-80S,

with flanged edges, in green, white, red and black enamel on yellow enamel ground, featuring the Prancing Horse emblem, with hole for hanging to upper flange, minor chip to edge of upper right corner but in otherwise good order with bright colours, 85 x 48cm.

£1,000 - 1,500

€1,200 - 1,700

15

AN ALFA ROMEO 'AUTOMOBILI SERVIZIO' ENAMEL SIGN,

single-sided, shaped sign in the form of an Alfa Romeo single-seater race car, in red, black and white enamel, with mounting holes, some chips and nibbles to enamel in places, 56cm long.

£1,200 - 1,600

€1,400 - 1,900

16

AN 'ALFA ROMEO SERVIZIO' TIN SIGN, CIRCA 1940,

printed tin sign, comprising circular Alfa Romeo Milano emblem riveted to a directional 'Servizio' arrow with lettering in black on yellow, some corrosion to arrow point, and lower and right edges in places, 69cm wide.

£1,200 - 1,400
€1,400 - 1,600



16

17

AN 'ALFA ROMEO SERVIZIO' ENAMEL SIGN, ITALIAN, 1960S,

single-sided sign with flanged edging and marked by Smalterie Lombarde of Milano to lower edge of flange, in green, red, yellow and brown enamel on white enamel ground and featuring the marque emblem, 63 x 97 cm, small dent and loss to enamel to right section but in otherwise good order with bright colours.

£1,500 - 2,000
€1,700 - 2,300



17

17A[◇]

A RARE 'MASERATI AUTOMOBILI SERVICE' ENAMEL SIGN,

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

£1,800 - 2,500
€2,100 - 2,900



17A

18[◇]

ASSORTED TOOLS TO SUIT VINTAGE CARS INCLUDING BENTLEY,

including a Dunlop Major foot-pump, a Prima bottle jack, a brass Pyrene fire extinguisher, a hand drill, a blow torch, six grease guns including Enots 10A and Tecalemit, a Kaye's oil can, four Abingdon King Dick adjustable spanners, assorted spanners including BSA, four 'Perfect Pattern' screwdrivers, four Dunlop tyre levers, four pairs of pliers, a mallet, two wooden handled hammers, and other tools, offered together with a brown leather tool bag with interior base tray. (Qty)

£1,000 - 1,500
£1,200 - 1,700



18

19

A CASED FERRARI 355 TOOL KIT BY SCHEDONI OF ITALY,

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

£1,000 - 1,500
£1,200 - 1,700



19



20



21



22



24

**20
A CASED FERRARI 355 TOOL KIT AND BROCHURE,**

tan leather case by Schedoni, with carrying handle, 39cm wide, incomplete with some tools missing, containing four chromed Ferrari vanadium spanners (2 missing) and other tools, a ratchet, a lift-out tray fitted with pliers, a smaller tray with bulbs and electrical connectors, together with a tow hitch, a cigarette lighter operated light, and an Agip pressurised tyre inflator (believed expired) in case, together with a Ferrari F355 sales brochure and a red Ferrari vinyl bag.

(3)
**£1,000 - 1,500
€1,200 - 1,700**

Please Note: Bidders are advised that due to the nature of the container and fluid contained within the tyre inflator, this lot may be subject to various shipping and/or import/export restrictions.

**21
A CASED TOOL KIT FOR FERRARI 365, 400 AND 512 MODELS,**

black vinyl case with plastic handle, bearing 'Prancing Horse' emblem to lid, opening to interior with two lift-out trays the upper fitted with eight chrome Vanadium spanners, a pair of pliers and a carburettor tool, the lower tray with four plastic-handled screwdrivers, oil filter tool, spark plug spanner, two Champion N-7Y spark plugs, five bulbs and five fuses, seemingly complete, believed to suit Ferrari models 365 GT4 2+2, 365 GT4 BB, 365 GTC4, 400GT/400 Auto and 512 BB (Carburettor), the case measuring 31cm wide.

**£2,000 - 3,000
€2,300 - 3,500**

**22[◇]
A BENTLEY 4½ LITRE DASHBOARD,**
shaped hardwood panel with matt black painted finish, fitted with Rev Counter and Speedometer/Milometer with trip, both black dial with white Arabic numerals, 11cm diameter by Auto Tempo Meter Co Ltd, London WC1, and a Time of Trip clock by The Goldsmiths & Silversmiths Co Ltd London, the panel 105.5cm wide, with apertures for other instruments.

**£1,000 - 1,500
€1,200 - 1,700**

This dashboard was removed from a 1928 4½ Litre Bentley open tourer, the same car that once appeared in the guise of the '1924 Swiftmobile 4 Litre' in 1960 film School for Scoundrels, starring Ian Carmichael, Terry Thomas, Alastair Sim and Janette Scott.



23

**23
A PAIR OF HEUER 'MASTER-TIME' AND 'MONTE-CARLO' DASHBOARD CLOCKS, THE PROPERTY OF INTERNATIONAL RALLY DRIVER DIMI MAVROPOULOS,**
each chromed case with black dial, Arabic numerals and domed plastic lens, comprising 'Master-Time' 8 Days car clock, stamped to outer case '21945' with Heuer Leonidas back-plate and 15-Jewel unadjusted Swiss movement, and 'Monte-Carlo' stopwatch with jump window, stamped to outer case '53086', with Heuer Leonidas back-plate, with 7-Jewel unadjusted Swiss movement numbered '7714', both in apparently working order at time of cataloguing, mounted together to a chromed Heuer Leonidas dashboard plate and further mounted to a polished mahogany display stand with chromed 'Motorsport' script.
**£1,400 - 1,800
€1,600 - 2,100**

This pair of Heuer dashboard timepieces are offered from the collection of former Cyprus Championship winning rally driver Dimi Mavropoulos and current owner of the Cyprus Historic & Classic Motor Museum and were used during his racing career at three Acropolis International Rallies, nine Rothmans Cyprus Rallies, two RAC International Rallies and other European Rally events during the 1980s and 1990s.

**24 †
A LATE RUSSELL'S PATENT BRASS POCKET-WATCH CASE WITH WATCH, LATE 20TH CENTURY,**

the case with hinged lid, marked to rear 'Late Russell's Patent Regd. 30 May 1881', suitable for dashboard mounting, 9cm high, with blue velvet lined interior, fitted with nickel-cased pocket watch with white enamelled dial and Roman numerals.

(2)
**£1,000 - 1,200
€1,200 - 1,400**

**25^{◇◇}
A SET OF FOUR ALFIN BRAKE DRUMS FOR VINTAGE BENTLEY,**

comprising two front, marked R or L inside and two rear wheel drums, used.

(4)
**£1,600 - 2,000
€1,900 - 2,300**

According to information supplied by the vendor these Alfin drums were previously fitted to a three litre Bentley but would also suit a Bentley Speed Six.



25



26



27



28

26[◇]

A SET OF FOUR FERRARI F40 SL364 WHEELS BY SPEEDLINE, ITALIAN, comprising two rear 13" J x 17" and two front 8" J x 17", used.

(4)

£1,600 - 2,000

€1,900 - 2,300

27^{◇◇}

A SET OF FOUR CAMPAGNOLO MAGNESIUM ALLOY WHEELS FROM THE 1969 EX-LONDON MOTOR SHOW FERRARI 365GTC BERLINETTA, pattern 40414, each cast wheel, painted silver (some chips and bubbling to paint), fitted with chromed central hub and Michelin Radial X 205 VR 14 XWX tyres, used.

(4)

£1,500 - 2,500

€1,700 - 2,900

See lot 264 Bonhams sale number 20931, Goodwood Revival 2013:- The ex-London Motor Show, Eric Clapton, 1969 Ferrari 365 GTC Berlinetta Chassis no. 12721, Registration number ENZ 365, the car formerly owned by Eric Clapton.



29

28^{◇◇}

A SET OF FIVE FERRARI 400I WHEELS WITH TYRES, used, size 180 TR 415, each with stamped numbers 'SL 079/A', 'X RAY Z', and '01/81 B', four complete with Ferrari 'Cavallino' emblem centre hubs, each fitted with Michelin Radial X 240/55 VR 415 tyre.

(5)

£1,000 - 1,500

€1,200 - 1,700

29^{◇◇◇}

A JAGUAR E-TYPE V12 ROADSTER HARD-TOP,

composite construction, painted black, complete with brightwork, vents to rear pillars, rubber seal, and fitted with Perspex rear screen, the interior with cream coloured vinyl lining, seemingly complete with rear mounting brackets and front catches, some wear.

£1,200 - 1,600

€1,400 - 1,900



30

30
A RARE 'WISE OWL' MASCOT BY G GROHE, FRENCH, CIRCA 1910,
signed to base, hollow cast spelter with traces of gilding, depicting a learned owl, seated on a book with a quill pen, scroll, telescope, dividers and protractor, 11.5cm high, on metal base.
£2,000 - 2,500
€2,300 - 2,900



31

31
AN ART DECO 'FORTUNE' MASCOT BY MORANTE, FRENCH, CIRCA 1925,
signed and with 'E. Mardon Ed' foundry signature to base, nickelled bronze mascot in the form of a female nude standing on a winged wheel, 19.5cm high, mounted on a period radiator cap above a turned wooden display base.
£1,000 - 1,500
€1,200 - 1,700



32

32 †
A 'FEMME AU SINGE' MASCOT BY ELIE OTTAVY, FRENCH, CIRCA 1925,
signed and marked 'Depose' to base, nickel-plated bronze, larger version of the mascot retailed by Leon Richard of Paris, depicting a standing female nude with a monkey, 18cm high, mounted to a period radiator cap.
£3,000 - 4,000
€3,500 - 4,600



33

33
A 'WINGED FEMALE' MASCOT BY JOANNES, ITALIAN, CIRCA 1920,
signed to rear of base, nickelled bronze mascot in the form of a female nude in flight with finely detailed wings, 25cm long, mounted on a turned wooden display base.
£1,500 - 2,000
€1,700 - 2,300

33 (top view)



34
A FINE 'FEMME LIBELLULE' MASCOT BY V ROSSI, FRENCH, 1920S,
signed to rear of base, nickel-plate bronze mascot in the form of a draped female nude with dragonfly wings, 24cm long overall, mounted on a period radiator cap above a turned wooden display base.
£2,000 - 3,000
€2,300 - 3,500

This mascot was one of a series of 'Allegorical Art' mascots produced by Rossi in the early 1920s and retailed from 27 Rue Marois, Paris.



36



37



38

35
A FINE AND LARGE 'SNAKE GIRL' MASCOT, BELIEVED BY M LAUFENBERG, AUSTRIAN, CIRCA 1910,
indistinctly signed to base, nickel plated bronze, classical figure depicting a female draped nude with a snake entwined around her body, 23cm high, mounted on a period radiator cap.
£2,000 - 3,000
€2,300 - 3,500

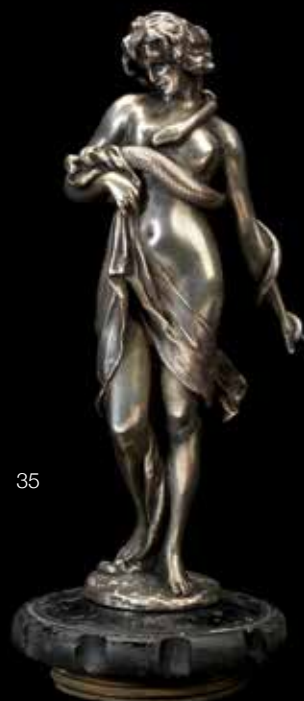
37 †
A 'BACCHANALIAN DELIGHTS' MASCOT BY ANDRE CARON, FRENCH, CIRCA 1915,
signed to rear of pedestal, nickel-plated bronze, depicting the bust of Bacchus, draped in a fox cape, drinking wine from shell held to his lips by a nude nymph, 14.5cm high, mounted on a period Bakelite radiator cap above a black-painted turned wooden base.
£1,500 - 2,000
€1,700 - 2,300

38
A 'TOAD OF TOAD HALL' MASCOT, BY LOUIS LEJEUNE, BRITISH, POST-1945,
stamped 'Made in England LEJEUNE LL' to underside of base, finely detailed chromed bronze mascot depicting the children's character from Wind in the Willows by Kenneth Grahame, dressed in motoring attire, 10cm high.
£1,000 - 2,000
€1,200 - 2,300

36 †
A RARE 'BUGLE BOY' MASCOT BY ANDRE VINCENT BECQUEREL, ETILING FOUNDRY, PARIS, CIRCA 1920,
signed and with 'Etling Paris' mark to base, solid brass mascot depicting a small African boy playing a bugle, 16cm high, mounted on a turned wooden display base.
£1,000 - 1,500
€1,200 - 1,700



34



35

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



39



41

39 †

A 'PEGASUS' MASCOT BY EMILE MARTIN, FRENCH, 1920S,

signed, nickel-plated bronze, in the form of the mythical winged horse leaping from a ball, 15.5cm high, mounted on a wooden display base.

£1,500 - 2,000

€1,700 - 2,300

This mascot was awarded the Gold medal in 1921 at L'Auto competition. It was retailed by Hermes, and appeared in their sales brochures of 1920s.

40 †

A 'DRAPED SPEED NYMPH' MASCOT BY A E LEJEUNE, BRITISH, 1920S,

stamped 'AEL' and with Registered Design number to base, nickel-plated bronze mascot in the form of a female nude with her arms outstretched behind her holding her drapery which rotates as the car is in motion, 17.5cm high, mounted on a period radiator cap.

£1,000 - 1,500

€1,200 - 1,700



40

41 †

A 'RUDE DEVIL' MASCOT RETAILED BY DUNHILL, 1920S,

unsigned, believed by Stadium, nickel-plated, with long tail, fitted to a base support, approximately 14cm long overall, mounted on a turned wooden display base, offered together with a photocopy of a period advertisement featuring an example of the mascot.

(2)

£1,500 - 2,000

€1,700 - 2,300



42 (part)

42

42*

"THE LION OF JUDAH" MASCOT BY CASIMIR BRAU, 1930'S, BY REPUTE FORMERLY THE PROPERTY OF HIS IMPERIAL MAJESTY HAILE SELASSIE I, EMPEROR OF ETHIOPIA,

the 'Leaping Lion' signed by the artist, chrome plated bronze, 20cm long overall, together with a later engraved metal plaque, produced for display purposes, formerly attached to a wooden block base (now absent).

Together with a file of photocopies, one depicting Haile Selassie standing next to his Delage with this mascot in situ on the radiator cap and others relating to the life and military career of Major W F Charter MC.

(Qty)

£2,500 - 3,000

€2,900 - 3,500

According to information supplied by the vendor:-

"Acquisition of the car mascot...as told to me by my mother, the daughter of Colonel W F Charter M.C."

In 1930, Abyssinia was ruled by Emperor Haile Selassie who took great pride in calling himself "The Lion of Judah" and as such he ruled from his magnificent palace in Addis Ababa where tame lions roamed free, the Emperor often took two lions, on leads, with him when he went about his State duties.

In 1935 Italy declared war on Abyssinia which it then invaded. Many countries, including Great Britain had Legations in Addis Ababa representing their interests in the country, but the Legations only had "token guards" for ceremonial occasions. With war spreading from the Italian invasion in the north of Abyssinia, the British decided that their Legation in must be properly defended, so one company of 120 Indian Army troops was chosen to go to protect them. The troops chosen were from the 5/14th (Pathans) Punjab regiment, under the command of Major W F 'Bill' Charter, MC.

Major Charter was responsible for the handling and rescue of hundreds of refugees, including the staff of several foreign Legations. When the Emperor had to flee his Palace on route to Jerusalem, in May 1936, rather than let the Italians ransack his Palace, Major Charter opened the doors to the people of Addis Ababa, who themselves ransacked the Palace, looting and drinking, and throwing everything they didn't want, on to the streets for anyone to pick up and take away. During this time Major Charter found Haile Selassie's personal car, his Saoutchik Delage 8, which had been a gift from the French Government, burning in a ditch and abandoned. Major Charter managed to remove the personal mascot, the "Lion of Judah", from the car bonnet. He took the mascot back to India, and then to England, and mounted it on a wooden block, upon which the engraved plaque was mounted. Upon his death it passed by descent to his daughter Elizabeth and then to the vendor, the granddaughter of Major Charter.

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



43

43

A RARE 'GIGI' CAR MASCOT AFTER E. JULLIANI ORIGINALLY DESIGNED PERSONALLY FOR LUIGI VILLORESI, ITALIAN,

signed, spelter figure with bronzed patina depicting Villoresi in the Swiss Guard uniform of the Papal bodyguards, 16cm high, spear tip missing, weathered and pitted in places, mounted on a disc base for display.

£1,200 - 1,600

€1,400 - 1,900

Luigi Villoresi (16 May 1909 – 24 August 1997). Born in Milan, and nicknamed "Gigi" by family and friends, he was the older brother of race car driver Emilio Villoresi who co-piloted with him in several races at the beginning of their careers. From a prosperous family, Villoresi could afford to buy a car and began competing in local rallies at the age of twenty-two with a Lancia Lambda and a few years later acquired a Fiat Balilla with which he and his brother Emilio competed in the Mille Miglia. In 1935, he raced in the Coppa Ciano, finishing third and went on to capture the Italian driving championship in the 1100 cc sports car class. The following year he and his brother purchased a Maserati which they drove individually in different races. Emilio was so successful that he was signed to drive an Alfa Romeo for Scuderia Ferrari in the 1937 season.

In 1938, Luigi Villoresi became part of the Maserati team, driving the 8CTF model designed to compete with the dominant German Silver Arrows. In 1939, Maserati introduced the Maserati 4CL which Villoresi drove to victory at the 1939 South African Grand Prix. Unfortunately, his brother Emilio died while testing a 158/159 Alfetta factory racer at Monza, two weeks later 'Gigi' drove a Maserati to victory at the 1939 Adriatic Grand Prix, dedicating the win to Emilio. His racing career was interrupted by the onset of World War II. At war's end, he returned to race for Maserati until 1949 when he signed again with Ferrari debuting in Formula 1 on 21 May 1950.

Villoresi retired from Grand Prix racing in 1957 after 31 Formula One championship starts, appearing on the podium 8 times while scoring a total of 49 championship points. Villoresi continued rally racing and won the Acropolis Rally in Greece in 1958 before moving to Modena to retire.

See: David Burgess-Wise: Automobile Archaeology, page 142.



45



44

44 †

AN 'AVIATRICE' MASCOT BY HENRI BRIAND, FRENCH, LATE 1920S,

signed to front of base, bronze mascot depicting a standing female pilot, 17.5cm high, mounted on a Bakelite radiator cap above a wooden base.

£2,000 - 3,000

€2,300 - 3,500

45 †

AN 'APHRODITE' MASCOT BY EUGENE RENE ARSAL, FRENCH, CIRCA 1915,

signed to rear of base, nickel-plated bronze, depicting the nude Ancient Greek goddess running against the wind with her drapery flowing behind her, 18cm high, mounted to a period radiator.

£3,000 - 4,000

€3,500 - 4,600

46 †

A RARE 'LEAPING FROG' MASCOT BY A RENEVEY, FRENCH, CIRCA 1915, RETAILED BY DUNHILL,

signed to rear of base, nickel-plated bronze, 16cm long, mounted on a period radiator cap and above a black-painted turned wooden display base.

£3,000 - 4,000

€3,500 - 4,600



46



47

47 †

A 'SNAKE GIRL' MASCOT BY ANDRE CARON, FRENCH, CIRCA 1910,

signed to rear of base, nickel-plated bronze, depicting a female nude with a snake coiled around her arms, 19cm high, mounted on a period radiator cap above a turned wooden base.

£3,000 - 4,000

€3,500 - 4,600



48

48 †

A RARE BANKING 'SCHNEIDER TROPHY SEAPLANE' MASCOT, BRITISH, CIRCA 1930,

chrome plated, depicting the 1929 Schneider Trophy winning Supermarine S6 Seaplane, the rudder bearing remains of red, white and blue paint and complete with rotating propeller, mounted to swivelled stem allowing the aircraft to bank and tilt as the car is driven, 14.5cm long, mounted on a radiator cap above a turned wooden display base.

£3,000 - 4,000

€3,500 - 4,600

49 †

A FINE 'PROUESSE' MASCOT BY CHARLES SOUDANT, FRENCH, CIRCA 1925,

signed to base and with Susse Freres of Paris markings and foundry stamp, nickel-plated bronze, larger version of the mascot depicting a winged female nude riding a speeding wheel, 15cm high, 19.5cm long, mounted on a black painted turned wooden base.

£4,000 - 5,000

€4,600 - 5,800



50 †

A FINE 'L'ESPACE' MASCOT BY CHARLES SOUDANT, FRENCH, CIRCA 1921,

signed to base and with Susse Freres of Paris markings and foundry stamp, nickel-plated bronze, depicting a kneeling winged female nude, 15cm high, 23cm wingspan, mounted on a turned wooden base.

£4,000 - 5,000

€4,600 - 5,800

This mascot won the bronze medal in the Paris Concourse in 1921, organised by the French motoring journal 'L'Auto'.

51 †

A 'NUDE RIDING STORK' MASCOT BY VICTOR ROSSI, FRENCH, CIRCA 1920,

signed to rear of base and with 'Art Allegorique 17 R. Le Marois Paris' maker's markings to front of base, nickel-plated bronze, depicting a female nude riding a stork in flight, 15cm high, wingspan 20cm, mounted on a period radiator cap.

£5,000 - 6,000

€5,800 - 6,900



52 †

A RARE NORTH EASTERN AUTOMOBILE ASSOCIATION 'GUARDIAN' MASCOT WITH ENAMELLED SHIELD, BY GRANT & SON, BRITISH, CIRCA 1921,

nickel-plated bronze mascot, stamped Grant & Son South Shields to rear of base with laurel wreath decoration, numbered 120 to front of base and further stamped with Registered Design number 686777, in the form of a Viking type warrior with chainmail armour, sword and winged helmet and with circular shield with 'Federated Motor Clubs' surround and scarce 'NEAA' enamelled centre in purple and white, 14.5cm high, mounted on a turned wooden display base.

£5,000 - 7,000

€5,800 - 8,100

A similar example of this mascot without the enamelled shield is illustrated on the 1999 publication by David Kay & Lynda Springate: Automotive Mascots; (see page 140).

53 †

A 'ST CHRISTOPHER' GLASS MASCOT BY RENE LALIQUE, INTRODUCED 1ST MARCH 1928,

in clear glass, with deep impressed moulded mark 'R.Lalique France' with early double tailed Q, 12cm high.

£1,000 - 1,500

€1,200 - 1,700

54 †

TWO SABINO 'BUTTERFLY' MASCOTS IN OPALESCENT GLASS, FRENCH, 1930S,

the first with open wings, with later replacement glass base, 14.5cm high, the second with closed wings, engraved 'Sabino Paris' under base, 15.5cm high.

(2)

£1,000 - 1,500

€1,200 - 1,700

52



55

A 'PERCHE' MASCOT IN OPALESCENT GLASS BY RENE LALIQUE, FRENCH, INTRODUCED 20TH APRIL 1929,

with faintly moulded signature 'R.Lalique' and wheel-cut 'R Lalique France' to side of base, in clear glass with blue/white opalescent core, 16cm long.

£2,000 - 3,000

€2,300 - 3,500

56 †

A FINE SABINO 'TANAGRA' DRAPED NUDE MASCOT IN OPALESCENT GLASS, FRENCH, CIRCA 1930,

engraved 'Sabino Paris' under the base, in the form of a standing female holding her dress out, two small pin-prick internal bubbles to drapery, 20cm high.

£2,000 - 3,000

€2,300 - 3,500

57 †

AN ART DECO 'NU LONGS CHEVEUX' MASCOT IN OPALESCENT GLASS BY LUCILE SEVIN FOR ETLING OF PARIS, CIRCA 1932,

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

£3,000 - 4,000

€3,500 - 4,600

58 †

A 'DONALD DUCK' GLASS MASCOT BY THE AMERICAN CUT-CRYSTAL CORPORATION OF ITALY,

produced under license for Disney, moulded to rear of base 'Walt Disney Productions', in frosted glass depicting the famed cartoon character in cheeky pose, with painted details, fitted within mascot mount above a Bakelite radiator cap.

£1,000 - 1,500

€1,200 - 1,700



53



54



55



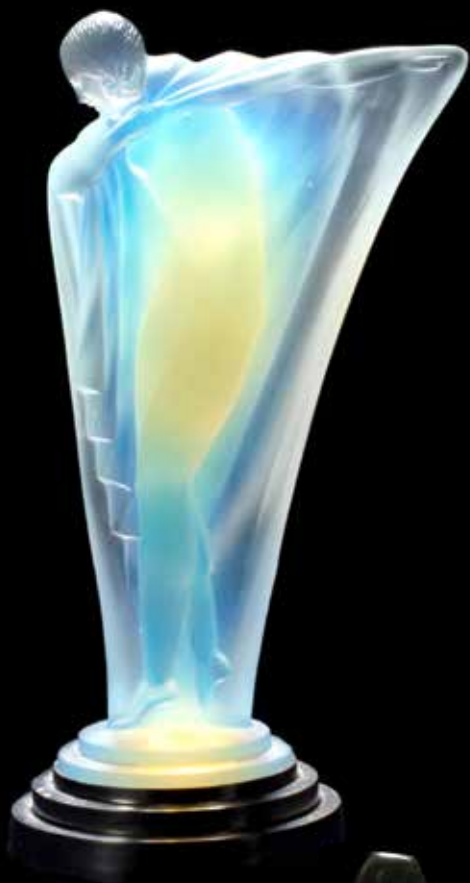
56



57

58





59

59 †

A FINE 'DRAPED NUDE' GLASS MASCOT BY LUCILE SEVIN FOR ETLING, FRENCH, INTRODUCED 1932,

in blue/white opalescent glass with amber core, moulded 'Etling France 50' to side of stepped base, depicting graceful draped female standing holding her dress out, with her head held to one side, 20.5cm high, offered together with stepped nickel-plated mount.

(2)

£3,000 - 4,000

€3,500 - 4,600



60

60

A 'COQ NAIN' MASCOT IN FUMEE GLASS BY RENE LALIQUE, FRENCH, INTRODUCED 10TH FEBRUARY 1928,

with moulded signature 'R Lalique' with double-tailed 'Q' and 'France' to either side of base and engraved 'No.1135' to rear of base, in dark topaz fume glass with scarlet core, in the form of a standing cockerel, with claws intact, 20cm high.

£3,000 - 4,000

€3,500 - 4,600

61

A 'CHRYSIS' PAPERWEIGHT IN OPALESCENT GLASS BY CRYSTAL LALIQUE OF PARIS,

modern, limited edition, engraved 'Lalique ® France' and numbered 'N052' under base with clear rubber feet, in blue white opalescent glass after the original mascot design introduced 21st March 1931, approximately 16cm long, complete with Lalique presentation box with lid, foam packing and pamphlet with stamped Control No.'1A'.

£1,000 - 1,500

€1,200 - 1,700

62

A 'VITESSE' PAPERWEIGHT IN OPALESCENT GLASS BY CRYSTAL LALIQUE OF PARIS,

modern, limited edition, engraved 'Lalique ® France' and numbered 'N043' under base with clear rubber feet, in blue/white opalescent glass after the original mascot design introduced 17th September 1929, measuring 18.5cm high, complete with original Lalique presentation box with lid, foam packing and pamphlet with stamped Control No.'3A'.

£1,000 - 1,500

€1,200 - 1,700



62



61



63

63

**A 'VICTOIRE' PAPERWEIGHT IN
OPALESCENT GLASS BY CRYSTAL
LALIQUE OF PARIS,**

modern, limited edition, engraved 'Lalique ® France' and numbered 'P005' under base with clear rubber feet, in blue/white opalescent glass after the original mascot design introduced 18th April 1928, measuring 25.5cm long, complete with original presentation box with lid, protective foam packing and pamphlet stamped with Control No '3A'.

£1,500 - 2,000

€1,700 - 2,300

64

**A 'CHRYSSIS' GLASS MASCOT BY RENE
LALIQUE, FRENCH, INTRODUCED 21ST
MARCH 1931,**

stencil acid-etched signature 'R.Lalique' under base, in clear glass with satin finish, in the form of a backwards leaning female nude, approximately 16cm long.

£3,000 - 4,000

€3,500 - 4,600

65 †

**AN 'EPSOM' GLASS MASCOT BY RED
ASHAY, BRITISH, 1930S,**

in clear glass with stain finish, in the form of a racehorse head, 20.5cm long, fitted within a stepped wooden base, (uninspected out of base).

£2,000 - 3,000

€2,300 - 3,500

'Epsom' by Red Ashay was the trade name for this glass horse's head, made by Aucher Company, who from 1928-1939 produced a range of glass mascots to rival Lalique's range.

66 †

**A MASCOT MOUNT TO FIT A RED ASHAY
'EPSOM' GLASS MASCOT,**

squared nickelled mount with bolted upper sections, with rear threaded hole to fit wiring and socket for illumination, believed suitable to fit 'Epsom' and possibly other square based Red Ashay glass mascots, the inside fitting measuring approximately 55mm, the whole mounted to a French radiator cap with reflective 'jewelled' surround (four 'jewels' missing), 12cm high overall.

£1,000 - 1,200

€1,200 - 1,400



64



65



66



67 †

**A FINE 'VITESSE' GLASS MASCOT BY
RENE LALIQUE, FRENCH, INTRODUCED
17TH SEPTEMBER 1929,**

engraved 'Lalique France' under base, in clear
glass with satin finish, in the form of a graceful
female nude, 18.5cm high.

£3,000 - 5,000

€3,500 - 5,800



68

68 ♦
**A RARE 40TH ANNIVERSARY
 LAMBORGHINI MURCIELAGO SUITCASE,
 2003,**

fine black leather outer over carbon fibre inner hard shell, zip opening, 48 x 62 x 14cm, exclusive limited edition only available with the 50 cars produced for the anniversary, sold with cloth bag/cover.

(2)
£1,000 - 1,500
€1,200 - 1,700



69

69 ♦
**TWO FERRARI 360 SUITCASES BY
 SCHEDONI, ITALIAN,**

part number 66073300, to fit the luggage space under the hood of Ferrari 360 Modena and 360 Spider, each case in black leather outer and aluminium trims with pop-up handle and combination locks, over hard shell with tan lining, with Yellow Ferrari drawstring bag (torn), 67 x 44 x 17cm, (travel worn but presentable).

(2)
£1,200 - 1,600
€1,400 - 1,900

NB:- If the vehicle is equipped with the spare wheel kit, the space available in the luggage compartment is not sufficient to house these cases.

70 † ♦
**A LEATHER-CASED VANITY SET WITH
 STERLING SILVER ACCESSORIES, 1905,**
 heavy brown leather case with leather handle, brass locks and catches, the lid with branded initials 'E.B.', opening to reveal green watered-silk lined interior fitted with various accessories, including six assorted glass bottles and jars with silver lids, two shoe brushes with silver handles, a hand mirror, jewellery box, ink bottle, Vesta case, sewing kit and watch case, with two clothes brushes, button hook and shoe-horn with silver handles, documents pouch and manicure set in leather wallets all housed in the lid, silver pieces all hallmarked London or Birmingham, 1904-05, and with engraved monogrammed initials 'E.B.', the case measuring 62 x 38 x 19cm.

£1,000 - 1,500
€1,200 - 1,700



70

71 † ♦
**A FINE LEATHER-CASED GENTLEMAN'S
 VANITY SET WITH STERLING SILVER
 ACCESSORIES, BY MAPPIN & WEBB, 1919,**

black textured leather case with handle, brass locks and catches, the lid with gilt-embossed initials 'G.P.' opening to reveal black leather lined interior fitted with various accessories including assorted jars and bottles with sterling silver lids and caps, silver handled clothes and shoe brushes, an 8-day pocket watch by Mappin with Swiss movement in leather fitted case with silver lid, a jewellery box, and a manicure set in leather pouch with silver accoutrements, with silver hand-mirror, button hook, shoe horn, Ivory comb, and leather documents wallet housed in the lid, majority of the pieces hallmarked Mappin & Webb of London and Birmingham 1919, with machine turned decoration and with monogram initial 'G', the case measuring 45 x 33 x 19cm.

£2,500 - 3,500
€2,900 - 4,100



71

72 † ♦
**AN EARLY MOTORING TRUNK BY ASPREY,
 CIRCA 1905,**

black leather-cloth trunk with sloped rear, leather side handles and clasps, brass lock and catches, the lid opening to grey leather-cloth lined interior, with Patent Number 29305 to inside of lid and to front of wooden edged lining, measuring 82 x 44 x 36cm overall.

£1,000 - 1,200
€1,200 - 1,400



72

73 †
**A CASED SET OF GOLD-PLATED
 COCKTAIL ACCESSORIES BY ASPREY OF
 BOND STREET, LONDON,**

post-War, four piece set comprising bottle-opener, champagne cork remover, a pair of ice tongs and a bottle stopper, all contained in fitted Asprey maroon leather-cloth case, and with Asprey presentation carton box.

£1,000 - 1,500
€1,200 - 1,700



73



74

74 †

A CASED TRAVELLING DRINKS SET BY A.TAUREL OF CASABLANCA, 1920S, brown pigskin case with nickelled catches, housing a set of six glass flasks with plated screw-caps and drinking-tot lids, the case measuring 32cm wide.

£1,000 - 1,500
€1,200 - 1,700



75

75 † Y

A CROCODILE SKIN CASED TRAVELLING DRINKS SET BY DREW & SONS OF PICCADILLY CIRCUS, 1936,

the case with handle to lid and nickelled catch, opening to interior fitted with six squared glass drinks bottles with gilt collars, glass stoppers, and sterling silver caps hallmarked by 'CD' of London, 1936, the case measuring 26cm wide and with maker's mark to rear.

£1,500 - 2,000
€1,700 - 2,300



76



77

76 † ◇

A CORACLE BRAND WICKER-CASED PICNIC SET FOR TWO PERSONS BY G W SCOTT & SONS, CIRCA 1920,

the wicker case with handle and locking bar, with lid opening to wicker framework interior fitted with copper kettle with burner, one large and one smaller wicker-covered drinks bottles, ceramic-based Coracle food box, a smaller food tin, two Bisto ceramic cups, ceramic butter jar, two glass tumblers in wicker cases, and a condiments jar, with two circular enamel plates, two Bisto ceramic saucers and cutlery housed behind leather straps in the lid, the case measuring 44 x 31 x 20cm.

£1,000 - 1,500
€1,200 - 1,700

77 † ◇

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

black leather-cloth case with brown leather edging and handle, nickelled locks and catches, opening to reveal compartmentalised interior fitted with Coracle brand ceramic based food box, two Bisto ceramic saucers and condiments jars, and with lift out tray containing Autotherm flask, two Bisto cups and ceramic butter jar, revealing another food tin and glass milk bottle underneath, with two circular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 42 x 23 x 19cm.

£1,000 - 1,500
€1,200 - 1,700

78 †

A LEATHER-CASED PICNIC SET FOR TWO PERSONS BY J C VICKERY, CIRCA 1905, heavy brown leather case with leather carrying strap, nickelled lock and catch, with lid and fall-front opening to red leather lined interior fitted with wicker-handled kettle and burner with saucepan, glass milk bottle, two enamel based food boxes, two gilt-handled bone china cups with saucers, a small spirits flask, a food tin and a rectangular enamel serving plate, with cutlery housed in the lid, the case measuring 37 x 22 x 23cm overall.
£2,000 - 3,000
€2,300 - 3,500



78

79 †

AN EARLY WICKER-CASED PICNIC SET FOR TWO PERSONS BY BARRETT & SONS OF PICCADILLY, LONDON, CIRCA 1905, the wicker case with leather carrying strap, with removable lid and fall-front opening to wicker framework interior fitted with wicker-handled kettle with burner and oil flask, glass milk bottle, two food tins, a pair of Royal Worcester gilt-handled bone chip cups, and other accessories, with matching Royal Worcester saucers and vesta case housed behind leather straps in the fall front, the case measuring 29 x 20 x 19cm.
£2,000 - 2,500
€2,300 - 2,900

80 † ♦

A WICKER-CASED PICNIC FOR FOUR PERSONS BY G W SCOTT & SONS, CIRCA 1909, the wicker case with side handles, nickelled catch with padlock and key, the lid and fall-front opening to wicker framework interior with blue leathercloth lining, fitted with wicker-handled nickel kettle with burner, two large copper drinks bottles with brass screw-top lids, a small saucepan with burner and stand, a wicker-covered glass drinks bottle, a smaller bottle, two enamel based food boxes, a set of four later ceramic cups and saucers, four stacking nickel drinking tots in leather case, four rectangular enamel plates, and a ceramic butter jar, with cutlery housed behind leather strap in the lid, the case measuring 60 x 25 x 30cm.
£3,000 - 4,000
€3,500 - 4,600



80



79



81 † ◇

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

black leather-cloth case with brass side handles, central lock and catches, opening to olive leather-cloth lined interior, fitted with large Thermos flask, wicker-covered drinks bottle, two other glass bottles, two ceramic-based Coracle brand food boxes, two smaller food tins, set of four ceramic cups with saucers, glass tumblers in wicker cases, ceramic butter jar, and condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 61 x 37 x 17cm overall, the lid bearing faint remains of lettering of former owner, 'C.A.O Douglas'.

£3,000 - 4,000

€3,500 - 4,600



82 † ◇

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

black leathercloth case with brass side handles, lock and catches, opening to compartmentalised interior with olive leathercloth lining, fitted with central wicker-handled copper kettle and burner, two large wicker-covered drinks bottles, two ceramic based Coracle brand food boxes, four gilt-edged Bisto china cups and matching saucers, four glass tumblers in wicker cases and ceramic butter and preserves jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 64 x 37 x 21cm.

£4,000 - 5,000

€4,600 - 5,800

83 †

**A FINE AND EARLY CASED PICNIC SET FOR FOUR PERSONS BY
G W SCOTT & SONS, CIRCA 1905,**

black textured leathercloth case with central leather handle and leather side-handles, brass locks and catches, the lid with riveted edge opening to compartmentalised interior with red leathercloth lining, fitted with large Thermos flask, wicker-covered drinks bottle, enamel based food box, one large and one smaller food tin, set of four stacking gilt-handled china cups in metal frame, saucers, ceramic butter and preserves jars, four enamel drinking cups, and condiments jars, with enamel serving tray and four rectangular plates, serving spoon and cutlery housed behind leather straps in the lid, the case measuring 64 x 41 x 19cm.

£5,000 - 7,000

€5,800 - 8,100





84



85



86



87



88

84 † ♦

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

black leather-cloth case, with brass handles, lock and catches, the lid and fall-front opening to dark green leather-cloth lined interior, with wicker framework fitted with central wicker-handled copper kettle with burner, two wicker-covered glass drinks bottles, a smaller glass milk bottle, two Coracle brand ceramic based food boxes, three food tins, a set of four ceramic cups with saucers, four rectangular enamel plates, and ceramic butter and preserves jars, with cutlery and Vesta case housed behind leather straps in the lid, the case measuring 57 x 29 x 31cm overall.

£5,000 - 6,000

€5,800 - 6,900

85 † ♦

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

black leather-cloth case with brass handles, lock and catches, with lid and fall-front opening to reveal interior with wicker framework, fitted with central wicker-handled kettle with burner, two wicker-covered drinks bottles, a smaller glass bottle, a Coracle brand ceramic based food box, a food tin, a set of four Bisto ceramic cups with saucers, ceramic butter and preserves jars, condiments jars and a set of four rectangular enamel plates, with cutlery housed behind leather straps in the lid with 'Harrods Ltd Basket, Brush & Turnery Dept, London SW1' label, the case measuring 61 x 22 x 31cm overall.

£5,000 - 6,000

€5,800 - 6,900

86 † ♦

AN EARLY 'EN ROUTE' LEATHER CASED PICNIC SET FOR FOUR PERSONS BY DREW & SONS, CIRCA 1900,

heavy honey leather case with leather side handles, with brass locks and catches, the lid and fall-front opening to reveal wicker framework interior fitted with two wicker cover glass bottles, a smaller glass milk bottle, with two enamel based food boxes with branded lids, a large food tin, four stacking glass tumblers in wicker cases, an enamel cup with lid and condiments jar, four rectangular enamel plates, and the cutlery contained in a white cloth roll, the lid with branded name 'M. Chapman', case measuring 49 x 27 x 25cm.

£5,000 - 6,000

€5,800 - 6,900



89

87 † ♦

A FINE CASED PICNIC SET FOR FOUR PERSONS BY ASPREY OF OLD BOND ST, CIRCA 1905,

wooden case with black canvas covering and brown leather edging, with brass handles, lock and catches, the lid opening to reveal wooden compartmentalised interior fitted with two large vacuum flasks, two wicker-covered glass drinks bottles, four food tins with enamel based trays, ceramic butter and preserves jars and three condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the central leather straps bearing Asprey Patent number 29305, the case measuring 77 x 38 x 15cm.

£5,000 - 6,000

€5,800 - 6,900

88

A 2011 F1 SEASON SIGNED HELMET,

signed by all 24 drivers from the 12 2011 F1 teams including 2010 World Champion Sebastian Vettel and Mark Webber from Red Bull, 2009 World Champion Jenson Button and 2008 World Champion Lewis Hamilton from McLaren, seven times World Champion Michael Schumacher and Nico Rosberg from Mercedes, two times World Champion Fernando Alonso and Felipe Massa from Ferrari, Vitaly Petrov and Nick Heidfeld from Renault, Adrian Sutil and Paul di Resta from Force India, Rubens Barrichello and Pastor Maldonado from Williams, Sebastien Buemi and Jaime Alguersuari from Toro Rosso, Jarno Trulli and Heikki Kovalainen from Team Lotus, Timo Glock and Jerome d'Ambrosio from Virgin, Sergio Perez and Kamui Kobayashi from Sauber, Vitantonio Liuzzi and Narain Karthikeyan from HRT, other signatures include, test drivers Nico Hulkenberg (Force India), Karun Chandhok (Lotus), Daniel Ricciardo (Red Bull), Esteban Gutierrez (Sauber), Sakon Yamamoto (Virgin), Bruno Senna (Renault), Jules Bianchi (Ferrari), and Pedro de la Rosa (McLaren) Team Principals Christian Horner (Red Bull), Ross Brawn (Mercedes), Stefano Domenicali (Ferrari), Martin Whitmarsh (McLaren), Eric Boullier (Renault), Vijay Mallya (Force India) and Peter Sauber (Sauber) and F1 CEO Bernie Ecclestone.

£1,000 - 1,500

€1,200 - 1,700

89

A LIMITED EDITION REPLICA OF THE ARAI HELMET WORN BY DAMON HILL, JAPANESE GRAND PRIX 1996,

number 62/150, signed and dated '96 by the driver on the visor, in Perspex display case on black base with engraved numbered plaque, together with numbered certificate from the producer and a colour photograph of Damon Hill at the signing.

£1,000 - 1,500

€1,200 - 1,700

On Sunday 13 October 1996, Damon Hill won the Japanese Grand Prix at Suzuka and in the process won the World Driver's Championship.



90

90
A BOXED LIMITED EDITION SCUDERIA FERRARI HELMET BY SCHUBERTH, 2004,
 official Ferrari licensed Schubert Q2 full-face helmet with clear visor, size 54-55, finished in white, yellow and red 'flame' design and featuring the 'Prancing Horse' logos, fitted with air inlet cowl, top spoiler, and HANS safety system anchor points, the padded interior with Snell SA2000 sticker numbered SY 231507, with limited edition number 33/100, FIA compliance, Snell SA2000 and 'Ferrari Official Product' hologram stickers to rear, complete with red suede drawstring bag, red helmet bag, spare alternative larger spoiler (unpainted), instruction manual, and two Schubert decals, together with a Ferrari script, all contained within original presentation Scuderia Ferrari carton box.

£1,400 - 1,600
€1,600 - 1,900

91
A PAIR OF MICHAEL SCHUMACHER FERRARI PROMOTIONAL OVERALLS BY OMP FOR THE 2000 FORMULA 1 SEASON,
 red and white with sponsorship patches and embroidery, German flag and driver's name embroidered on belt, faintly handwritten 'DIMOSTRAZIONE 2000' to the label on the back of the belt, very slight signs of wear.

£1,500 - 2,000
€1,700 - 2,300

According to information supplied by the vendor these overalls were donated to an APHRAM charity auction in aid of autistic children by Jean Todt, see:- Poulain Le Fur Sotheby's auction Paris 18 Dec 2000.

92 †

A RARE PARAGON MOTORING THEMED CHILDREN'S TEAPOT FROM THE BEATRICE MALLET SERIES, BRITISH, 1920S,

bone china teapot with lid, in white glaze and decorated with hand-painted coloured nursery scenes including image of two children driving a motorcar, with orange painted handle and spout, with artist's signature in two places, Paragon factory transfer and hand-painted number '7636/1' under base, measuring 19cm long overall.

£1,000 - 1,200
€1,200 - 1,400

93 †

TWO RARE MOTORCAR TEAPOTS BY RICHARD PARRINGTON,

believed to be examples of a limited run of only 10 produced in 1989, each ceramic in white glaze with chrome lustre detailing and 'driver and female passenger' (believed to be Benoît Falchetto and American dancer Isadora Duncan) painted lid, one decorated green, the other pink, each in the form of a late 1920s open tourer motorcar, each with inscribed signature under base and one with hand painted signature, one with some crazing in places, each 38cm long.

(4)
£1,000 - 1,200
€1,200 - 1,400

94 †

TWO SADLER 'OKT42' MOTORCAR TEAPOTS BY MABEL LUCIE ATWELL, BRITISH, 1937-39,

ceramic, each in cream glaze with orange detailing and decorated with transfer designs by Atwell depicting childhood images, each with 'driver' lid and Registered Design number markings and hand-painted initials under base, some crazing commensurate with age, each 22cm long.

(4)
£1,000 - 1,200
€1,200 - 1,400

95 †

THREE SADLER 'OKT42' MOTORCAR TEAPOTS, BRITISH, 1937-39,

ceramic, examples in pale green, cream and yellow glaze with chrome lustre detailing, each with 'driver' lid and Registered Design number markings and initials under base, the cream example with some crazing, each 22cm long.

(6)
£1,000 - 1,200
€1,200 - 1,400

96 †

A RARE DARK BLUE GLAZE SADLER 'OKT42' MOTORCAR TEAPOT, BRITISH, 1937-1939,

ceramic in rare dark blue glaze with chrome lustre detailing, with 'driver' lid, with Registered Design number marking and hand painted initials 'D.S.' under base, 22cm long.

(2)
£1,000 - 1,200
€1,200 - 1,400



92



94



93



95



96



97

97 †

TWO SADLER 'OKT42' MOTORCAR TEAPOTS, BRITISH, 1937-39,

ceramic, examples in pale blue and rare black glaze with chrome lustre detailing, each with 'driver' lid and Registered Design number markings under base, each 22cm long.

(4)

£1,000 - 1,200

€1,200 - 1,400

98 †

TWO SADLER 'OKT42' MOTORCAR TEAPOTS, BRITISH, 1937-39,

ceramic, examples in pale turquoise and deep burgundy glaze with chrome lustre detailing, each with 'driver' lid and Registered Design number markings under base, each 22cm long.

(4)

£1,000 - 1,200

€1,200 - 1,400



98



99



100



101



102



103

99 †
THREE SADLER 'OKT42' MOTORCAR TEAPOTS, BRITISH, 1937-39,
 ceramic, examples in pink, cream and deep turquoise glaze with chrome lustré detailing, each with 'driver' lid and Registered Design number markings under base, the cream example with some light crazing, each 22cm long.
 (6)
 £1,000 - 1,200
 €1,200 - 1,400

100 †
TWO SADLER 'OKT42' MOTORCAR TEAPOTS BY MABEL LUCIE ATWELL, BRITISH, 1937-39,
 ceramic, each in cream glaze with orange detailing and decorated with transfer designs by Atwell depicting childhood images, each with 'driver' lid and Registered Design number markings and hand-painted initials under base, some crazing commensurate with age, each 22cm long.
 (4)
 £1,000 - 1,200
 €1,200 - 1,400

101 †
THREE LIMITED EDITION MOTORCAR TEAPOTS BY LORNA BAILEY,
 produced 1999 by Old Ellgreave Pottery under license from Sadler ware and modelled on the Sadler 'OKT42' motor car teapot design, each ceramic with 'driver' lid and glazed painted decorative design by Bailey comprising 'Union Jack', 'Stars & Stripes' and 'Hot-Rod', each with hand-painted signature and limited edition number of 100 under base, 22cm long.
 (6)
 £1,000 - 1,200
 €1,200 - 1,400

102 †
A RARE SADLER 'T-PLANE' AEROPLANE TEAPOT, BRITISH, 1930S,
 ceramic in green glaze with chrome lustré detailing, with 'pilot and wings' lid, the underside marked 'Made in England', some crazing commensurate with age, 22cm long.
 £1,000 - 1,200
 €1,200 - 1,400

103 ∞

A 90 HP LE RHONE SCOUT TWO-BLADED WOODEN PROPELLER, CIRCA 1916,

polished laminated wood with green painted tips, eight outer holes and 60mm central prop-shaft aperture, stamped G127 NO 37 7290 P3001 90 LE RHONE SCOUT on the hub with four Aircraft Inspection Department stamps and a war department broadarrow mark, also stamped D 2500 P2400 and G127 NO 37 7290 on the outside of the hub, 250cm long.

£1,000 - 1,500

€1,200 - 1,700

This type of propeller was believed to have been fitted to a Bristol Scout.

104

A FINE SILVER MODEL OF A SHORT STIRLING BY MAPPIN AND WEBB, 1941, hallmarked Sheffield 1941, finely detailed, 30.5cm wingspan with four turning propellers, on ebonised block base applied with silver plaque engraved "Stirling" 1941.

£1,000 - 1,500

€1,200 - 1,700

Provenance:- Originally owned by Sir Arthur Gouge, Chief Designer at Shorts and then Vice Chairman and Chief Executive at Saunders Roe in 1943, by descent to his granddaughter.

Together with a file of approximately 40 letters written by Squadron Leader McKenna between 1941 to 1943 to Mr A Gouge, the designer of the Stirling. Squadron Leader McKenna was resident Technical Officer for the MOD at Rochester and in these letters he describes in much detail many of the actions involving Stirlings using personal accounts provided by the pilots. These give details of the superb manoeuvrability of the aircraft loved by the pilots together with suggestions for improvements. The file also contains a selection of photographs of damage to the aircraft and also a narrative account of the operation for which the late Flight Sergeant Rawdon H. Middleton RAAF was awarded the V.C.



104



106

105

AN RAF 'SECTOR CLOCK' BY SMITHS, 1942,

14-inch circular painted tinplate Arabic dial (yellowed and faded with some loss), with central RAF insignia and Slow/Fast slot, the outer border colour-segmented dial with blue, yellow and red triangles, within a glazed spun brass bezel (hinge repaired), the single-train timepiece movement, stamped "123; MADE IN ENGLAND; SMITH 1942; Coventry (in key shape); Astral; AM beneath a crown", with platform escapement, the mahogany dial surround stamped verso with both "SMITH 1942" and "GRVI" beneath a crown (x2), 45cm diameter, with one Smiths key and a later key.

(3)

£2,400 - 3,000

€2,800 - 3,500

106

A 1:8 SCALE MODEL OF THE 1954 LE MANS HAMILTON/ROLT JAGUAR D-TYPE BY JAVAN SMITH,

kerbside model of the short-nose Jaguar, finished in British Racing Green race livery and wearing number 14, of the Works Competition car 'OKV 1', as driven to second place in its debut outing by Duncan Hamilton and Tony Rolt at the 1954 24-hour race, measuring 45cm long, mounted on a presentation display base and with Perspex display case, offered together with typed letter from the model-maker and accompanying hand-written letter in envelope.

(4)

£1,000 - 1,500

€1,200 - 1,700



105



108



107



109

107
A 1:8 SCALE MODEL OF THE 1961 FERRARI 156 F1 SHARKNOSE BY JAVAN SMITH

fine scratch-built kerbside model with full cockpit detailing, presented on a clear Perspex plinth and surrounding case with incised signature and complete with certificate of authenticity. The case 600mm x 270mm x 200mm.

£2,000 - 2,500

€2,300 - 2,900

The advanced design of the 156F1 attracted some of the best drivers of the generation - von Trips, Baghetti, Ginther, Gendebien, Bandini, Mairesse, Rodriguez, Ireland and Phil Hill, whose car is depicted here bearing race number 36. Phil Hill, driving a 156F1 "Shark-nose" went on to become the first American to win the Formula One Drivers World Championship in 1961.

108
A SCRATCH BUILT 1/8 SCALE FERRARI 250GTO BY JAVAN SMITH

A highly detailed, "kerbside" model of the iconic 1962 Ferrari 250GTO. This scratch built example by Javan Smith is build number 20 of a Worldwide Limited Edition of just 36. The model is complete with authentication certificate, all Perspex 'pave' plinth with display case etched with the Ferrari logo.

Overall dimensions 600mmx270mmx200mm high.

£2,500 - 3,000

€2,900 - 3,500

109
A FINE AND RARE 1:12 SCALE MODEL OF A 1931 MERCEDES-BENZ SSKL, BY FULGUREX,

limited edition model, constructed from nickel and brass parts, featuring functioning steering and suspension, removable bonnet revealing engine, wire wheels fitted with rubber tyres, differential, leather seats, dashboard, control levers, and other parts reproduced in fine detail, finished in white sports livery, with plaque to underside numbered 11628, (lacking mascot, windscreen and some other components loose), 36cm long, offered with a glazed display case with mirrored Fulgurex wooden base with plaque (some panels loose and one with slight crack).

£4,000 - 6,000

€4,600 - 6,900

Fulgurex, are best known as makers of superbly well engineered and highly detailed model locomotives and trains. They only produced three 1:12 scale model cars finished to the same high standard, the Mercedes-Benz SSKL, Bentley 8 Litre and Bugatti T59.



110

**AN EXCEPTIONAL PRECISION
ENGINEERED 1:13 SCALE SCRATCHBUILT
MODEL OF A MASERATI 250F, BY
ANTHONY DENNIS,**

believed late 1990s, extremely fine and detailed one-off model of the racing single-seater specially commissioned by the former owner of the car (Chassis No.2524) and based on extensive engineering drawings by the modelmaker derived directly from a full-size Maserati 250F. Constructed from in excess of 4,000 individually engineered brass, copper, silver, steel and aluminium parts, crafted using a variety of both industrial and customised precision tools.

The chassis constructed from over 200 brass tubular sections, fitted with engine assembled from separately crafted parts, and radiator with miniature core, with hollow-tube exhaust system, the wire-spoked wheels shod with moulded rubber tyres with authentic tread detailing, and the cockpit with dashboard and instrument panel, wood-rimmed steering wheel, pedals and seat.

Further features include fully functioning suspension legs and shock absorbers, articulating gear and throttle linkages, transaxle, differential, functioning steering and pedals, the steering box accurately machined to turn the front wheels at the correct ratio as the full-sized example.

The whole is clothed within a bodywork constructed from sheet copper body panels formed over wooden bucks, soldered, riveted and electroplated to simulate the correct metallic finish, then painted in 'Rosso Corsa' race livery and with blue and yellow detailing to nose, the bonnet removing to reveal the fully detailed engine compartment.

This model, measuring 31cm long, is offered with a small engraved brass plaque by the modelmaker with model and chassis number details and with fitted plastic carry box.

£10,000 - 12,000

€12,000 - 14,000

Tony Dennis built just 8 models during a 20 year period. They included further Maserati models an Alfa Romeo and a Ferrari Dino 246 in addition to the model offered here. Each model took over 4500 man hours to complete and are built to an exceptional standard by one of the UK's premier tool makers. They are considered to be the finest models of their type. The other models are believed to be held in some of the world's most important collections and are rarely offered for sale at auction.

It is believed that the Maserati 250F (Chassis 2524) upon which this model is based, was originally a 1956 car purchased by Francisco 'Paco' Godia Sales and first raced at the 1956 French Grand Prix at Rheims, achieving 4th place in both the German and Italian Grand Prix later that season, with a 6th place at the Moroccan Grand Prix.

Chassis 2524 then changed hands and was sold to Jo Bonnier who pushed it to 2nd place at the Syracuse Grand Prix 1958, repeating the same result at the Caen Grand Prix, and it was then loaned to Phil Hill who reached 7th place at the French Grand Prix in his debut Grand Prix race. The car then had outings later that season with Giulio Cabianca and Hans Hermann at the wheel in Monza and Morocco respectively.

Records suggest the car was sold to American Phil Cade in 1959 who continued to race it selling to Bob Lubin in 1988, eventually passing to Briton David Pennell in 1995, and later to Spaniard Joaquin Folch in 1998 who continued to enter it into historic racing events.



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



111



112



113

111
TWO WORLD LAND SPEED RECORD TINPLATE TOYS BY KINGSBURY, LATE 1920S,
 comprising 'Napier Campbell Blue Bird Racer', 47cm long and 'Golden Arrow Racer', 50cm long, each clockwork with some minor play-wear, sold with remains of original cardboard box.
 (4)
 £1,000 - 1,200
 €1,200 - 1,400

112
 A MERCEDES 300SLR ELECTRIC CHILD'S CAR, 2016,
 approximately half-scale, modern, modelled on the 1955 Mille Miglia Car of "Moss and Jenks", powder coated steel box section chassis, GRP body shell finished in Diamond Silver (Mercedes Colour), with plastic windscreen and opening bonnet and boot, powered by mains rechargeable 140 Watt electric motor, capable of up to 11 mph (restrict-able), with constant use range of up to 7 miles, (terrain dependent), chromed solid brass brightwork, working lights, hand stitched leather interior with cloth inserts, leather head-rests, accelerator and brake pedals, carpet lined floor, 4 spoke solid aluminium steering wheel with rose joint steering, to two piece alloy wheels with pneumatic tyres, 200 cm long x 90 cm wide.
 £4,500 - 5,500
 €5,200 - 6,400

113
 A JAGUAR E-TYPE ELECTRIC CHILD'S CAR, 2016,
 approximately half-scale, modern, powder coated steel box section chassis, GRP body shell finished in Metallic Gun Metal Grey (Jaguar Colour), with plastic windscreen and opening boot, powered by mains rechargeable 140 Watt electric motor, capable of up to 12 mph (restrict-able), with constant use range of up to 7 miles, (terrain dependent), chromed solid brass brightwork, working horn and lights, hand stitched leather interior, accelerator and brake pedals, carpet lined floor, 4-spoke solid aluminium steering wheel with rose joint steering, to two piece alloy wheels with pneumatic tyres, 200 cm long x 90 cm wide.
 £5,000 - 6,000
 €5,800 - 6,900



114



114 (rear view)

114

A RARE EARLY 'FERRARI 250F' CHEETAH CUB RACER CHILD'S CAR BY GLASS FIBRE LTD OF BIRMINGHAM, CIRCA 1957,

a subsidiary company of Watsonian Limited, (best known for their motorcycle sidecars), Chassis number CC201, the car powered by a rear mounted BSA 87cc four stroke engine, with automatic clutch, Amal carburettor, three exhaust pipes, chain drive to rear axle, with cast metal support and bracket mounted on wooden floor panel, numbered RS 119 5846, three-part moulded colour impregnated fibreglass body, comprising lower tub, bonnet and cockpit upper panel, and rear engine cover drilled for ventilation, the cockpit with Perspex windscreen, padded cushion seat, foot accelerator and brake, steering wheel to Ackerman direct steering, the wheels fitted with Avon 3.00 x 8 rear tyres and Dunlop 14 x 3 front tyres, 190cm long, 80cm wide, with key, together with a letter from R. G. J. Watson of Watsonian Limited, dated 18th August 1983 with a Cheetah Cub Racer sales leaflet.

(4)

£6,000 - 8,000
€6,900 - 9,300

Glass Fibre Ltd produced only a handful of the Cheetah Cub Racer child's car, in 1957-58.

According to the letter written by Mr R G J

Watson sold with this lot:-

".....and would be one of the very few - perhaps only 10 of this model boy racer made.

We made several hundred of our Cheetah Cub models as per the enclosed which had a similar specification."

They also manufactured a CC D-type and a CC E-Type Jaguar models, which were marketed as Cheetah Cub models which were sold in their hundreds as referred to in Mr Watson's letter.

115

A SUPERB 1:2 SCALE HAND-MADE SCUDERIA FERRARI LANCIA D-50 CHILD'S CAR,

modern, single seater powered by 12 Volt FIAMM battery with drive from electric motor to rear axle, welded steel pipe and box section chassis with hand-formed aluminium monocoque coachwork painted in Rosso Corso with Ferrari 'badges' and numbered 1. Cockpit with brown upholstered seat, accelerator and foot brake, windscreen, mirrors, mock Veglia instruments, wood rimmed three spoke steering wheel, by simple column to worm drive front-wheel steering, the wheels and pneumatic tyres bespoke manufactured for this model, 170cm long, 70cm wide and 48cm high, with removable bonnet section. Offered with car cover and a custom made packing crate.

£12,000 - 17,000
€14,000 - 20,000



115



116



124

116 †
A BENTLEY RADIATOR DECANTER BY RUDDSPEED,
 chromed surround with green wire-mesh grille, with enamelled radiator badge and complete with cap, 20cm high.
£1,000 - 1,500
£1,200 - 1,700

117 †
A BOXED ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPEED, BRITISH,
 chromed surround with shutters, with enamel radiator badge and complete with miniature 'Spirit of Ecstasy' mascot, 23.5cm high overall, contained in original fitted box.
£1,200 - 1,600
£1,400 - 1,900

118 †
A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPEED, BRITISH,
 chromed surround with shuttering and enamelled radiator badge, complete with town cap, 20cm high.
£1,000 - 1,200
£1,200 - 1,400

119 †
A BOXED MERCEDES-BENZ RADIATOR DECANTER BY RUDDSPEED, BRITISH,
 chromed, in the form of a Mercedes-Benz 540K radiator, with printed 'grille' enamel badge and complete with mascot, 22cm high overall, in maroon fitted presentation box.
£1,500 - 2,000
£1,700 - 2,300

120 †
A BUGATTI RADIATOR DECANTER BY RUDDSPEED, BRITISH,
 chromed surround with black grille and applied with radiator badge, 19.5cm high.
£1,000 - 1,200
£1,200 - 1,400

121 †
AN SS JAGUAR RADIATOR DECANTER BY CLASSIC STABLE LTD,
 chromed surround with wire mesh grille, complete with blue enamelled badge and Leaping Jaguar mascot, with maker's label under felt base, 19cm high overall.
£1,500 - 1,800
£1,700 - 2,100

122 †
A ROLLS-ROYCE RADIATOR DECANTER BY CLASSIC STABLE LTD,
 chromed surround with shutters, complete with enamelled badge and Spirit of Ecstasy mascot, with maker's label under green felt base, 24cm high overall.
£1,000 - 1,500
£1,200 - 1,700

123 †
A MERCEDES-BENZ RADIATOR DECANTER BY CLASSIC STABLE LTD,
 chromed surround with wire mesh grille, complete with blue enamelled badge and Three Pointed Star mascot, with maker's label under felt base, 23cm high overall.
£1,000 - 1,500
£1,200 - 1,700



121

122

123



124 (part)

124 †
LADY FIONA GORE (1918-2013), THE COUNTESS OF ARRAN'S, 1980 SEGRAVE TROPHY '100MPH ON WATER' PLAQUE AND OTHER POWERBOAT TROPHIES AND AWARDS,
 the rectangular bronze plaque applied with gilt bronze panel with design in relief by sculptor Gilbert Hayes and profile of Sir Major Henry Segrave, and inscribed 'Awarded to Fiona, Lady Arran', the reverse engraved 'Sgrave Trophy 1980 100mph On Water', measuring 16.5 x 10cm, in fitted case with easel stand to rear, offered together with the framed Union Internationale Motonautique certificate relating to the achievement held on 11th August 1980 on Lake Windermere in her twin-engined Trimite 'Skean-Dhu' powerboat reaching a recorded speed of 102.45mph, the first woman to reach a speed of 100mph on water, together with other 1970s and 1980s powerboat trophies and awards also presented to the Countess, including Poole Bay Championship trophy, Everest trophies, 1971 Royal Motor Yacht Club, BP National Powerboat record attempt plaques, UKOBA trophies, a 1988 UKOBA multiple signed menu, a 1988 UKOBA desk-piece award, a 'K7 Club' wooden shield, and various other powerboat certificates and related framed items.
 (Qty)
£1,000 - 1,500
£1,200 - 1,700



125

125 †

A CASED SET OF 36 STERLING SILVER COMMEMORATIVE MOTORING INGOTS BY JOHN PINCHES, 1970S,

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

£1,800 - 2,200
€2,100 - 2,500

126 ♦♦♦

AN 'ELITE' STEERING WHEEL TABLE BY ROBERT FORD,

modern, hand-built and crafted to high standard in quality materials, the steering wheel rim and base in Flame Sycamore with high gloss lacquered finish, three 6mm thick polished stainless steel spokes, circular 6mm toughened glass table top 111.5cm diameter, the bespoke table 120cm diameter overall and 42cm high.

£3,500 - 4,500
€4,100 - 5,200

127

A SILVER CLOCK DESK PIECE BY SAUNDERS & SHEPHERD, 1927 ROLLS-ROYCE CHRISTMAS GIFT,

the 8-day brass-cased clock with square-dial and Swiss movement, mounted within a sterling silver case by Cornelius Saunders & Francis Shepherd, hallmarked London, 1927, in the form of a Rolls-Royce radiator, with engine-turned grille decoration, red enamel badge and miniature Spirit of Ecstasy mascot, in working order, 13.5cm high overall, (weighted base loose).

£1,500 - 2,000
€1,700 - 2,300



126

128

A RARE FERRARI 275 LONG NOSE GLASS DESKPIECE BY DAUM,

moulded crystal half profile, engraved 'Daum France' to side of base, 23cm long.

£1,000 - 1,200
€1,200 - 1,400

See lot 107 Bonhams Goodwood Revival auction 14 September 2013, sale number 20931.

129

A SUPERB COLLECTION OF MASERATI SPARKPLUGS,

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

(Qty)
£1,000 - 1,400
€1,200 - 1,600



127



128



129



132



130



133



131

130
A BULGARI OCTO MASERATI LIMITED EDITION WATCH, 2014,
one of a limited edition of 1914 to commemorate Maserati's centennial, this example presented to the winner of the Maserati Centennial Concours d'Elegance in Torino, self-winding column wheel chronograph, 'Velocissimo' Zenith-type standard-setting 'el Primero' movement, stainless steel case 41.5mm wide, 13.07mm deep, static bezel, round polished blue lacquered dial with three subsidiary champlévé enamelled chronograph dials, date window at 4:30, Maserati trident symbol incorporated into tail of the second hand, blue glass panel caseback lettered "MASERATI EST 1914 1 OUT OF 1914", with matching leather strap, unused, in original box with guarantee, certificate and instructions.
£4,500 - 5,500
€5,200 - 6,400

131 †
A MINIATURE STERLING SILVER SPIRIT OF ECSTASY MASCOT TO FIT THE 1936 ROLLS-ROYCE CHRISTMAS PRESENTATION ROSE BOWL,
hallmarked Saunders & Shepherd Ltd, London to base, fitted to original stem, some wear and pitting to base and lower section of mascot, measuring 13cm long overall, depicting the mascot after the original Charles Sykes creation of 1911, and designed to fit as a centrally mounted decoration to the rare sterling silver rose bowl by the same maker, commissioned and presented by Rolls-Royce Ltd as a Christmas gift for 1936 to selected dealers and distributors of UK Rolls-Royce motor cars, and part of a set of 11 Christmas gifts in total presented in the years 1926-1937.
£1,000 - 1,200
€1,200 - 1,400

132 †
A SILVER MODEL OF A FORD MODEL T MOTORCAR BY PEDRO A BATISTA OF PORTO,
with post 1938 Porto hallmark, .833 purity silver model of the open tourer, with rolling wheels, 22cm long.
£5,000 - 6,000
€5,800 - 6,900

133 †
A Cased SET OF FOUR STERLING SILVER MOTORING AND GOLFING THEMED PLACE HOLDERS BY MAPPIN & WEBB, 1912,
each with decorative motif, two depicting a gentleman golfer and two depicting an open vintage car, three hallmarked Birmingham, and one hallmarked Sheffield, 1912, each 4cm high, contained in William & Sharp Ltd of Edinburgh fitted velvet and satin lined presentation case.
£2,000 - 3,000
€2,300 - 3,500

134 †

A 'DRAPED FEMALE' DESKPIECE FIGURE AFTER CHARLES SYKES, 1920S, with inscribed signature to base by the sculptor of the famed Spirit of Ecstasy mascot for Rolls-Royce motor cars, hollow cast plated figure depicting a graceful female with long flowing dress and billowing cloak, 22cm high, mounted on a turned wooden display base.
£2,000 - 3,000
€2,300 - 3,500

135 †

A 1935 '6E WEEK-END AUTOMOBILE DU TOUQUET' TROPHY, FRENCH, silver-plated trophy by Boulenger or Paris, further engraved 'Offert par L'Union Commercial', simple tapered bowl form on three feet, with wooden base, 27cm high overall.
£1,000 - 1,500
€1,200 - 1,700

136

A RARE BARC BROOKLANDS CYCLECAR RACE SECOND PLACE SILVER CUP, 1913, Hallmarked London 1913, two handled cup with lid, engraved BARC, 2nd Prize, The Second Cyclecar Handicap, 4th August 1913, 14cm high overall.
£1,000 - 1,200
€1,200 - 1,400



134



135



136



137

**THE FOLLETT TROPHY WON AT THE
BRDC 500 MILES RACE, BROOKLANDS
1935,**

by A P Hamilton for 4th in the race by Alfa Romeo car number 31, driven by A P Hamilton and R Gibson, the winged bronze figure of Victory clutching a steering wheel, mounted on a shaped concrete base representing the high banking at Brooklands, the lower edge fitted with London Hallmarked silver plaque engraved with presentation details, 'BRDC 500 Miles Race 1935 (Brooklands) The 'Follett' Trophy For 4th In Race, Won By A. P. Hamilton Driven By A.P. Hamilton & R. Gibson Alfa Romeo No31 112.36MPH', plate detached, the trophy 70cm high overall.

£3,500 - 4,500

€4,100 - 5,200

Anthony Patrick Hamilton owned Fisher's Garage on the Hog's Back. He ran the business successfully and used the profits to fund his motor racing. The race is mentioned in the book Angela Cherrett; Alfa Romeo Modello 8C 2300:- 'The 'Ginger' Hamilton: Roy Gibson 2.3-Litre ran very steadily and eventually finished fourth overall (averaging 112.36mph) and first in class D. The Speed race report stated that it "Ran very consistently and comparatively without incident....Only two pit stops are recorded for this car - 1.45pm fuel, oil and water, and 4:10pm ditto. Led Class D throughout the race".'

VEHICLE REGISTRATION NUMBERS

IMPORTANT NOTICE

Before bidding on Vehicle Registration number lots, interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can be sent to the DVLA by the seller and changed by the DVLA accordingly (This can take between 2 to 8 weeks to process). When the change has been done and the form has been forwarded to Bonhams and then onward to the buyer it is most important that they ensure that the registration number is assigned to an age appropriate vehicle within 1 month of the date of receipt of the signed and completed V778 listing their nominee details, Bonhams will not be held responsible for the consequences of any buyer/nominee failing to do so.

138 †

UK VEHICLE REGISTRATION NUMBER 'ENZ 40',

held on DVLA V778 Retention Document, expires 18 Oct 2025.

£5,000 - 6,000

€5,800 - 6,900

ENZ 40

139

UK VEHICLE REGISTRATION NUMBER '24 AR',

held on DVLA V778 Retention Document, expires 8 June 2025.

£10,000 - 15,000

€12,000 - 17,000

24 AR

140

UK VEHICLE REGISTRATION NUMBER 'V12 LAG',

held on DVLA V778 Retention Document, expires 15 08 2025.

£6,000 - 8,000

€6,900 - 9,300

V12 LAG

141

UK VEHICLE REGISTRATION NUMBER 'V12 VUL',

held on DVLA V750 Certificate of Entitlement, expires 26 02 2026.

£8,000 - 12,000

€9,300 - 14,000

V12 VUL

142

UK VEHICLE REGISTRATION NUMBER '1 FAT',

held on DVLA Retention document, expires 22/02/2027.

£15,000 - 20,000

€17,000 - 23,000

1 FAT

143

UK VEHICLE REGISTRATION NUMBER 'T 32',

held on DVLA V778 Retention Document, expires 18 08 2026.

£28,000 - 32,000

€32,000 - 37,000

T 32

AL 3

144

UK VEHICLE REGISTRATION NUMBER 'AL 3', held on DVLA V778 Retention Document, expires 17 March 2027. Sold together with a black and white photograph showing the number on an Edwardian Renault town car, taken at Epperstone Manor, near Nottingham, the home of the Ley family. The family owned several early AL number plates.

(2)

£100,000 - 120,000

€120,000 - 140,000

The AL series of vehicle registrations were issued in the County of Nottinghamshire in 1904.

145

THE EARLS COURT MOTORSHOW 'PRIVATE COACHWORK COMPETITION' MEDAL PRESENTED BY THE INSTITUTE OF BRITISH CARRIAGE & AUTOMOBILE MANUFACTURERS TO THE AUSTIN MOTOR COMPANY, 1955,

by Fattorini & Sons, silver, hallmarked Birmingham 1955, 55mm diameter, the obverse struck with IBCAM design, the reverse engraved 'Private Coachwork Competition, Earls Court 1955, Section 9, Open Sports Coachwork, Group E, (list price of car not exceeding £800), First Prize, Awarded to, Austin Motor Co Ltd, Birmingham', in original Fattorini & Sons presentation case.

(2)

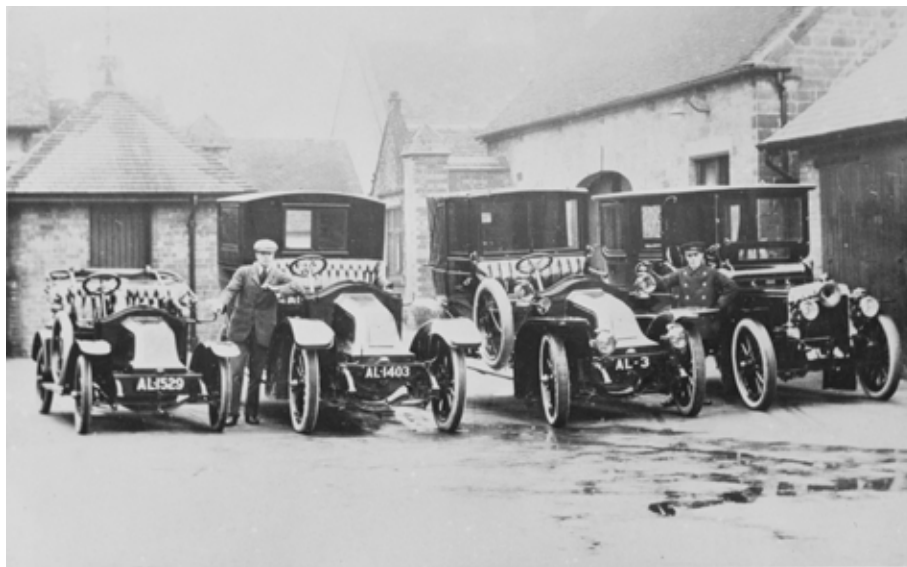
£250 - 350

€290 - 410

This first prize medal was awarded for the coachwork on the Austin-Healey 100 BN2 Roadsters exhibited at the 1955 Earls Court Motor Show and one of the actual motor cars is offered in today's sale.

146 - 200

No lots



144



145

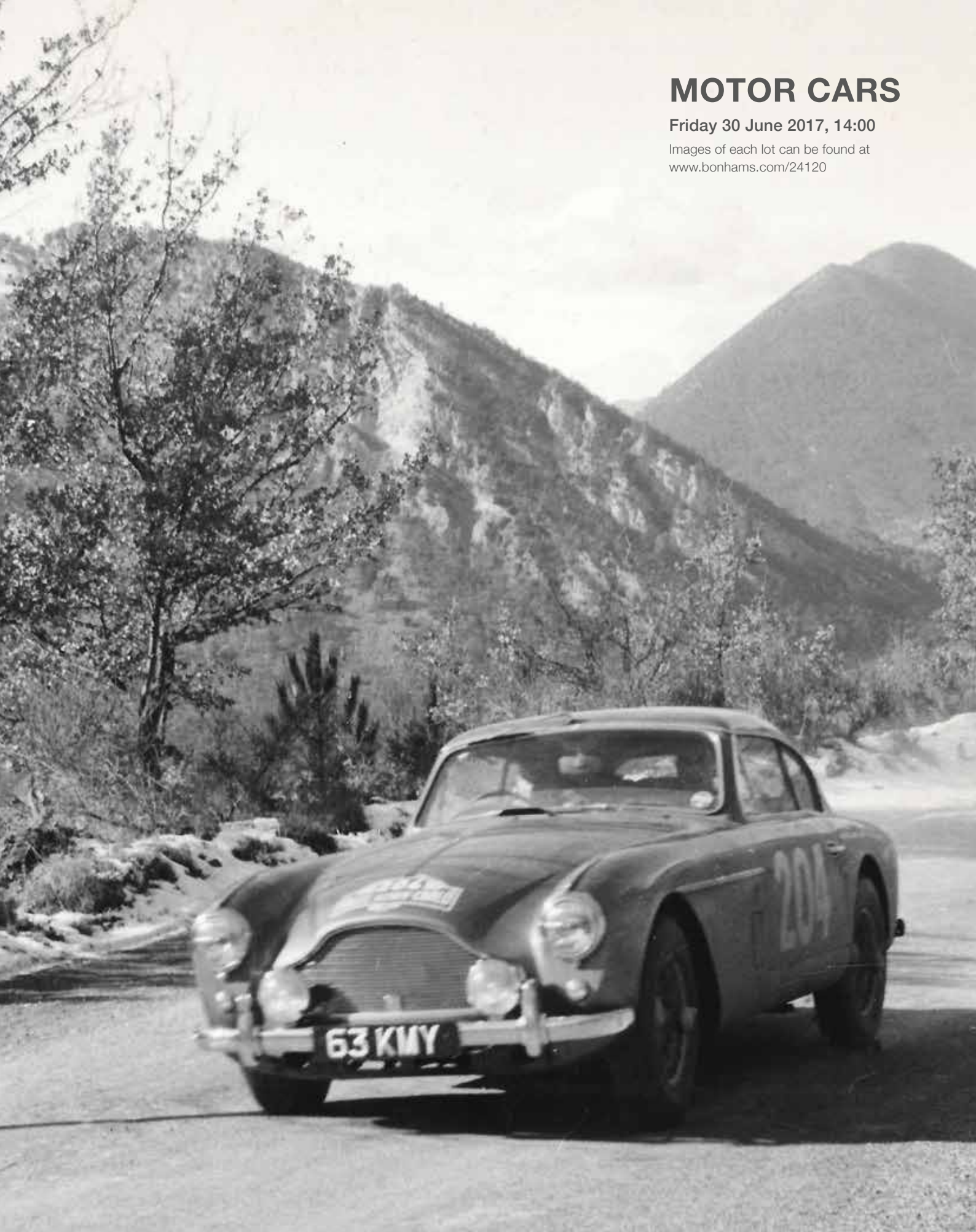


145 (reverse)

MOTOR CARS

Friday 30 June 2017, 14:00

Images of each lot can be found at
www.bonhams.com/24120



1955 AUSTIN A30 RALLY CAR

Registration no. OSK 899

Chassis no. A2S4 132280

- Built for the 2017 HERO London-Lisbon Rally
- Winner of the 'Spirit of the Rally' award
- 1,275cc CMES engine (88bhp)
- Numerous mechanical upgrades including front disc brakes



Austin's reply to the Morris Minor, the A30 was launched at the 1951 Motor Show. A more cautious design than the Minor, the A30 was nevertheless Austin's first unitary construction car and the first to be powered by the famous A-Series engine. The A30's selling price undercut the Minor's by £10, thanks in part to such cost-cutting features as external door hinges, solitary rear light, sliding windows and rear brakes operated by a single hydraulic cylinder via a mechanical linkage. A two-door model joined the four-door original in 1953, van and estate versions following in '54. The model was updated in 1956 with a wider rear window, remote-control gearshift and 948cc engine, becoming the A35. Saloon production ceased on the Mini's arrival August 1959, though the A35 van would live on until 1968.

This Austin A30 was purchased in order to enter HERO's 2017 London-Lisbon Rally, an event listed as 'semi-arduous' (four countries over nine days) with 48 regularity sections and nine track events covering some 2,400 miles. Seemingly an unlikely choice, the A30 nevertheless has a good rallying pedigree, the Brookes brothers having won the 1956 Tulip Rally outright in one!

Having a solid bodyshell, this example was completely dismantled and sent to Paint Dynamix of Selsey for repainting. Rae Davis - the 'guru' of A30s - supplied the transmission, suspension, rear axle, differential, front discs, and competition rear drums, and carried out much of the work. The 1,275cc engine was specially built by CMES, producing 88bhp on CCK's rolling-road dynamometer. A bespoke wiring loom was made by Autosparks and fitted by Classic Wiring Services. The seats were handmade by Bryan Purvis, and the carpets by The Trimming Centre, while Quick Fit designed and installed the seat belts. OBP Motorsport fabricated the aluminium fuel tank with piping by Speedflow. A fully detailed account of the car's specification is available.

Built with no expense spared, as evidenced by receipts/invoices in excess of £45,000, this unique Austin A30 is a serious road/rally car, duly completing this year's London-Lisbon Rally and receiving 'Spirit of the Rally' award. Ideally suited to anyone contemplating an introduction to the sport, it is offered with current MoT and a V5C Registration Certificate.

£20,000 - 30,000

€23,000 - 35,000

No Reserve

202

1981 DELOREAN DMC12 COUPÉ

Registration no. DWU 162W

Chassis no. SCEDT26T4BD005175

- *Delivered new in Fresno, California*
- *One previous (lady) owner*
- *8,834 miles from new*
- *Offered from long-term storage*
- *Recently re-commissioned*



'Throughout the history of the British Motor Industry, hope and enthusiasm have tended to overrule commercial common sense. The DeLorean episode was perhaps its clearest example in Government.' - Martin Adeney, *The Motor Makers*.

The brainchild of ex-General Motors executive John Zachary DeLorean, the DeLorean sports car project was touted around the world before finding a home in Northern Ireland thanks to generous grants from the British Government. Designed by ex-Pontiac engineer Bill Collins, the DMC12 was extensively reworked by Lotus prior to production, emerging with the latter's trademark steel backbone chassis and all-independent suspension, and powered by a rear-mounted Peugeot/Renault/Volvo 2.9-litre overhead-camshaft V6 engine. Apart from its larger-than-life creator, it was the car's stylish coupé body that attracted most attention by virtue of its method of construction - a combination of glassfibre inner panels and stainless-steel outer skin - and doors that opened gull-wing fashion à la Mercedes-Benz 300SL.

The much-hyped DMC12 finally arrived in 1980 and immediately ran into quality control problems, a not altogether surprising occurrence considering the local workforce's unfamiliarity with automobile manufacture. No doubt the company would have sorted out the glitches given time but sales never approached projected levels and DeLorean's 1982 indictment on drugs charges - he was subsequently acquitted - brought the project to its knees.

Displaying a total of only 8,834 miles on the odometer, this left-hand drive example of one of the 20th Century's most controversial motor cars was purchased new in 1981 from a DeLorean dealership in Fresno, California. Its purchaser was a Mr Ivan Kong, who bought the car for his wife as a birthday present. It was Mrs Kong's 'dream car', and she used the DeLorean very sparingly during the first few years of its life. It then went into storage and was considered an investment.

Now retrieved from storage and with a new owner in the UK, where it was registered in August 2016, the car has been re-commissioned, including an overhaul of the Bosch K-Jetronic fuel injection system. Offered with a V5C document and current MoT, this instantly recognisable and highly collectible rarity is described by the vendor as in good condition throughout.

£30,000 - 35,000
€35,000 - 41,000

1957 PORSCHE 356A 1.7-LITRE RALLY CAR

Registration no. FSJ 451

Chassis no. 100869

- Purchased in the USA
- Prepared for historic rallying
- Four-time Carrera Panamericana competitor
- Extensively campaigned
- Engine and transmission rebuilt 3,000 miles ago

'FSJ 451' on the Carrera Panamericana



The work of Ferry Porsche, and one of the all-time great sports cars, the 356 was based on the Volkswagen designed by his father, Ferdinand, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension. The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 litres, the original split windscreen replaced by a one-piece and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its rounded windscreen and 15" - down from 16" - wheels. At the same time, a 1,600cc engine replaced the old 1.5-litre unit.

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

This Porsche 356A coupé has been in the present ownership since its purchase in Florida in 1989 (copy of Florida Certificate of Title on file). Stripped and rally-prepared for the Carrera Panamericana, it has competed in that most gruelling event on four occasions: 1990, 1991, 1992, and 1993. In 1996, Porsche and owners moved to London, and the car was registered in the UK the following year. Since then, it has competed in the Killarney Historics, Rally of the Lakes, Circuit of Ireland, Bulldog Rally in Wales, Rally du Maroc Classic (winner in 2000), and the World Cup Rally (London-Athens) in 2002, winning the latter event's Classic Car Division.

Unused since then, the Porsche has nevertheless been driven regularly and maintained in 'retirement', sharing a stable with a Marathon Rally Ford Mustang that is still campaigned across the world. The car was most recently restored in 2006 (bills on file), and we are advised by the private vendors that only some 3,000 miles have been covered since the engine and (356B) transmission were totally rebuilt by Andy Prill. The engine has been built up on new casings and upgraded with a 1,720cc big-bore kit, Dell'Orto carburettors and air filters, and an electronic ignition distributor. There is a dynamometer sheet in the history file recording a maximum output of 124.5bhp at the flywheel (circa 105bhp at the wheels).

Other upgrades include 12-volt electrics with alternator, new hi-torque starter and rally wiring harness, Porsche 356C disc brakes with Ferodo DS3000 pads, Marathon long-range fuel tank, Webasto heating system, up-rated wiper motor, plastic side windows, under-body guards front and rear, and additional rally driving lights. The interior has been stripped for competition and the dashboard modified appropriately with full roll cage, safety harnesses, fire extinguisher and heated Rennsport Nurburgring N12R leatherette/basketweave seats. All wheels are shod with Avon CR6ZZ 185/70/15 tyres, and there are two spares: one stowed in the front, the other inside the car.

A potentially most competitive drive in the right hands, this extensively campaigned Porsche 356A comes with MSA Historic Rally Vehicle Identity Form (issued 25.02.1998 for 'Historic Class 3'), MSA Competition Car Logbook for rallies (issued 16.10.1998) and UK V5C Registration Document.
£45,000 - 55,000
€52,000 - 64,000

1964 FORD MUSTANG FASTBACK COUPE

Registration no. APO 452C

Chassis no. 5F09A323077

- *Iconic American muscle car*
- *4.7-litre V8 engine*
- *Automatic transmission*
- *Imported in 2012*



'The Mustang can be tailored to be anything from a gentle in-town ladies' car to an impressive 130mph highway performer. Undoubtedly its almost infinitely variable personality is one of the car's chief attractions...' - William S Stone, *'The Ford Mustang'*.

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

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

Imported into the UK in 2012, this particular '64 Fastback Coupe has the 4.7-litre V8 engine, which is coupled to automatic transmission. Other noteworthy features include air conditioning, power steering, floor console, aluminium radiator, 'Cobra' valve covers and oil pan, Offenhauser inlet manifold, Edelbrock four-barrel carburettor, electronic ignition, remote-control left-side mirror, and alloy wheels.

We are advised that the car had undergone some restoration in the USA, while in the UK it has benefited from the attentions of RAW Autoworks of Bognor Regis. Accompanying documentation consists of sundry invoices, current MoT, and a V5C Registration Certificate. The Mustang has been used sparingly since its arrival in this country, and the private vendor advises us that the car is only being sold because he does not have time to drive it.

£30,000 - 40,000
€35,000 - 46,000

205

1970 VOLKSWAGEN TYPE 2 MICROBUS

Registration no. TTU 565H

Chassis no. 2302210018

- *Imported from Australia*
- *Professionally restored in 2015*
- *Concours award winner*
- *Beautiful condition*



This right-hand drive Volkswagen Microbus was imported from the dry state of Adelaide, Australia in 2012 and subsequently restored (all import duties, taxes, etc have been paid). The vehicle was stripped back to a bare bodyshell and then media blasted with crushed glass, which gives a superior surface finish, and then primed. It was then lovingly restored by a show-winning Volkswagen restoration specialist. Panels replaced included both inner sills, both outer sills, front wheelarches, offside 'C' post, cab floor, lower front panel, inner lower front panel, and offside rear corner, while localised repairs were made to the cargo-area floor and sliding door outer skin. New-old-stock panels were used.

The bodyshell was then sent away for a full bare-metal re-spray, including 'stone chip' application and under-body colour coding in a period VW colour. Re-assembly was undertaken by the restoration company, with exemplary attention to detail down to every original nut and bolt. The door mechanisms, door stays, heater controls, steering box arms, fuel neck jubilee clips, air filter clips, sliding door mechanism and catch, door latch plates, etc, etc are all genuine original Volkswagen parts refinished in yellow zinc plate. Parts chromium plated to 'show' standard include the original exhaust tail pipe, fuel neck and filler cap, hub caps, fuse box holder, engine lid stay, wiper arms and blades, dash vents, door handles, engine lid lock, number plate holders, and light reflector plates.

The mirrors are new-old-stock and had never been used before - both were still in their original boxes. Also in their original boxes were the bumper over-riders (an option not fitted originally) with rubbers stamped 'VWOA'; the list goes on. The provision of front disc brakes and an alternator conversion are the only other deviations from factory specification notified.

The interior was completely upholstered and re-trimmed, including the dash pad, hand-stitched grab handle, cab seats and rear benches, spare wheel cover, headliner, all door cards, top of engine cover, and walk through pads. New carpeting was fitted throughout.

This is a rare opportunity to own an early microbus that has been featured in the best-selling *VW Camper magazine*, which stated that it is one of the best they have seen. This concours award-winning VW microbus is offered with current MoT and a V5C Registration Certificate.

£30,000 - 40,000

€35,000 - 46,000

1962 MERCEDES-BENZ 190 SL ROADSTER

Registration no. 455 DXX

Chassis no. 12104220023634

- *Delivered new to the UK*
- *Right-hand drive*
- *Present ownership since 1995*
- *Stored for the last 20 years*
- *Recently re-commissioned and MoT'd*



For those unable to afford its hyper-expensive race-bred sports car - the 300SL - Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness.

Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburettors, the M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 60mph in 13 seconds and on to a top speed of 107 miles per hour. The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could out-perform it while costing a good deal less, did nothing to deter sales. The model was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This right-hand drive 190 SL was delivered new in the UK and first owned by solicitor Malcolm Fraser of Pall Mall, London SW1. Details of subsequent owners may be found in the accompanying history file, which also contains numerous service invoices and every MoT from 1977 to 1996. '455 DXX' was purchased by the lady vendors' late father in October 1995 from Mrs Erica Bowden of Stockport, who had won a concours award with car in 1990. A John Fearn of Nottingham appears to have sold the 190 SL to Mrs Bowden; Mr Fearn obtained parts from Millers Mercedes of California, USA: new floors, etc being fitted in the UK in 1989. Off the road since 1996, the Mercedes was stored by the vendors' father (and was unknown to them) until his death in 2015.

This 190 SL is offered fresh from re-commissioning by Chris Shenton Engineering. Works carried out have included a complete braking system overhaul using all genuine Mercedes-Benz parts; a new exhaust system (genuine M-B from Germany); some floor and chassis repairs for MoT; new fuel pipes; fuel tank removed and steam cleaned; and new radial tyres fitted all round. MoT'd and now back on the road, this is a lovely and genuine 190 SL with a particularly delightful interior, nicely patinated.

£60,000 - 80,000**€58,000 - 81,000**

207 N ▲

1938 CITROËN

Registration no. not UK registered

Chassis no. See text

- Formerly in 60 year single-family ownership
- Famed iconic model



A curious mixture of romantic visionary and practical businessman, André Citroën was determined that economic depression and a contracting car market would not prevent him introducing a revolutionary new model, which he was convinced would ensure the future of his company. It did just that, but not until after Citroën had lost control of his empire when a minor creditor commenced legal proceedings against him. Within two years, new owner Michelin had paid off all of Citroën's debts.

Citroën's brainchild, the 7C 'Traction Avant', broke new ground in almost every aspect of production car engineering on its launch in 1934. Unitary construction of the body/chassis, front wheel drive, all-independent suspension sprung by torsion bars, hydraulic brakes, synchromesh transmission and a four-cylinder, overhead-valve, wet-liner engine were all incorporated in the new car at a time when the majority of its rivals employed a separate chassis, cart springs, side-valve engines and mechanical brakes. This ground-breaking specification would have counted for little had the result not worked in practice, but the Traction soon gained a well-deserved reputation for exceptional stability and exemplary handling that endures to this day. The 1.3-litre original was soon superseded by larger-engined versions and from 1935 there were two four-cylinder models available - the 1,628cc 7C and 1,911cc 11CV - to which was added a 2.9-litre 'six' - the 15 - in 1938. Production resumed after WW2 and lasted until 1957 when the 'Traction Avant' was replaced by the equally revolutionary 'DS'.



This attractive Citroën previously resided in the collection of Alain Dominique Perrin, former head of the board of Cartier International, current Executive Director of the Richemont Group, and president and founder of the Fondation Cartier pour l'Art Contemporain. M. Perrin's family originate from the Nantes region of France, and it was there that his relation Daniel Perrin acquired the Citroën in 1959.

The car was by then already in the extremely rare Traction Roadster form that it remains to this day although, the chassis number with which it has been registered since then actually relates to a standard Traction Coupe/saloon. Bonhams has investigated this anomaly thoroughly, using French researchers on road registration records and also the esteemed Citroën Conservatoire. The result of this is that the car's ownership can be traced back to the immediate post-war era, being re-registered with the Paris plate '3757RM' on 18th December 1946. From known records of the Paris system, it can be deduced that this registration number was originally issued in September 1938. Approximately 10 years later on 20th June 1956 it passed to a Mr. Pelletier of Le Moulin à Huile, and registration was transferred to the post war system with the number '974 DC 44'.

The following spring it was sold to Mr. Blanconnier a Nantes based mechanic, who sold to a Mr. Fleury on 19 May 1958, before passing to Mr. Daniel Perrin on 12th June 1959.

Five years later, Alain Perrin took over its custody and has confirmed that the car was in its current configuration, when he did so.

There are of course infinitely more Traction Avant coupes or saloons than cabriolets which represented less than 2% of the 145,000 cars built between 1937 and 1940. The authenticity of the bodywork has been verified as correct, as it carries the rare 'coque'/body number of a Roadster. So the most plausible explanation for the anomaly seems to be that sometime in the first eight years of its existence, over half of which was during the war years, is that this original traction roadster body was transferred from its original chassis onto that of another car, perhaps as a repair after a road accident, or as some casualty of the war. It may even have been that Citroën themselves organised the transfer, but their records do not extend to this depth. Regardless, it has been in this form for at least 58 of its 79 years and it is all Citroën, a marriage of correct roadster coachwork with original Traction Avant running gear.

Unquestionably one of the most appealing guises for these cars, this is a great way to experience this legendary model.

£80,000 - 120,000
€100,000 - 160,000

THE JOY RAINEY COLLECTION

Racing driver Joy Rainey is a remarkable woman by any standards. A 'person of restricted growth', Joy grew up in Geelong, Australia, inheriting her determination and love of cars from her father, Murray, winner of three Australian Formula 3 Championships in the 1950s. On a visit to the UK, Joy saw Bruce McLaren racing a kart and was bitten by the bug. Geelong had a kart track, and driving a kart built by her father, 13-year-old Joy not only won her first two races but kept on winning.

Back in England some eight years later, Joy bought an E-Type Jaguar intending to drive the car to Italy for a holiday and then take it to Australia. But then she heard of a one-off Jaguar event at the Shelsley Walsh hill climb and entered it, winning her class. Having decided that hill climbing was the sport for her, Joy bought a Dastle sports racer that her father fitted with a Cosworth FVC engine.

Joy and the 'Murrain', as it was called, were immediately competitive and started breaking records. The Murrain was followed by a more powerful 2.3-litre Pilbeam-Hart single-seater, and Joy also drove a 1936 Alfa Romeo 6C - rebuilt by Murray - at historic meetings. After her father passed away in 2003, Joy's enthusiasm for hill climbing waned. In 2004 Joy completed the 16,000-kilometre London-to-Sydney Rally driving a 1970 Morris Minor, and in 2006 finished the 8,000-kilometre Carrera Sudamericana at the wheel of a Jeep Grand Cherokee. Drawn increasingly to 'non-competitive' events, Joy has much enjoyed driving her 1904 Oldsmobile 'Curved Dash' Runabout on the London-to-Brighton Veteran Car Run, and in 2013 drove the 'Olds' coast-to-coast across the USA, taking 33 days to complete the 4,265-kilometre journey.

Joy Rainey remains an active member of the Bugatti Owners Club and Midland Automobile Club – a regular attendee to many hillclimbs and race meetings. Due to a lack of use she has now reluctantly come to the decision to sell her collection, which Bonhams are delighted to offer for auction.



208

1970 MORRIS MINOR 1000 RALLY CAR

Registration no. WOF 690J

Chassis no. M/A2S5D1284282M

'This "district nurse's" car had its moments in rallying, especially on events where its agility was an advantage. It had a wider-based and better-developed chassis platform than the somewhat lighter Austin A35, but used the same engine.' – Graham Robson 'A-Z of Works Rally Cars'. As it happens, the most celebrated of the works Morris Minor rally cars was driven by a woman, Pat Moss, who brought hers – nicknamed 'Grannie' – home in an outstanding 4th place overall and 1st in class in the 1958 RAC Rally. This late example (production ceased in 1971) was built for Joy to compete in the 2004 London-to-Sydney Marathon, the fifth (and so far last) such event. By this time, Joy had been away from competitive hillclimbing for several years, and was keen to return to motor sports, albeit in a quite different discipline. 'WOF 690J' was constructed by classic-car restorer, the late Trevor Hulks, who would be Joy's co-driver on the arduous near 10,000-mile challenge. Trevor built up the car over an eight-month period in 2003 around a new-old-stock bodyshell, incorporating a roll-cage, twin fuel tanks, and pedal modifications enabling Joy to drive. Other noteworthy features included Morris Marina front disc brakes, a sump guard, re-wired electrics, and fresh paint and chrome, while the 1,275cc engine was built in low-compression specification to accommodate the low-quality fuel likely to be encountered in some of the countries visited. Crewed by Joy and Trevor, the Minor completed the London-to-Sydney Marathon without fault, and then successfully completed the Morris Minor Owners Club's Land's End to John O'Groats Rally in 2005. 'WOF 690J' has appeared in *Classic & Sports Car* magazine (May/June 2004 edition) and has frequently featured in Joy's regular motoring column in the *Daily Telegraph*. Boasting an engine fully rebuilt by Peter May (it still requires running in), the car is presented in generally very good condition and is ready to resume its rallying career. Joy's pedal modifications have been removed. Accompanying paperwork consist of a V5 registration document and an MoT certificate valid until April 2018.

£5,000 - 8,000

€5,800 - 9,300



The Minor completed the London-to-Sydney Marathon
© Jim Carr

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

1933 MORGAN SUPER SPORTS ROADSTER

Registration no. AKL 722

Chassis no. 452D

- *Current family ownership since 1965*
- *Restored in the 1960s*
- *Well maintained*
- *Running and driving well*



'452D' at the Coppa Monza, 1970



Its superior power-to-weight ratio enabled H F S Morgan's humble, three-wheeled cyclecar to outperform many a larger-engined four-wheeler, and its maker was not slow to capitalise on his creation's competition potential. A Gold Medal in the 1911 London-Exeter-London Reliability Trial with Morgan himself driving was followed by victory in the inaugural cyclecar race at Brooklands the following year, Harry Martin taking the chequered flag three minutes ahead of the field. Racetrack successes led directly to road-going spin-off in the form of the Grand Prix model, introduced for 1914.

The first Aero sports model, inspired by the Grand Prix, followed immediately after WWI. Subsequent developments included the fitting of front brakes (operated by hand lever) from 1924 and the adoption of a new chassis - the M-type - on the new Super Sports model in 1928. This chassis was some 2.5" lower than its predecessor and undoubtedly helped Morgans trounce the opposition at the New Cyclecar Club's meeting at Brooklands later that year. In 1931 a conventional three-speeds-plus-reverse gearbox was introduced, the old two-speed transmission disappearing soon after.

Morgan used a variety of proprietary engines over the years, though its favoured supplier was always J A Prestwich (JAP) of Tottenham, North London. This JAP-powered Super Sports was purchased by Joy's father, Murray Rainey, from John Harwood in 1965.

Murray had retained a fascination for Morgans since 1937 when, as a young man, he watched a new three-wheeler being un-crated in the Rainey's' hometown of Geelong. Murray took the Morgan home to Australia and began restoring the car, which was completed in 1967 following the Rainey's' return to the UK.

In 1970, Murray entered the Morgan in the Coppa Monza in Italy, pictured above Joy obtained permission to ride as passenger, and she and Murray enjoyed a memorable dice with an MG TC, much to the delight of the enthusiastically voluble crowd, which rewarded the pair's efforts with a standing ovation when a loose flywheel (a recurring problem) brought the Morgan to a halt. Fitting a steel flywheel and con-rods in place of the cast-iron originals cured the problem, and from then onwards the Morgan never missed a beat.

In 1973, Joy drove the Morgan in a sprint at Gaydon, beating Murray. The car has been well maintained ever since and used for touring only; its last outing was to the VSCC's meeting at the Royal Oak Inn, Much Marcle in 2013. Delightfully patinated, 'AKL 722' is running and driving very well, and is ready for use. (Joy's pedal modifications have been removed). Offered with a V5 registration document.

£18,000 - 24,000**€21,000 - 28,000**

1970 JAGUAR E-TYPE SERIES 2 COUPÉ

Registration no. BLL 259H

Chassis no. 1R 20744

- Bought by Joy Rainey in 1972
- Originally ordered with steel wheels
- Bare-metal repaint in 2000
- Engine rebuild in 2015
- Running and driving very well



This Regency Red Series 2 E-Type Coupé was bought by Joy Rainey in 1972 for use as her everyday transport. A cash-strapped student at the time, Joy planned to use the car for a year, ship it to Australia, where she intended to enjoy a six-month holiday, and then sell it. However, when the time came she could not bring herself to part with the car. Writing in the *Bugatti Club Newsletter* 40-plus years later, Joy recalled: 'The E was outstanding to drive. I convinced myself that it was definitely designed with me in mind. When I opened the driver's door I just glided in, not having to hoist myself up into the driver's seat like other cars. Perfect height! The adjustable steering wheel and controls, apart from the pedals, were all within reach. No other car has felt so custom made. I kept telling myself that it would be difficult to find another one as good as this after my student days were over...'

'BLL 259H' is the car in which she secured one of her first successes in competitive motor sport in the UK, finishing 3rd in class and 1st on handicap (and quickest road-going E-Type) in the Jaguar category at the Shelsley Walsh hill climb in 1974. 'If I had ended up last that would have been the end of my motor-sport career,' she recalled. 'But it turned out to be the start of a fairly long involvement with hill climbing. Thank you E-Type!'

A well maintained example, kept off the road in dry storage for many years, the E-Type was cosmetically restored in 2000, receiving a bare-metal re-spray, while more recently (in 2015) the engine was rebuilt by George Derbyshire of Stratford-on-Avon. Further works included fitting a new clutch, a rebuild of the braking system (new discs and pads), new windscreen, 4 new tyres plus both door and window rubbers renewed.

Running and driving very well, with a delightfully original interior, the E-Type is offered with a V5 registration document and MoT to April 2018. Joy's pedal modifications have been removed. The provision of Koni shock absorbers is the only notified deviation from factory specification.

£30,000 - 40,000
€35,000 - 46,000

211

**1936 ALFA ROMEO 6C 2300
TWIN SUPERCHARGED SPECIAL**

Registration no. LAS 554
Chassis no. 81301

- Restored by Murray Rainey in the 1970s
- Former Gurston Down class record holder
- Castrol Midland Hillclimb Championship Classic Class winner
- Little used in recent years
- VSCC Eligibility Document



Joy with the newly restored 6C, and father Murray with his 8C Special, Brooklands, 1970s

The Alfa Romeo 6C, with roll-over bar fitted, competing at Shelsley Walsh





Having completed the lengthy restoration of an Alfa Romeo 8C only 12 months previously, Joy Rainey's father, Murray, was not contemplating embarking on another such marathon project. And when he saw this 6C advertised in *Motor Sport* as a '1750 rolling chassis', it was with a friend in mind that he went to view it. The Alfa turned out to be a 6C 2300 - not what the friend wanted, and not what Murray wanted either - but nevertheless he was persuaded to make an offer. The Alfa was his for £100.

Back home in Surrey, the engine was found to be in surprisingly good condition - the spark plugs had been removed and the well between the cam boxes was full of water when the Alfa had been collected - and after only a little fettling it was started up. Murray had a spare BMW 328 body in rough condition, and his first thought was to loosely attach it to the Alfa and sell the car on as quickly as possible. Other counsels prevailed however, and Murray soon found himself embarking on another major Alfa Romeo restoration project. One of those who felt that the car deserved a better fate was Joy, who offered to part-finance the project so that she could drive the Alfa in historic hill climb events.

Murray's first move was to completely disassemble the engine in order to assess its condition; he found that it had seen little use since last rebuilt, and required little remedial work other than fresh big-end bearings. Opting to replace the original white metal bearings with the more modern shell type, he was fortunate to find just what he was looking for in the Vandervell Bearings catalogue.

Bowing to outside pressure to fit a supercharger - 'an Alfa is not an Alfa unless it's supercharged' - Murray contacted Mark Ransome at George Godfrey's, and although they did not have one large enough, there were some smaller ones available. These turned out to be cabin blowers for the de Havilland Vampire jet fighter, and Murray was able to mount two of them nose to nose and make up a suitable drive shaft. He also made patterns for the many special castings required to mount the blowers on the Alfa engine.



The next hurdle to be cleared was the carburettors, or rather the lack of them. Seeking a solution to the problem, Murray contacted his friend Leonard Reece of Reece-Fish carburettor fame. The advantage of the Fish carburettor - first developed in the USA in the 1930s - was that it could be mounted 'upside down', and Murray was able to get a pair cast in brass using the original patterns.

His next task was to convert the engine to dry sump lubrication in order to mount it sufficiently low in the chassis, a process that involved cutting down and re-welding the sump, and fitting a scavenge pump to return oil to the remote tank.

Coachbuilders Robert Peel suggested reusing the jigs and patterns they had made for the 8C Alfa body to create a new and more appropriate one for the 6C, so the plan to use the BMW 328 body was abandoned to much relief.

The rebuilt 6C's first outing was to a Brooklands driving test day, during which the engine smoked badly, and at a subsequent visit to Prescott the cause was found to be the oil seals which, although new, turned out to be from a faulty batch. Their replacement cured the problem.

In Joy's autobiography, *'Fast Lady'*, Murray recalled: 'By now the 6C seemed to be going really well and even though it was only 2.3-litres it seemed to have as much steam as the 8C and felt as though the power came in much earlier. Probably this was due to the two small blowers instead on one.'

This sufficiency of power brought with it another problem: clutch slip. On the start line at Shelsley Walsh the Alfa had sat there with the single-plate clutch slipping, and fitting stronger clutch springs failed to provide a solution. An AP twin-plate copper-sintered clutch proved to be the answer, though at the next meeting at Shelsley this more efficient means of power transmission succeeded in twisting the prop shaft through 180 degrees! A more heavy-duty shaft in T45 steel tubing had to be made.



Ascending the Goodwood hill at the 2003 Goodwood Festival of Speed © James Mann

Murray again: 'My ego started to become dented because frequently Joy was beating me at Shelsley and Prescott and she was in the 6C and only 2.3-litres while I was driving the 8C 2.6-litres. Was this a sign of the onset of senility? But no, not quite, as we shared the 6C at Prescott and I just pipped her.'

At Gurston Down, Murray's great rival in the historic class was Brian Chant and his 4.3-litre Alvis. At the final meeting of the year in 1980 they were locked in a battle for class honours, but Murray pulled something special out of the bag and emerged as class winner, as well as breaking the class record by nearly 3 seconds with the Alfa. In Joy's hands the Alfa Romeo 6C would prove no less successful, and at the end of the 1983 season the pair secured victory in the Castrol Midland Hillclimb Championship's Classic Class.

Seeking to move up to the premier category - the RAC Hillclimb Championship - Joy purchased the Chase Web Offset team's successful Pilbeam single-seater. Outings in the Alfa Romeo 6C became much less frequent, and the car was effectively 'mothballed', only emerging from retirement in 2006 for the Goodwood Festival of Speed. Joy continued to use the 6C for the next few years taking part in the 50th anniversary of the founding of the Prescott Marshalls' Club; VSCC Prescott 2008 and 2011 and the last outing to Shelley Walsh in 2012.

Recently recommissioned by George Derbyshire of Stratford-on-Avon the 6C is running and driving beautifully. Joy's pedal modifications have been removed. This most competitive historic hill-climber is offered with a Swansea V5C and VSCC Eligibility Document.

£220,000 - 300,000
£250,000 - 350,000

212

1947 ALFA ROMEO 6C 2500 S PROJECT

Chassis numbers: 915029 & 915422

Gearbox number: 945272 22X39

Axle Number: 14-61 27.7.1949

Engine Number: S926230

Joy Rainey's father Murray collected these parts with the intention of restoring this early 6C 2500 S - this unfortunately never happened.

Included in the lot are two chassis fronts, both numbered. The '915029' is a pre-series 6C 2500 SS number. The '915422' a 1947, 6C 2500 S number; this is the matching chassis number to engine number S926230. The quantity of parts includes many pre and post war Alfa Romeo components. Suspension components, dampers, springs, trailing arms, axle tubes, brake drums and shoes, con-rods, cylinder head, cam shafts, diffs, clutch, shell bearings plus other small parts. The gearbox appears complete, less selector. The engine is numbered S926230 complete with crank-shaft, rods, pistons etc. Sold strictly as viewed.

£20,000 - 30,000
£23,000 - 35,000

213

NO LOT



FURTHER PROPERTIES

214

1978 PORSCHE 911 SC 3.0-LITRE COUPÉ

Chassis no. FNC 266T

- *Delivered new to California, USA*
- *Left-hand drive*
- *Manual transmission*
- *Imported into the UK in 2014*
- *Believed-genuine circa 29,500 miles recorded*



'Porsche is not one to make wholesale changes to a successful design although there have been numerous improvements in the 17 years since the 911's introduction. The wheelbase has been stretched, the fenders flared, the ventilation system and interior modernised. Yet the car still looks like its predecessors. But only the engine displacement has undergone a substantial increase: the flat-6 has grown from its original 1,991cc in 1963 to 2,994 now.' - *Road & Track*, May 1980.

Built in 1978 and first registered on 1st January 1979, this manual transmission Porsche 911SC was delivered new to California, USA and remained with its first owner until 1999. The second owner kept the Porsche from 1999 to 2014 when it was imported into the UK with all taxes paid, as substantiated by documentation in the history file. The latter also contains an invoice dated 15th July 2014 from RS911 for full conversion to UK-specification lights and over-riders, and another dated 14th August 2014 from respected Porsche specialist, Charles Ivey covering replacement of the flywheel, clutch, and starter motor, and changing the engine oil and filter.

Since acquisition in October 2015, marque specialists Gantspeed Engineering have carried out a full service and various detailing works. The current odometer reading is circa 29,500 miles, and we are advised that, although not supported by documentation, there is no reason to doubt that this mileage is correct. Having spent most of its life in California, the car shows no evidence of rust; its overall condition is described as 'superb', the interior in particular being outstanding. Not only that, but the car feels 'very together' and is said to drive extremely well. Accompanying paperwork consists of that mentioned above plus a current MoT certificate and V5C document.

A truly outstanding example of a classic 1980s 911, ready to drive and enjoy, this car should give many years of reliable and enjoyable service. There are few certainties, particularly in these troubled times, but few would bet against this beautiful SC being worth considerably more in a few years' time than it is today.

£45,000 - 55,000
€52,000 - 64,000

215

**1972 FERRARI 365 GTB/4
'DAYTONA' BERLINETTA**

Coachwork by Pininfarina / Scaglietti

Registration no. SPD 648L

Chassis no. 16043

- *Delivered new to the UK*
- *Right-hand drive*
- *Ferrari Owners' Club class concours winner*
- *Restored in the 1990s*
- *Circa 41,000 miles recorded*
- *Full engine rebuild circa 300 miles ago*





'It's a hard muscled thoroughbred, the Daytona - easily the most awesome and yet disciplined road-going Ferrari in that firm's brilliant quarter century of existence. The Daytona isn't fast - it's blinding. It will eat up a quarter-mile of asphalt in 13.2 seconds at 110mph and scream out to 175mph - or it will slug through traffic at 1,500rpm with the Sunday manners of a FIAT. It is the perfect extension of its driver. You can cut and weave through shuffling traffic with the agility of a halfback, or lope down the freeway with the piece of mind that comes from knowing you can contend with anyone's incompetence. To say, after you've driven it, that the Daytona is desirable doesn't begin to sum up your feelings - you would sell your soul for it.' - *Car & Driver*, January 1970.

Every Ferrari is, to a greater or lesser extent, a 'landmark' car, but few of Maranello's road models have captured the imagination of Ferrari's like the 365 GTB/4. The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365 GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honour of the sweeping 1, 2, 3 finish by the Ferrari 330 P4 at that circuit in 1967.

Pininfarina's Leonardo Fioravanti, later the famed Carrozzeria's director of research and development, was responsible for the influential shark-nosed styling, creating a package that restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. One of Pininfarina's countless masterpieces, the influential shark-nosed body style featured an unusual full-width transparent panel covering the headlamps, though this was replaced by electrically-operated pop-up lights to meet US requirements soon after the start of production in the second half of 1969. Fioravanti later revealed that the Daytona was his favourite among the many Ferraris he designed.

Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary Scaglietti in Modena. The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at 7,500rpm, with 318lb/ft of torque available at 5,500 revs.



Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved. The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel ventilated disc brakes. Air conditioning was optional, but elsewhere the Daytona remained uncompromisingly focussed on delivering nothing less than superlative high performance.

At the time of its introduction in 1968 the Daytona was the most expensive production Ferrari ever and, with a top speed in excess of 170mph, was also the world's fastest production car. Deliveries commenced in the second half of 1969 and the Daytona would be manufactured for just four years; not until the arrival of the 456 GT in 1992 would Ferrari build anything like it again. Only 1,300 Berlinetta models and 121 Spyder convertibles had been made when production ceased in 1973.

One of only 149 Daytonas manufactured in right-hand drive configuration, chassis number '16043' – a 'Suffix A' example - was delivered new to Maranello Concessionaires in September 1972 and originally finished in Argento Metallizzato (silver metallic) with Nero (black) interior. Air conditioning was fitted by the factory from new. The Ferrari was registered as 'NPK 90L' and first owned by a Mr D Bassett, who took delivery on 14th November 1972. Its owner from some three years, Mr Bassett was followed by Mr G Greenhall of Jersey, Channel Islands (1975-1976) and Mr T A Lee of Virginia Water, Surrey (1976-1988), by which time the registration had changed to '2244 DD'.

The Daytona's ownership immediately thereafter is uncertain, though the accompanying Massini Report lists two sightings at UK Ferrari Owners Club events in the 1990s. In 2009 and 2011, The Ferrari Centre of Parkwood, Kent carried out extensive remedial works and a service, there being two invoices of file (totalling £7,092) addressed to Mr M Berry of London SW3. In 2011, by which time it had been reregistered as 'SPD 648L', the Daytona was purchased by the current owner, who has enjoyed some 7,000 miles of motoring with the car. Since acquisition, the engine has been fully rebuilt by SB Race Engineering of Watford Herts, whose two invoices totalling £21,974 are on file. Only some 300 miles have been covered since the rebuild.



'16043' is accompanied by an extensive history file containing documentation confirming no-expense-spared servicing dating back to 1975 together with numerous MoT certificates supporting the recorded mileage. Ferrari tools and a jack are present also. Among the noteworthy works recorded in the history file is a full restoration, which was completed in the 1990s. The car has covered a mere 13,000-or-so miles since then. In addition, it has a full stainless steel exhaust system and a front brake upgrade by DK Engineering, and in 2006 benefited from a bare metal re-spray and body restoration.

In 2003 this car was the subject of an article on the Ferrari Daytona in *Classic Supercars* magazine (August edition) in which '16043' was described as 'pure sex on wheels... GT perfection: stylish, practical, comfortable'. Beautifully presented, this iconic low-mileage Daytona must be one of the very best examples currently available.

£500,000 - 600,000

€580,000 - 690,000



1932 LAGONDA 2-LITRE TYPE CB T4 CONTINENTAL TOURER

Registration no. XJ 3320
Chassis no. OH 10117

- *Ultimate development of the model*
- *Purchased as a highly original restoration project*
- *Painstakingly restored over a 2 year period*
- *Less than 1000 miles since restoration*



The early success of Wilbur Gunn's Lagonda marque had been founded on the production of light cars – his earliest efforts were tricars reputedly built in the greenhouse of his Middlesex home – and it was the 11hp four-cylinder model of the pre-Great War years that first brought the marque to prominence.

Competition in that sector of the market from the likes of Morris and Austin, who were able to benefit from the economies of large scale production, saw Lagonda re-focus in the mid 1920s on a more substantial, high quality 14/60hp model which was to be the mainstay of production through into the 1930s. The Arthur Davidson designed, four cylinder, 2 litre engine featured twin camshafts mounted high in the cylinder block, operating inclined valves in hemispherical combustion chambers and power output was a very respectable 60bhp. Announced in the summer of 1925, the new model's chassis was a functional ladder design from A.E. Masters and featured Rubery brakes operating on all four wheels. The Lagonda had grown up - here was a new car, robust and well engineered, capable of sustaining high touring speeds and offered with a variety of elegant factory coachwork, particularly in Tourer and Semi-Sports guise. For the 1929 season, inspired by the company's 11th place at Le Mans in 1928, a 'low chassis' Speed Model was introduced with enhancements to the frame's front end. The four cylinder 2 litre engine produced greater output thanks to higher compression and twin carburettors – this model was truly race-bred. In supercharged form the new 'low chassis' 2-litre was capable of 90mph performance.



As purchased prior to restoration, 2005

The ultimate development of the Speed Model was the Continental announced in April 1932, an unsupercharged car with coachbuilt steel panelling (early 2 litre models were fabric bodied). The face-lifted, three door, four seat T4 tourer featured also a distinctive slanting radiator, more flush fitting hood, sweeping trailing edges to the bonnet sides, 18 inch diameter wheels and more purposeful ribbed-drum brakes. The Continental was slightly heavier than its predecessor but, with overall lower gearing, performance was perhaps slightly better and the Continental boasted a top speed of around 80mph.

From a very limited production run, OH 10117 was first registered on 30th September 1932 with Manchester County Borough Council. The complete history of this most original car is not fully recorded however a dashboard plaque from Gaffikin, Wilkinson & Co.Ltd of Hanover Square, London, suggests that at some time it may have passed through their hands. In 1957 it was registered to P.J.Morlock of Maidstone, passing the following year to G.E.Welby-Everard in Nottinghamshire, later belonging twice to dealer/enthusiast David Johnson in Buckinghamshire. Changing hands again in the 1960s it appears to have gone into retirement for about 40 years and came into the present family ownership in 2005, following that period of tender loving neglect. Having spotted the car in an advertisement on that famous 'A Field' notice board at The Beaulieu Autojumble, the father of the present owner rescued the rather weary car from its Pulborough resting place.

Having satisfied himself that it met the high standards of originality that were his criterion, he embarked on a painstaking two year restoration which included carefully checking every major aspect of the car. Invoices covering this restoration can be inspected in the car file, although much of the work was carried out 'in-house' in the motor house which OH 10117 now shared with a collection of other thoroughbred motor cars. In May 2007 the car was back on the road and MOT tested. Since that time the car has been carefully maintained but used infrequently, covering less than 1,000 miles.

Originality has been preserved in all major respects, although an enhanced oiling system, fitting of indicators and a stainless steel exhaust system are sensible (and reversible) concessions to practical use of this fine motor car. Coachwork is superbly finished in green livery and furnished with green leather upholstery, carefully restored to original pattern. The car is equipped with comprehensive weather equipment, including side-screens while attention to detail includes the leather-gaitered springs.

OH 10117 comes with an old style buff logbook from 1957, current V5C registration document, a reproduction Instruction Book, and the aforementioned restoration invoices

£75,000 - 85,000

£86,000 - 98,000

217

Delivered new to Sir Elton John and used in the video 'Nikita'

1985 BENTLEY CONVERTIBLE CONTINENTAL

Coachwork by H J Mulliner, Park Ward

Registration no. B20 ELT

Chassis no. SCBZD0002FCH10168

- One of 421 built
- Delivered new in the UK
- Recently serviced
- Well documented
- Believed-genuine 40,872 miles from new



A key factor in Rolls-Royce's marketing strategy for the 1980s was the re-launch of Bentley. To rekindle interest in the marque, a glorious name from its past was resurrected - 'Continental' - and applied to the two-door model previously known, like its Rolls-Royce equivalent, as the Corniche. An inspired move, the Bentley's 1984 name change had the desired effect; sales, which in the 13 years since the Corniche's launch had amounted to a mere 77 Bentley-badged cars, totalling 421 for the succeeding 11 years of Continental production.

Introduced in March 1971, the Corniche was a revised version of the H J Mulliner, Park Ward-bodied two-door variants of the Rolls-Royce Silver Shadow and Bentley T-Series saloons, themselves notable as the Crewe factory's first unitary-construction cars. Recalling the firm's glamorous *Grandes Routières* of pre-war days such as the Phantom II Continental, these final coachbuilt models were limited to just two, a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year. Some of the frontal panels were shared with the standard four-door saloon but otherwise the new bodysells were unique, featuring a distinctive dipping upper wing line with parallel crease, and revised, more rounded posterior. Construction involved shuttling the bodysells between the Crewe factory and MPW's Willesden plant, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible.



'B20 ELT' as featured in Elton John's hit single 'Nikita'

These exclusive cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality including Wilton carpeting, Connolly hide and burr walnut veneers, such painstaking attention to detail resulting in a price some 50% higher than that of the standard Silver Shadow. Nevertheless, demand for these more glamorous alternatives to the much more numerous four-door model was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

In Corniche form, Rolls-Royce's well-tried 6.7-litre V8 produced around 10% more power than standard and proved capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match. Progressively developed, the Corniche received Rolls's advanced split-level air conditioning system along with a redesigned fascia in 1976 - the first Rolls-Royce model to do so - and in 1977 benefited from the many improvements - most notably rack-and-pinion steering - introduced on the 'Shadow II range. Despite its sky-high asking price, the model proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995.

A right-hand drive model, this beautiful and rare Bentley Continental was delivered to its first owner, Sir Elton John, via Jack Barclay Ltd of Berkeley Square, London on 15th February 1985 with the registration number 'B120 WYM'.

It featured prominently in the video for Elton John's hit single of that same year, 'Nikita', where he is seen being driven in icy conditions and admiring a Russian soldier of that name. Subsequently the registration was changed to the personalised 'B20 ELT', which is extant today.

In 2008, the Bentley was acquired by the immediately preceding owner, a long-time classic-car enthusiast based near Venice, who used it sparingly for some seven years. In February 2015 the car was offered for sale at Bonhams' auction at Le Grand Palais, Paris (Lot 419) where it was purchased by the current vendor. At that time the Continental was described as 'recently serviced and fitted with new tyres and a new battery'. Since then, the Bentley has benefited from the expert attentions of West Hoathly Garage, as evidenced by bills on file for various works (including re-instating the correct steel wheels) totalling £7,810.10.

Finished in Tudor Red with red-piped beige leather interior and matching hood, the car comes complete with a V5C registration document, current MoT, the original stamped service book (recording Elton John as the first owner), warranty card, etc. The only deviation from original specification is the installation, probably on Sir Elton's instructions, of a boot-mounted CD changer and bass unit.

£90,000 - 120,000
£100,000 - 140,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

218

1957 PORSCHE 356A CARRERA SPEEDSTER

Coachwork by Reutter

Registration no. 426 YUJ

Chassis no. 83727

- *The ultimate Porsche 356 variant*
- *One of three delivered new to Australia*
- *Right-hand drive*
- *Numerous 'GT' upgrades*
- *Immaculate condition*







The combination of the stylish Speedster coachwork with the glorious four-cam Carrera motor – as seen here – has long been regarded by enthusiasts as the Porsche 356's ultimate expression.

Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart. The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father. Like the immortal 'Beetle', the 356 employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

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

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

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



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

The evocative 'Carrera' name first graced the flanks of a Porsche in 1955. Applied to a 356A powered by a slightly less ferocious version of the racing 550 Spyder's 1.5-litre, twin-overhead-camshaft, roller-bearing engine, it had been adopted to capitalise on Porsche's victories in the Carrera PanAmericana in 1952 and '54. Dry-sumped like the racer's, the four-cam Carrera engine produced 100bhp, some ten horsepower fewer than in race trim. Nevertheless, this was good enough to propel the 356 Carrera to over 120mph, making it the fastest 1.5-litre production car of its day and a formidable racetrack competitor. Significant developments included a capacity increase to 1.6 litres in 1958 and the adoption of a plain-bearing crankshaft at the same time.

Back in '57, *Car & Driver* enthused about the new Carrera: 'If there was ever any doubt in your mind about what constitutes a sports car, take a long look at this new Carrera; it fits anybody's definition. Not only is it capable of winning its class hands down on a Sunday afternoon airport race, it will pack two kids and bags of groceries from the neighborhood store almost as easily as the family sedan, and you'll have a whole lot more fun in the process. But don't misunderstand, for the new Carrera was designed to GO first and to transport kids second.'

The car offered here, chassis number '83727', is the last of only three right-hand drive Carrera Speedsters built by Porsche out of a total production of 152 cars. All three were delivered to Australia. The first two cars built were '82459', completed on 11th July 1956, and '83571', completed on 5th July 1957. Both cars are still in Australia.

'83727' was built on 3rd September 1957 finished in Ruby Red with black interior, Rudge wheels, US bumpers, 1500 GS engine (number 'P90885') and gearbox number '16113'. The Porsche was delivered new to Irvin Rockman, a wealthy Australian hotelier. In 1958, Ken Tucker, a 356 collector, purchased the car from the O'Neill family via Diesel Motors (when it was registered 'RO000') and re-registered it as 'BNV 333'. Ken sold the car a few years later to Australian yachtsman and Porsche enthusiast, Warwick Miller.



In the mid-1960s, Dr Edwards of the Royal Melbourne Hospital bought the car and ran it with a 1600N overhead-valve engine, selling it to Gary Rigg when he returned to Canada in 1970. The fate and whereabouts of the original engine are not known. The fact that the Carrera Speedster was intended primarily for competition has resulted in few retaining their original engines, as at the time it was cheaper to replace them than rebuild them.

Gary Rigg owned the Porsche until 1982 and then sold it to Revor Keetly. Intending to race the car, Trevor restored it as a GT and installed engine number 'P90897', which he had bought in the USA. That engine belonged to chassis number '83794', the fourth GT Speedster off the production line. Other GT upgrades included 60mm front brakes, 80-litre fuel tank, Sebring exhaust, roll bar, Spyder wing mirror, wide steel wheels, GT bumper trim, and a Derrington wood-rim steering wheel. The original gearbox, which was retained, was rebuilt by Charles Appel, and the engine by Rennsport International USA.

Between 2012 and 2014, the Porsche underwent a total restoration by renowned marque specialists Sportwagen and Maxted-Page & Prill Ltd. The Carrera was returned to its original Ruby Red livery, with black leather seats with corduroy inserts. Adding to the GT upgrades, a louvred engine cover with air boxes was fitted also. In total, some £100,000 was spent on the restoration (see expenditure breakdown on file).

Following the restoration's completion, '83727' won the 'Best of the Show' award at Hedingham, Suffolk in 2014. While in Australia, the car had won the 356 Registry Award for 1992, 1993, and 1994 and the Inaugural Master Class award in 1996.

This car has also featured in several publications, namely *Australian Classic Car Yearbook* (2004), *Christophorus* magazine (January 2006), *Unique Cars* (November 2006), *Precious Cars* (Autumn 2006), *Motor* (December 2006) and *Just Cars* (January 2007).

£900,000 - 1,000,000
€1,000,000 - 1,200,000



219

1960 MASERATI 3500 GT COUPÉ

Coachwork by *Carrozzeria Touring*

Registration no. 25 CLO

Chassis no. AM101.1120

- One of 12 right-hand drive models
- Delivered new to the UK
- Five-speed gearbox; disc front brakes
- Present ownership since 1993
- Restored and maintained by McGrath Maserati



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

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

The Modena marque's new era began in 1957 with the launch of the 3500 GT, its first road car built in significant numbers. A luxury 2+2 featuring beautiful *Superleggera* aluminium coachwork by *Carrozzeria Touring*, the 3500 GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S 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.

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

Completed in October 1960 and delivered new to the UK, chassis number '1120' is one of only 12 3500 GT Coupés built in right-hand drive configuration. The Maserati's early history is not known, though by 1980 it was in the private collection belonging to Bobby McIntyre. In 1988 the car was sold at auction described as 'requiring restoration'.

The new owner commissioned renowned marque specialist Bill McGrath to carry out the rebuild, which had not been finished when the car was sold to the current vendor in 1993. Works already completed by then included restoration of the chassis, overhauling the engine, and re-trimming the interior.

McGrath duly completed the restoration for the current owner, who has used the Maserati continuously since then for pleasure and classic rallying, enjoying success on the 'Scottish Malts', 'Rallye des Alpes', etc. The cylinder head was overhauled in 2008, while in 2013 a further bodywork restoration, repaint, and overhaul of the electrics was followed by a class win at the Maserati Centennial Concours. The sensible installation of up-rated road springs and anti-roll bar, together with EZ electric power steering, are the only notified deviations from factory specification. Accompanying documentation consists of sundry restoration invoices, MoT to June 2018, and a V5C Registration Certificate.

Fastidiously maintained by McGrath Maserati and ready to use, this rare right-hand drive 3500 GT represents an exciting opportunity to acquire one of these most sought after of classic Maseratis.

£200,000 - 250,000
€230,000 - 290,000

220

Single family ownership since 1956

1911 MERCEDES 28/50HP TOURER

Coachwork by Robinson's of Norwich

Registration no. LE 8940

Chassis no. 11138

- Historic early Mercedes
- Delivered new in France
- Restored in the late 1950s/early 1960s
- Featured in 'Those Magnificent Men in Their Flying Machines' (1965)
- Running condition



'LE 8940' in Norfolk, 1957

'(This) 1911 car is a shaft-drive example of what was commonly known in England as the 50hp Mercedes, the German firm's direct answer to the Silver Ghost Rolls-Royce.' – *Autocar*.

We have Emil Jellinek to thank for the existence of the 'Mercedes' marque. Jellinek, a wealthy Leipzig-born businessman, was an admirer of the cars of Gottlieb Daimler, and had won the touring car class at the La Turbie hill climb in 1899 at the wheel of one of Daimler's cars. Jellinek began selling Daimlers to wealthy enthusiasts on the French Riviera, and it was the death of Wilhelm Bauer at the wheel of one of these cars that prompted Jellinek to demand something better. Bauer had crashed while competing in the 1900 La Turbie hill climb, and Jellinek believed that the Daimler's top-heavy design had been a major contributing factor. He demanded something with a lower centre of gravity, and commissioned the pioneering manufacturer to construct a new car that had to be light, fast, and beautiful, backing his proposal by paying up front for 36 cars at a total cost of 550,000 gold marks. 'I don't want a car for today or tomorrow,' he is quoted as saying, 'it will be the car of the day after tomorrow.'

Designed by Daimler's collaborator, Wilhelm Maybach, this 5.9-litre, 35hp model marked the watershed between the era of the 'horseless carriage' and that of the modern motor car. Advanced features included a pressed-steel chassis, aluminium cylinder block, 'honeycomb' radiator, atomising carburettor, and gate-change gearbox.



Mercedes-Benz Works, Untertürkheim, Stuttgart, 1962

Starkly finished in purest white, Maybach's creation debuted at the Nice Speed Week on 25th March 1901. The car was owned by Baron Henri de Rothschild and driven by Wilhelm Werner, but had been entered by Jellinek under the pseudonym 'Mercedes', his daughter's name. (At this time Panhard-Levassor owned the sales rights to Daimler cars in France, hence the need for subterfuge!). Werner drove the car to victory in the Nice-Salon-Nice race at an average speed of 32mph and two days later achieved a maximum speed of 53.5mph along the Promenade des Anglais, unparalleled performances that emphatically outclassed the opposition. 'We have entered the Mercedes era,' declared Paul Meyan, General Secretary of the Automobile Club de France, an astute observation that was confirmed by the number of manufacturers on both sides of the Atlantic that copied the design. Indeed, so successful was the Mercedes, that Daimler adopted the name for its passenger cars in 1902.

An entire range of cars of varying capacities and power outputs followed - most notably the Mercedes Simplex - all inspired by that revolutionary original. Nevertheless, Mercedes continued to hedge its technological bets, offering models with sidevalve, overhead-valve, IOE, and sleeve-valve engines, and with either shaft or chain final drive.

Within a few years, Mercedes had asserted itself as the foremost make of car in Europe, with various royal households among its customers. The latter even included King George V, who forsook his British-built Daimler when on engagements abroad, preferring the Mercedes. Then as now, the USA was Mercedes' most important export market, and the list of plutocrat owners 'across the pond' included the likes of William K Vanderbilt and Isaac Guggenheim.

Following the departure of Wilhelm Maybach from Mercedes in 1907, the company, along with several others, withdrew from active participation in motor sport, but by 1908/9 was producing an excellent range of shaft-driven touring cars. These were the work of Paul Daimler, Maybach's successor, who had returned to the company from Austro-Daimler. Privateers still campaigned Mercedes products in sport, and in the fashionable endurance events of the time achieved major successes. Not the least of these was the magnificent 1-2-3 victory of three Mercedes 16/50hp cars in the gruelling 2,000 mile Tsar Nicholas St Petersburg-Moscow-St Petersburg Trial of 1910.



Dating from 1911, shortly after Mercedes first adopted its famous three-pointed star emblem, this 28/50hp model was delivered in chassis form to *Carrosserie Million-Guiet* in Levallois-Perret, France, as confirmed by the Mercedes-Benz archives. Founded in 1854 as carriage makers, Million-Guiet bodied its first automobile around 1900 and was notable for adhering to traditional methods and materials at first, only embracing more advanced techniques after WWI.

This Mercedes 28/50hp is powered by a 7.2-litre four-cylinder sidevalve engine of fixed 'T'-head configuration, the cylinders being cast in pairs. There is twin-plug ignition, one plug being sited above each inlet valve, the other above the exhaust. This system was originally sparked by a single Bosch magneto but is now supplied with sparks by a Simms magneto (exhaust valve plugs) and a high-tension coil (inlet valve plugs). Lubrication is managed by a Friedmann lubricator, with external oil pipes to all engine bearings and various points on the chassis.

Power is transmitted via a scroll clutch to the four-speed gearbox and thence by shaft to the rear axle, there being a separate crown-wheel-and-pinion for each driveshaft. The rear wheel brakes are operated by a hand lever, and there is also a large and powerful transmission brake operated by the brake pedal.

Reputedly, the Mercedes was first owned by an English family who bought it in Paris in 1912. The current vendor's father acquired the car in 1957, and a note on file states that a previous owner informed him that it had been in their family for many years. Dated July 1957, a letter on file from that previous owner's son states: 'I do not yet know what year my father bought the chassis, but we were always told that this particular model was drilled to carry a light gun in the first war. The bus body was built by S & A Fuller of Bath...'

When 'LE 8940' came into the present family ownership, in 1957, it had the remains of the bus body on the back, but the front seats were intact (this body is believed to date from when the car was owned by a hotel in Buxton). Fitted during the car's restoration in the early 1960s, the present 'Roi des Belges' touring body was built by Robinson's of Riverside Road, Norwich. There is restoration-related correspondence on file between the late owner and companies Joseph Lucas (ignition system), Ferodo (friction materials), and Zenith (carburettor). Also on file is the car's original VCC dating certificate (number '931') supplied on 14th January 1959.



Post restoration, the owner took the Mercedes on various rallies both national and international, travelling on many occasions to Germany. In July 1962, 'LE 8940' was driven to the rally organised by the Mercedes-Benz Club to Stuttgart, Germany where the participants were entertained by the Mercedes-Benz company. The following year, the Mercedes took part in the Birmingham 'Tulip Rally', the 'Hertfordshire Mercury Rally', and the '4th International Rally of Veteran Car Clubs' at Bognor Regis, while in 1967 the car participated in the Pionier Automobielen Rally in Holland. The car also features prominently in the 1965 motion picture *'Those Magnificent Men in Their Flying Machines'*. The well known actor Robert Morley, playing the part of a wealthy newspaper proprietor, together with Sarah Miles were driven in the car, chauffeured by the present owner's father. It was also the subject of an article in *Autocar* magazine (9th May 1968 edition, copy available).

Today, 'LE 8940' is looked after by the owner's son and has been used only occasionally while in his care. Presented in running condition, this historic early Mercedes Simplex is offered with a V5C document; Mercedes Car 'Description & Instructions' (copy); the late owner's notes and model-specific information; an original instruction book; and an old-style buff logbook in his name.

£300,000 - 400,000

€350,000 - 460,000



221

1955 AUSTIN HEALEY 100 BN2 ROADSTER

Registration no. TAC 787

Chassis no. BN2-228607

- 1955 Earls Court Motor Show car
- Comprehensive provenance
- 1 of 165 UK RHD cars built
- Fully restored by marque experts
- AHOC National class and outright concours champion 2016



© Paul Harmer / Octane



The historic Austin-Healey offered here, right-hand drive chassis number '228607', is one of the four cars displayed by the factory at the 1955 Earls Court Motor Show. The accompanying BMIHT certificate records the fact that '228607' was shown at Earls Court, and was the first Austin Healey 100 painted in Florida Green over white. It also lists the matching green interior trim, a laminated windscreen, and a heater as factory fitted options.

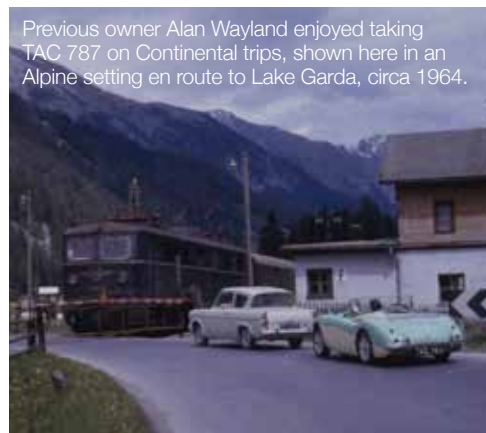
'TAC 787' was registered after the show (on 10th November 1955) to the Donald Healey Motor Company Ltd, and later that same month was sold to a Lt Colonel Hyde of Woking, Surrey. An enthusiast who also owned, at various times, a Vincent-HRD, a Jaguar 2.4-litre, a Mini, and a Vespa. Lt Colonel Hyde kept the Healey until December 1963, by which time it had covered some 45,000 miles. There are various service records on file dating from Lt Colonel Hyde's ownership.

On 30th January 1964, 'TAC 787' was bought by Mr Alan Wayland of Plaistow, Sussex, who kept the car until September 1965 (see letter on file). Towards the end of his ownership, the engine was rebuilt and the car re-sprayed in its original Florida Green/Old English White colour scheme. Mr Wayland kindly passed on his original service history documents and photographs of the car from this time including on tour in Europe in the Italian Alps and at Lake Garda.

The Austin-Healey stand at the 1955 Earls Court Motor Show, TAC 787 is on the right.
© British Motor Industry Heritage Trust



Previous owner Alan Wayland enjoyed taking TAC 787 on Continental trips, shown here in an Alpine setting en route to Lake Garda, circa 1964.



At some time during the winter of 1965, the Healey was bought by an estate agent in Woking, it is believed via a personal advertisement in The Times newspaper. 'TAC 787' did not stay with its new owner for very long, passing circa 1966 to a Mr Roderick Barron of Ashford, Kent and then around 1967 to Mr Trevor Sweet of Luton, Bedfordshire. Around 1983, the car passed to a Mr Keith Boyer, from whom it was purchased on 11th July 1997 by the current owner.

By this time showing circa 91,300 miles on the odometer, 'TAC 787' had been partially dismantled and was in a sorry state. Nevertheless, Anders Clausager – senior archivist at the British Motor Industry Heritage Trust – was able to identify it as one of the 1955 Earls Court Show cars, a finding confirmed not only by the original chassis and body tags but also by the discovery of the words 'show car' written on some of the fittings and other unique detailing exclusive to 'show' cars. Steve Norton recalls his thoughts at the time 'Keith had known it was the show car for years so getting the chance to buy it and restore it was a once in a lifetime opportunity'.

The restoration did not start immediately, and it was not until May 2010 that this challenging project commenced. It would not be completed until June 2016, but the six-year labour of love was amply rewarded when 'TAC 787' won the 'Best of Show' and '100 Class' awards at the Austin-Healey Owners Club National Concours that same month.

It was subsequently displayed on the AH Club stand at the NEC Classic Car Show in November 2016. During the engine rebuild, the opportunity was taken to increase its power output by incorporating the special camshaft and high-compression pistons of the 'Le Mans' model.

Presented in outstanding condition, exactly as displayed in 1955, 'TAC 787' comes complete with tool kit (in roll), jack and handle (in roll), wheel hammer, tonneau cover, side screens (in bag), and its original number plate. Also included in the sale are original publications to include a driver's handbook, rare early sales brochure (BN1 with BN2 changes glued in), workshop manual, factory parts book, Earls Court Show Guide and exhibitor's badge, Autocar show report, and instructions for the rare Trico vacuum windscreen washer option fitted for the show.

Accompanying documentation includes restoration instructions, (copy) original Warwick Council registration ledger, vehicle registration letters, press cuttings and period photographs, 100/4 Register notes, various service records and receipts, concours marking certificate, current MoT, V5C Registration Certificate, etc. A unique opportunity to acquire an historic example of this iconic Austin-Healey model.

£100,000 - 140,000
£120,000 - 160,000

222

1989 FERRARI TESTAROSSA COUPÉ

Coachwork by Pininfarina

Registration no. G742 WGX

Chassis no. ZFFSA17S000082009

- *Iconic model*
- *Left-hand drive*
- *Circa 56,000 kilometres recorded*
- *Un-restored and original*



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

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

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied – styling devices.



A larger car than the 512BB - the increase in width being necessary to accommodate wider tyres - the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body - its steel doors and roof excepted - being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. In 1992 the original Testarossa was succeeded by the updated 512TR version, which came with 428bhp on tap, while ABS brakes were added to the package before the 512TR was replaced by what would be the Testarossa's final incarnation - the 512M - for 1995.

For the first time there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before.

This un-restored example of the legendary Italian supercar was delivered new to Wolfgang Denzel AG in Austria, and in September 1996 went from Austria to Spain, being registered there to one Glynis Binks. The accompanying service booklet records main dealer service history up to 2003 when the owner became ill. On 1st December 2015, the Ferrari was registered in the UK, and since then the current owner has had the car re-commissioned, including a change of cam belts, etc. Accompanying paperwork consists of Spanish vehicle history documents, a UK V5C Registration Certificate, current MoT, and the aforementioned service booklet.

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

£70,000 - 100,000
€81,000 - 120,000

223

The John Coombs

**1955 PORSCHE 356 'PRE-A' SPEEDSTER
WITH HARDTOP**

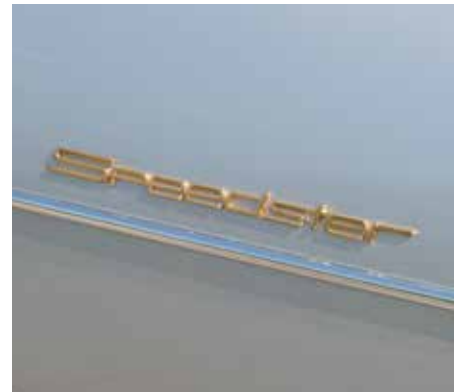
Coachwork by Reutter

Registration no. 596 UXV

Chassis no. 80773

- Very rare and desirable early Pre-A Speedster
- Imported from Virginia, USA
- The subject of two paintings by Jack Vettriano
- Extensively restored





Racing driver John Coombs had enjoyed considerable success in his chosen career, including a win in a minor Formula 1 race, before giving up competitive driving to concentrate on running his Guildford-based Jaguar dealership. He continued to prepare and enter cars under his own name for other drivers, including stars of the day such as Ron Flockhart, Roy Salvadori, Jack Brabham, and Bruce McLaren. Coombs' name will be forever be linked with that of Jaguar, his Mark 1 and Mark 2 saloons being at the forefront of British saloon car racing throughout the late 1950s/early 1960s. A connoisseur of fine motor cars, John Coombs had been looking for a Porsche 356 Speedster for his wife, and found this example in the USA in 2004.

Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. A cabriolet followed hot on the heels of the original Porsche 356 coupé, and then in 1952 a trial batch of 15 America Roadsters was constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a 'cut-price' entry-level model. The Roadsters' successful reception in the USA led to the introduction of the Speedster model in 1954.

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

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



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

For some time John Coombs had been looking for a Speedster for his wife. Over a number of years he purchased four examples from all over the USA, all of which were rejected upon arrival in the UK on account of rust. The Speedster offered here was found in Virginia in 2004, purchased and shipped to the UK in February 2005 where it was subsequently restored over a two-year period by Barry Beeson.



The bodysell was dropped off at Gomm Metal Developments, where it underwent strengthening and had any rust removed prior to repainting in August 2005. Meanwhile, all mechanical needs were attended to, including preparation of a new 1,600cc engine by Eric Studer. The bodysell was returned in January 2006 and the engine in July, and in August 2006 the Speedster was submitted for its first UK MoT test. In the course of the rebuild the steering mechanism was improved by making an idler box so both track control arms could be of equal length. Other improvements include an oil cooler and conversion of the clutch mechanism to hydraulic operation. In August 2007 a new crown wheel carrier was fitted to the gearbox, and the final-drive ratio changed.

UK registered as '596 UXV', the Speedster was used for numerous rallies and tours in this country and in Europe. In September 2007, the Porsche was driven to Bordeaux to take part in its first Paul Michaels tour, and subsequently took part in more Paul Michaels tours of Provence. During the intervening years, the car was moved to Monaco to escape the British weather.

Artist Jack Vettriano was working on a series in the Côte D'Azur and was looking for a car to paint outside the Automobile Club de Monaco. Jackie Stewart told him to call John. Having just completed the restoration of a Bugatti, John asked Jack to come to the apartment, promising that he had the perfect car. They went down to the garage and John revealed the Bugatti. However, the Speedster caught Jack's eye and that was that. Two paintings of the car were produced as part of a series named *Homage to Tuiga*.

In 2013 the car was registered with the Monaco plate 'X900'. Approximately a year later it was shipped back to the UK and the registration '3 PU' was transferred to it. That has since been retained and the DVLA has issued a new age-related number: '723 UYV'. Finished in silver with a black interior, this beautiful Speedster remains in generally excellent condition, even though the restoration is now 10 years old. Offered with current MoT and a V5C Registration Certificate, it represents a wonderful opportunity to acquire one of these most sought-after Porsches.

£250,000 - 300,000
€290,000 - 340,000

224 * N

**1957 ASTON MARTIN DB2/4 MKII COUPE
DESIGN PROJECT 193 (DBMKIII PROTOTYPE)**

Registration no. not UK registered

Chassis no: AM300/3A/1300

- *Aston Martin Design Project example*
- *1958 Monte Carlo Rally entrant*
- *Driven by Raymond Baxter and Jack Reese*
- *In current ownership for 33 years*





When Aston Martin launched the DB2 in 1950 it marked the first in a long line of DB grand tourers that could compete on equal terms with the most exotic and exclusive high performance sports cars.

In a DB2 prototype, Lagonda's straight-six engine – the main reason David Brown had acquired Lagonda alongside Aston in 1948 – had powered the new model to third in 1949's Spa-Francorchamps 24 Hours. With its beautiful, Frank Feeley-designed sports saloon coachwork, the svelte two seater body differed considerably from any previous Aston with curvaceous lines that were notably modern in contemporary company, the whole front of which hinged forward. Reworked by gifted young racing designer Ted Cutting, Claude Hill's revolutionary Atom chassis complemented the performance of its LB6-designated 2,580cc twin-cam, providing agile handling and strong roadholding to match.

Substituting a cruciform structure for Hill's cross-members, Cutting both reduced ground clearance and weight as well as increasing torsional rigidity. Via coils springs and transverse torsion bar, front suspension was independent while the mounting of the coil-sprung live rear axle, located by parallel arms and Panhard rod, incorporated additional strengthening. Drum brakes were hydraulically power 105bhp at 5,000rpm, transmitted through a four speed David Brown gearbox, good for 110mph and 0-60mph in 12.4 seconds; there was also an optional 125bhp Vantage engine.

With DB2 sales affected by the limitations of two seats and minimal luggage space. Feeley redesigned the car's rear to include an occasional double bench which folded down to increase carrying capacity, at the same time raising the roof line slightly to increase headroom and fitting a larger rear window in an opening lid; as such the appropriately named, 1953 DB2/4 was the world's first genuine GT hatchback. The windscreen comprised a one rather than two-piece moulding, the quarterlight windows were reshaped, the headlights repositioned higher in the bonnet and the car's overall length increased by six inches; bumpers were more substantial and incorporated over-riders. The DB2/4 was an extremely good-looking machine despite the increased height, albeit slightly less graceful than the beautiful DB2.

As first seen in the DB3 sport-racer, its VB6 engine had a capacity of 2,992cc and, tuned to 125bhp Vantage specification, power rose to 140bhp and top speed to 120mph with 0-60mph reduced to 10.5 seconds. Visually similar, a DB2/4 MkII followed in October 1955 but with notable detail styling changes. These included squared-off and raised rear wing ends with the sidelights now mounted on their top rear edge, a chromium-plated front wing strip to conceal the line of the one-piece bonnet that had been moved to the top of the wheel arches, and a similar strip across the windscreen top indicating a modest three quarters of an inch increase in height and headroom.



The MkII also marked a move to in-house body production at Aston Martin's recently acquired Tickford coachbuilding concern in Newport Pagnell; this was the first Aston Martin body built there, acknowledged by small Tickford badges fitted below the front wing chrome strips, previously DB2/4 bodies having been made by Mulliner. Like its predecessors, the DB2/4 MkII was available with Saloon and Drop-head Coupe bodies; a new 165bhp Special Series engine was also available.

In late 1956 (records show it was up and running by October 8th) a much modified DB2/4 MkII, chassis AM300/3A/1300, codenamed Design Project 193, formed the basis of the DB2/4 MkIII – or DB MkIII, as it would become more commonly known – that would succeed the MkII the following year. The major change was the adoption of an elegant and more modern-looking radiator grille similar to that of the production DB3S sports-racing model, together with a sculpted bonnet with which it curved in harmony. Detail coachwork changes comprised deletion of the MkII's chrome strip above the windscreen and rear quarter-light windows could now be opened (all but the earliest production models, however, feature re-contoured wing ends incorporating new lamp clusters in place of the DB2/4's small single rear lights). Inside, instrumentation, previously at the dashboard's centre, was now within a hooded binnacle behind the steering wheel, its shape resembling that of the radiator grille, which would feature on Aston road models right up to the DB6.

Underneath the 2,922cc, VB6 twin-cam had been completely redesigned by Aston's chief designer, Tadek Marek, with a new and strengthened cylinder block, new crankshaft and cylinder head modifications inspired by the DB3S power plant. Renamed the DBA engine, it resulted in 162bhp at 5,500rpm and 180lb/ft at 4,000rpm – reducing, despite the MkIII being the heaviest Feltham-built model, to 0-60mph in an impressive 9.3 seconds, with a 120mph top speed (and better still in optional 178bhp, twin exhaust pipe form) marking it as the first DB2/4 model to outpace the original DB2. Disc brakes were fitted all round – although production cars would feature only front discs as standard, after 100 had been built – and otherwise the DB MkIII remained mechanically similar to previous DB2/4s.

Painted Moonbeam Grey, with green leather interior, DP193 wasn't officially road-registered, as 63 KMY, until the 11th of March 1957, during the same month that DB MkIII production began. A few days later DP193 would be on hand as the Mk III demonstrator for the model's public launch at the Geneva Motor Show; records state it had also acted as a demonstrator at the Brussels' Motor Show in January, although this was two months before the Geneva launch.



While continuing to double up as the MK III prototype/development hack, DP193 made its competition debut in January 1958 when it was entered in the Monte Carlo Rally for BBC broadcaster, Spitfire ace and rally driver Raymond Baxter as one of three Works-entered cars, alongside Aston factory race drivers Reg Parnell and Geoff Duke. In some of the worst weather in Monte history, a blizzard having engulfed much of Europe, with veteran driver and Aston dealer Jack Reece co-driving, the pair battled through dreadful conditions to bring DP193 to the finish – one of just 59 to do so from 302 starters – albeit unclassified after running over time on the final leg.

They would no doubt have been well up the rankings but for the combination of failing headlights, near Grenoble, and overlooking an easy fix – “We made the next control”, recalled Raymond in his biography *Tales of My Time*, “and should have realised that our problem could have been a slipping drive belt, which it was. When the Lucas service team fixed it in about three minutes, I was ashamed.” He made some amends by winning the high speed manoeuvrability test on Monte Carlo’s harbour, but after the rally his sense of shame led him to write “a profuse apology to John Wyr, the celebrated competitions manager of Aston Martin.” The following year a MkIII won its class on the Monte.

There are suggestions the Aston also took part in the 1958 Tulip Rally the following May – no record has yet been found though is known that Jack Reece’s DB MkIII finished third – and evidence that DP193 was used as a general crew/support vehicle for Aston’s DBR1 entries at Le Mans in 1957 and/or 1958. Although its rigorous development duties ended in early July 1958 (chassis AM300/3B, the first production MkIII with standard front discs, rear drums and optional overdrive, having taken over), the factory retained DP193 until June 17th 1959. It was acquired by Bockholes Motor Company near Huddersfield (with 20,000 miles recorded), after which it passed through nine owners, including Aston specialist Four Ashes Garage between 1970 and 1974 when it was used in competition by both Simon Moss and Stephen Bamford, results including Moss taking a win at the AMOC’s Wiscombe Park Hillclimb and third at the club’s Curborough Sprint in 1970, and Bamford another Wiscombe’ victory in 1974; the latter also raced DP193 at least once, at Silverstone.

By 1975 the prototype had been bought by a Switzerland-based owner who had it resprayed in its current French Blue and the interior leather re-Connollyed in black by Aston specialist RS Williams; in 1979 the car took a third place at the AMOC’s Birtsmorton Court Concours d’Elegance when owned by Douglas Wilson.



The Oregon, USA-based vendor, a specialist classic car restorer and dealer, bought DP193 from Derek Green Sports Cars at Hampton Court, Surrey, in 1984 as part of his inventory. Very soon, however, he became totally enamoured, using it for local rallies and shows and enjoyment – two years ago it spent six months on display at Oregon's World of Speed Museum – to the extent that only some 6,000 miles has been covered during his 33 years of ownership; there's little reason to doubt the mileage of 108,500 is genuine. "It's always a universal response", says the vendor, "people find it so charming and endearing that there's something that looks like a used old sports car."

With its well-used but obviously sound condition, complete with minor body blemishes, the odd bit of cracked paintwork, sagging headlining, crumpled carpets and much of the lettering on the control knobs worn away, DP193 oozes character inside and out, with an appealing charm in every detail, each little patination hiding its own tale. The reclining navigator's bucket seat, fitted before the Monte remains, as do the auxiliary Marchal air horns operated by a dashboard-mounted push button in front of the seat, the unique chrome trim running round the car's rear, the one-off louvres at the bonnet's rear edge to direct engine heat onto the windscreen and, although long removed, visible under the roof headlining is where an auxiliary wiper was mounted at the top of the screen; inside evidence of the original grey paint can be found, while the original green leather is visible under cracks in the leather.

DP193 is a unique Aston Martin, a remarkable survivor that, incredibly, retains all its original components – including the matching numbers engine and gearbox – from its days as an important link in DB2 lineage in its final form. And with exclusive all-round discs – the sole series production Aston so-equipped until the DB4 – DP193 is endowed with notably superior braking than with the normal DB MkIII's front-only discs.

Unusually, too, the large history file which comes with the car even contains 21 Experimental Department report sheets still in the original factory folder. These important records include from how DP193's engine underwent several rebuilds to resolve customer complaints about excessive oil consumption to fuel starvation under acceleration with under half a tank of fuel. Featured in the current issue of *Classic Cars*, which tested this first of the DB MkIIIs at the Chobham Proving Ground where much of DP193's testing was carried out, author Paul Chudecki noted: "It's a car which feels dependable, impressively engineered and built – although weathered with use and time, all is quite serviceable."



Importantly, this significant part of Aston Martin history, extensively documented, and featured in period broadcasts, does not require total restoration, rather it would benefit from being sympathetically tidied up. To that end, the vendor has in the last few months fitted a complete new wiring harness. "I put the harness in it", he explains, adding that he felt he was sneaking a national treasure out of the country when he bought DP193, "because I wanted whoever got it to not feel forced to do something drastic, so whoever gets it can absolutely continue to enjoy the car as it; drive it, display it. If they do that then I guarantee they'll have way more fun than showing a show car."

This represents a singular opportunity to acquire not only a Design Project Aston Martin in remarkable, original and completely useable condition, but also the very first of the DB MkIIIs and a genuine ex-Works Aston Martin rally car.

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

£300,000 - 500,000

€340,000 - 570,000



225

1959 BENTLEY S-TYPE CONTINENTAL SPORTS SALOON

Coachwork by Park Ward Ltd.

Registration no. NF 12

Chassis no. BC23GN

- *Unsurpassed style and luxury*
- *One of 431 Series 1 Continentals*
- *Present ownership for 37 years*
- *Dry stored and recently re-commissioned*



Bentley's magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. Unlike the ordinary, factory-bodied, 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, wind tunnel-developed fastback of H J Mulliner.

The Continental's performance figures would have been considered excellent for an out-and-out sports car but for a full four/five seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds and effortless cruising at the 'ton'. Built for export only at first, the Continental was, once delivery charges and local taxes had been paid, almost certainly the most expensive car in the world as well as the fastest capable of carrying four adults and their luggage. 'The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started,' declared *Autocar*.

With the arrival of the final generation of six-cylinder cars - the all-new Silver Cloud and Bentley S-Type - the Continental lost some of its individuality but none of its exclusivity.



Eulogising about the new S-Series cars, introduced in April 1955, *Autocar* wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.'

Later, in October that same year, the Bentley Continental became available on the 'S' chassis. 'It brings Bentley back to the forefront of the world's fastest cars,' *Autocar* remarked of the H J Mulliner-styled fastback which, arguably, was the quickest four/five-seater saloon of its day. The S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms. The Continental version came with shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand 'change, manual transmission. As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car, the designs produced by independent coachbuilders for the S1 Continental chassis being among the era's most stylish.

Of the 431 Bentley S1 Continentals produced between 1955 and 1959, 185 were bodied by Rolls-Royce's in-house coachbuilder, Park Ward Ltd, like this example.

Chassis number 'BC23GN' was delivered in May 1959 to its first owner, one N Field, and registered as 'NF 12'. Noteworthy special features include power assisted steering, electric windows, fold-up seats to the rear, and suitcase racks.

The Bentley has belonged to the current vendor for the last 37 years, having previously belonged to his father and been registered in the name of his company: A C Nicholas Ltd of River Front, Enfield. 'NF 12' has been maintained by Rolls-Royce/Bentley specialists Hadley Green Garage, who some 16 years ago rebuilt the automatic transmission.

Dry stored for the last 15 years, the Continental has recently been re-commissioned and serviced by a specialist mechanic, receiving a new battery and new fuel pumps. The private vendor advises us that the engine runs smoothly and that the chassis is in generally good condition, and describes the bodywork as fair/good though in need of a repaint (the paintwork is original). The interior is said to be 'tired', and although the speedometer works, the odometer does not. Accompanying documentation consists of a V5C Registration Certificate, and the Bentley also comes with a handbook and two factory manuals.

£120,000 - 160,000
£140,000 - 190,000

226

**1962 MERCEDES-BENZ 300 SL ROADSTER
WITH HARDTOP**

Registration no. BLJ 141A
Chassis no. 19804210003042

- Sold new in the USA in January 1963
- Matching numbers and colours
- Present ownership for 28 years
- Disc-braked version







Created to spearhead Mercedes-Benz's return to competition in the post-war era, the 300 SL 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 was on its way to becoming part of motor sporting legend. Max Hoffman, the Mercedes-Benz importer for North America, believed there would be a market for a road-going version and managed to convince the factory that such a car would be a success.

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 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 power unit produced 215bhp at 5,800rpm.

A four-speed gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round by wishbones and coil springs at the front, with swing axles and coil springs at the rear.

Tested by the highly respected American magazine *Road & Track* 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. It was, arguably, the world's first supercar. Half expecting the long-awaited 300 SL to provide an anti-climax, *R&T* were delighted to find the new car, 'far beyond our wildest expectations. In fact, we can state unequivocally that in our opinion the 300 SL coupé is the ultimate in an all-round sportscar. It combines more desirable features in one streamlined package than we ever imagined or hoped would be possible. Performance? It accelerates from a dead start to 100mph in just over 17 seconds. Dual purpose? A production model 300SL can make a very acceptable showing in any type of sportscar competition. Yet the car is extremely tractable and easy to drive in traffic. Comfort? The fully enclosed 300SL is the most comfortable (and safe) high-speed 'cross-country' car built today.' Its racing parentage notwithstanding, the 300SL was and remains a thoroughly practical automobile, as civilised in city driving as it is exhilarating on the highway.







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. Built with conventional doors, the 300 SL Roadster was first exhibited at the Geneva Salon in May 1957 and was an immediate hit with the 1950s 'jet set' of royalty, actors, and socialites. The production of an open 300SL 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. Disc brakes were standardised from March 1961, while towards the end of production a small batch of Roadsters was completed with an aluminium cylinder block.

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.

The 300 SL Roadster sold well for a car that cost more than a Ferrari 250 GT California Spyder, and would out-live the 300 SL Coupé, which ceased production in 1957, by several years. Roadster production ceased in 1963 after 1,858 cars had been built, and today the model is both rare and highly sought after.

Built very late in 1962, the iconic 300 SL roadster offered here was shipped to the USA in January 1963 and sold that month to a New York doctor as a '63 model. He kept the Mercedes for three years before selling it to Robert E English of Colorado. Three generations of the English family would enjoy the 300 SL over the next 22 years, during which time the car was maintained by ex-factory mechanic, Heinz Nichol (see correspondence on file).



The car was purchased from the USA by the current (third) owner in January 1989 and brought to the UK, arriving at his home in June of that year. At that time it had covered a genuine 70,500 miles from new, to which the vendor has added a further 7,000-or-so over his 28 years' ownership, which included exhibiting the car at the Hurlingham Club Concours d'Elegance in June 2007 (information sheet on file).

'3042' comes complete with factory hardtop, tool kit, jack, car cover, and two original advertising brochures, and is offered fresh from re-commissioning by renowned 300 SL specialist, Kevin O'Keeffe. Accompanying documentation includes a copy of its State of Colorado Certificate of Title; the original UK V5 registration document; sundry bills; MoT to September 2017; a UK V5C Registration Certificate; and the aforementioned correspondence, all of which may be found in the comprehensive history file.

A beautiful example of the iconic 300 SL in Roadster form, this is a highly desirable motor car that would make an exhilarating yet extremely practical touring companion. Indeed, there cannot be many better ways of travelling to a classic event, taking part and driving home.

£850,000 - 950,000
€980,000 - 1,100,000



227

1958 LANCIA AURELIA B20 GT 2½-LITRE SERIES VI COUPÉ

Coachwork by Pininfarina

Registration no. NSJ 996

Chassis no. B20 3941

- Landmark Gran Turismo design
- One of 196 2½-litre Series VI cars
- Present ownership for 20 years
- Low-mileage, well maintained
- Eligible for many of the most prestigious historic motoring events



Introduced in 1907, the Vincenzo Lancia's first car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminium construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts. An advanced unitary construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel semi-trailing-arm layout at the rear, another world first. The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20. Lighter and higher geared than the saloon, the B20 was good for a top speed of over 100mph.

Stunning the motor racing world, a mildly race-developed B20 driven by chain-smoking, brandy-swilling Giovanni Bracco finished 2nd in the 1951 Mille Miglia, beaten only by Luigi Villorosi's 4.1-litre works Ferrari! It is worth noting that the nimble Aurelia was actually faster than the Ferrari over the mountain passes north of Florence.



Introduced in 1953, the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, while 4th-series onwards cars had De Dion rear suspension instead of the original semi-trailing-arm arrangement. The Lancia factory publication, '*The History of Lancia 1906-1989*', states that 1,231 2.0-litre B20 GTs were produced (Series I and II) plus a further 1,880 2½-litre cars (Series III to VI). An engineering tour de force clothed in sublime coachwork by Italy's foremost carrozzeria, the Aurelia B20 represents for many the zenith of Lancia's post-war production.

Manufactured in 1958, chassis number '3941' is one of 196 Series VI Lancia B20 GTs built (chassis numbers ran from '3816' to '4011', so this car is one of the last 75). The owner remembers, as a schoolboy, seeing photographs of Giovanni Bracco competing in the 1951 Mille Miglia in what he thought was the most beautiful car he had ever seen: the Aurelia B20.

After a patient search for a Series VI, the owner found this example - right-hand drive like almost all B20 GTs - which had been registered new in Switzerland on 24th November 1958. The Lancia had a total of 56,210 kilometres on the odometer when purchased on 24th April 1997 and was - we are advised - in excellent original condition at that time, permitting the car to be imported into the UK as a 'work of art'. The excellent original seats had been protected by covers (since removed) while the door trim and headlining have been renewed.

The first UK MoT certificate was issued on 21st August 1997 (at 56,317 kilometres) and the Lancia was registered in this country on 30th June 1998. The most recent certificate, issued on 11th November 2016, records the odometer reading at that time as 89,768 kilometres.

The owner very rarely uses the Lancia in the UK, where the car is usually garaged within a Carcoon, but he and his wife have enjoyed non-competitive regularity and social rallies with it in Alsace, Belgium, Burgundy, Normandy, Provence, Scotland, Spain, and Switzerland.

Since its arrival in the UK some 20 years ago, the Aurelia has been looked after by Peter Harding of Classic Restorations. Describing the car's condition, Mr Harding says that the engine 'runs very sweetly while the transmission runs quietly. This low-mileage Aurelia drives as well as a very much younger car.'

Noteworthy upgrades include electronic ignition, an electric radiator cooling fan, an electric fuel pump, and an alternator conversion (all original components are available). Sold only because of the vendor's medical condition, and parted with very reluctantly, this beautiful example of classic 'old school' Lancia design is offered with sundry service/maintenance bills, MoT to November 2017, and a V5C Registration Certificate.

£120,000 - 150,000
£140,000 - 170,000

228

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

Registration no. 421 UYN
Chassis no. 850454

- One of only 942 right-hand drive 'Series 1' roadsters
- Delivered new in the UK
- Recent full restoration completed by The Jag Shop
- Only shakedown mileage since completion
- Tremec five-speed gearbox





Manufactured on 22nd March 1962, chassis number '850454' represents the 'Series 1' E-Type in its rarest form - the right-hand drive roadster - only 942 of which were made compared with 6,885 in left-hand drive. Its accompanying Jaguar Heritage Trust Certificate reveals that the car was originally finished in the rare and striking colour combination of Opalescent Silver Grey with dark blue leather trim, the same as it is today. The E-Type was despatched to the Victor dealership in Belfast, Northern Ireland on 20th April 1962 and was first owned by a Mr A Hobson.

As an early E-Type, '850454' incorporates many features not found in later cars, including the aluminium centre console and dashboard; toggle switches; longer grab handles (without chrome mounting brackets); air intake box without grooves; early type of steering wheel with visible aluminium inner band; and the early bellows-type brake servo.

In March 2017, this car left The Jag Shop's workshop in West London following the completion of an 18-month 'last nut and bolt' restoration, which is fully documented in the accompanying illustrated history. The original matching-numbers engine has been rebuilt; a new wiring harness installed; and the interior fully re-trimmed in dark blue leather to factory specification.

Renowned experts Suffolk & Turley supplied the interior trim together with new mohair hood in matching dark blue. All original components such as the suspension, brakes, and triple SU carburettors have been rebuilt to the highest standards using only the best parts available (invoices on file).

Several upgrades were incorporated during the restoration, including a high-torque starter motor; aluminium radiator with integral electric cooling fan; Tremec five-speed manual gearbox; lightweight aluminium 4-pot front brake callipers; Koni adjustable shock absorbers all round; and wider wire wheels for an improved appearance and better roadholding. Only 33 shakedown miles had been covered post-restoration when the most recent MoT certificate was issued in May 2017, and it should be noted that the accompanying V5C Registration Certificate is still in The Jag Shop's proprietor's name. Worthy of the closest inspection, this stunning E-Type roadster is ready to provide its fortunate next owner with years of reliable and pleasurable motoring.

£210,000 - 260,000
£240,000 - 300,000

229 N

The property of Thor Hushovd

**1993 PORSCHE 911 TURBO 3.6-LITRE
TYPE 964 X88 COUPÉ**

Registration no. not UK registered

Chassis no. WPOZZZ96ZPS470239

- Most powerful model in the Type 964 range
- Factory-built with the X88 package
- Circa 96,500 kilometres from new
- Recent major service





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

Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 250km/h. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 62km/h in 14 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows.

The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 260km/h. More refined than hitherto yet retaining its high performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age. When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, dealer stocks of the existing Turbo model sold out overnight.

Representing a major step forward for the 911, the new Carrera 4 and Carrera 2 - coded named '964' - were launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964's chassis and suspension. Face-lifted but retaining that familiar shape, the Carreras had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. Although the normally aspirated duo shared the same 3.6-litre, 247bhp, flat-six engine, the Turbo initially kept its existing 3.3-litre unit, which now developed 320bhp. Power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard, with the Tiptronic auto 'box a Carrera 2-only option.



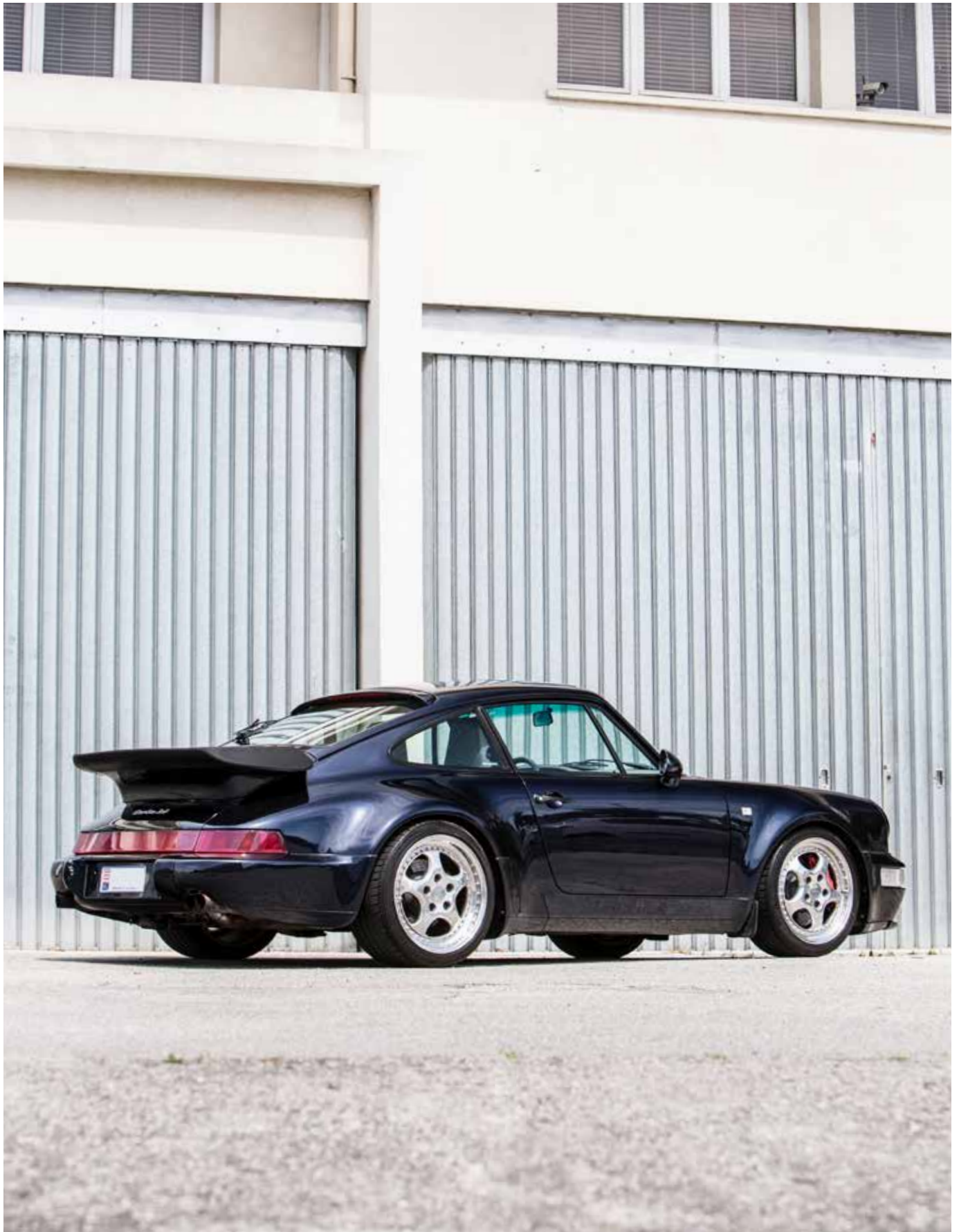
In October 1992 the Turbo received the 3.6-litre engine, which in 'blown' form now produced a mighty 355bhp. The 3.6-litre Turbo was produced only for the 1993/1994 model year, with fewer than 1,500 sold, making it one of the rarest and most sought after Porsches since the Type 959. One of the factory options was the 'X88' package of performance enhancements that included the 380bhp M64/50S Turbo 'S' engine, 18" Speedline spit-rim wheels, and a four-pipe exhaust system. The 'X88' kit was available as a factory option through the 'Porsche Exclusive' programme or as a retrofit kit from Porsche dealers. Correspondence on file from Porsche Centre Stavanger states that 155 'X88' engines were produced, but only 52 cars were supplied with this engine as factory specification like that offered here. A Porsche email printout confirms that this car's engine (number '61P00691') received the 'X88' kit on the production line.

Representing the Type 964 in its ultimate incarnation, this 3.6-litre Turbo 'X88' belongs to Thor Hushovd, Norway's most successful racing cyclist. Mainly known as a time-trial specialist and sprinter, Hushovd is the first Norwegian to have led the Tour de France, pulling on the famous yellow jersey for the first time in 2006, while the previous year he had won the points classification's green jersey, a feat he would repeat in 2009. Hushovd is also the first Scandinavian to have won the World Road Race Championship (in 2010) and the Scandinavian with the highest number of stage wins in Grand Tours. He retired from racing in 2014.

Delivered new in Germany via PZ-Sportwagenzentrum Göttingen GmbH, the car is finished in Midnight Blue with LE leather interior, and has numerous desirable features including sports seats, air conditioning, locking differential, power steering, sunroof, adjustable seat heating, rear wiper, driver/passenger airbags, and the 18" RS-Cup wheels.

Thor purchased the Porsche three years ago from a collector in Cannes, who had bought the car from another Frenchman who imported it into France in 2000. The car is offered fresh from a major service undertaken in February 2017 by Porsche agents RS Motors (see bills for circa €15,000 on file) and has just had a complete polish and ceramic protective paint coating applied. This beautiful 911 Turbo is presented today in generally excellent condition, having covered approximately 96,500 kilometres from new. Accompanying documentation consists of the original service booklet (stamped), a Porsche Certificate of Authenticity (confirming the 'X88' option), the aforementioned Porsche correspondence, old German *Fahrzeugbrief*, and current Monegasque registration papers.

£250,000 - 300,000
€290,000 - 350,000



230

1998 FERRARI F355 GTB COUPÉ

Registration no. R565 CCY

Chassis no. ZFFXR41B000109471

- Supplied in Italy
- Left-hand drive
- Rare manual transmission model
- Two owners from new
- Major service (belts changed) in May 2017





'Complex, sophisticated, and very fast, it is the quantum leap that has enabled the Ferrari V8 to run in proud parallel with the 456GT and 550 Maranello,' enthused Car magazine's review of the F355. First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial 'world car'. The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mould of that great drivers' car, the Dino 246GT. Just how great an advance it was may be gauged from the fact that the F355's best time around Ferrari's Fiorano test track was three seconds quicker than the formidable 512TR's.

Despite its prodigious performance the F355 was no mere 'racer on the road', but a thoroughly modern automobile employing state-of-the-art technology - in the form of computer-controlled variable damping - to reconcile the differing requirements of ultimate roadholding and acceptable comfort. A light-action clutch, proportional power-assisted steering, and driver's air bag were other features calculated to make the car reassuringly user-friendly.

The heart of the F355 though, was its phenomenal 3.5-litre V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari's Formula 1 engine - this remarkable unit produced a claimed 370bhp at 8,250rpm, with 268lb/ft of torque available between 5,000 and 6,500rpm. A six-speed gearbox, mounted transversely behind the longitudinally disposed engine, ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.

Testing an F355 in 1994, Autocar achieved a top speed of 173mph, with the 0-60mph dash covered in 4.3 seconds. 'The F355 is, we're certain, a landmark car for Ferrari,' declared the esteemed British motoring magazine. 'Not only is it good enough to tear down the walls of the class you think it should be in and cause deep blushes throughout the one above, but it is also the best sports car Ferrari has turned out since the 246 GT Dino some 30 years ago.' Praise indeed.

This left-hand drive F355 was originally supplied to its first owner by Ferrari main dealer Radicci Automobili SpA in Bari, Italy. While in Italy the Ferrari was maintained exclusively by Radicci, who bought back the car from the first owner in 2015 and then sold it to the current vendor. The 2015 sales agreement included a major service: new tyres, brake discs, cam belts and tensioners, etc, most of the work being listed on an internal invoice as the cost was included in the price paid for the car. Although only 650 miles have been covered since the last service, the Ferrari was treated to another 'engine out' service (including a change of cam belts) at the end of May 2017.

The private vendor describes the car as in generally excellent condition, remarking on the smooth and quiet engine (which consumes no oil), rust-free chassis, noise- and vibration-free transmission, and 'like new' original interior. Accompanying documentation consists of an old-style logbook, current MoT, and a V5C Registration Certificate, and the car also comes with all service books, tool kit, jack, spare wheel (rare), and a Ferrari cover.

£85,000 - 95,000
€98,000 - 110,000

231

**1993 PORSCHE 911 TURBO 3.6-LITRE
TYPE 964 COUPÉ**

Registration no. L105 KJV
Chassis no. WP0ZZZ96ZPS470551

- Most powerful model in the Type 964 range
- Delivered new in the UK
- Factory sunroof
- Full Porsche and marque specialist service history





Representing a major step forward for the 911, the new Carrera 4 and Carrera 2 - coded named '964' - were launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964's chassis and suspension. Face-lifted but retaining that familiar shape, the Carreras had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. Although the normally aspirated duo shared the same 3.6-litre, 247bhp, flat-six engine, the Turbo initially kept its existing 3.3-litre unit, which now developed 320bhp. Power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard, with the Tiptronic auto 'box a Carrera 2-only option. In October 1992 the Turbo received the 3.6-litre engine, which in 'blown' from now produced a mighty 360bhp.

Representing the Type 964 in its ultimate incarnation, this 3.6-litre Turbo was built to UK (C16) specification and delivered new via Merlin Porsche of Cumbria on 1st August 1993.

In 2008 it was selected by Porsche GB to act as a press car attending the 911's 45th Anniversary celebration, and was treated to a full re-spray by Porsche in the original Amazon Green Metallic prior to that event. The associated 'Lifetime Guarantee of Repair' certificate is in the history file.

Purchased in 2014 by a Porsche collector, the car has been meticulously maintained and sparingly used, covering a little over 2,000 miles in his ownership. It has been serviced annually, and an extensive file of receipts and history comes with it. Factory-fitted equipment includes air conditioning; electric sunroof; headlight levelling system; headlight washers; luggage compartment lining in velour carpet; on-board computer; Porsche CDR 22 audio; rear window wiper; top-tinted windscreen; vertically-adjustable electric sports seats; and 18" Speedline three-piece alloy wheels with anti-corrosion.

In December 2016, the car received a no-expense-spared restoration (including a full top and bottom engine rebuild) costing in excess of £20,000 by marque specialists JZM Porsche where the car has been maintained over the years. Offered with current MoT, a V5C document, and full Porsche and marque specialist service history, this highly original, limited-production 911 Turbo is ready for the next fortunate owner to enjoy with the knowledge that it needs nothing but an open road.

£140,000 - 180,000

€160,000 - 210,000

232 * N

1973 ISO GRIFO 5.8-LITRE SERIES II COUPÉ

Coachwork by Carrozzeria Bertone

Registration no. not UK registered

Chassis no. FAGL 310395

- One of 413 Iso Grifos made
- Rare Series II Ford-powered model
- Restored in the USA
- Offered with State of California title



Italian 'bubble car' manufacturer Iso joined the ranks of supercar constructors in 1962 with the launch of the Rivolta coupé at the Turin Motor Show. Renzo Rivolta's Isothermos company had begun life pre-WW2 making refrigerators, turning to the manufacture of scooters, under the Iso name, after the war and thence to the highly successful Isetta bubble car. Styled at Carrozzeria Bertone by Giorgetto Giugiaro and powered by a 327ci (5.4-litre) Chevrolet V8, the four-seat Rivolta employed a steel platform chassis featuring independent front suspension, De Dion rear axle, and disc brakes all round (inboard at the rear). The chassis and running gear were designed by ex-Ferrari engineer, Giotto Bizzarrini, whose company specialised in the production of prototypes for the Italian automobile industry.

As Iso and many of its European contemporaries had recognised, the use of a tried and tested American power train enabled them to compete with likes of Ferrari, Maserati and Aston Martin in performance terms while undercutting them on price. Iso's first supercar set the pattern for those that followed: Bizzarrini-designed chassis, Bertone coachwork and Chevrolet engines. Future developments included the long-wheelbase, Ghia-styled, Fidia four-door saloon; the muscular, short-wheelbase Grifo; and the Rivolta-replacement Lele.



Produced between 1963 and 1974, the 'standard' Grifo used the small-block Chevrolet Corvette V8 engine in all but its final Ford-powered incarnation. From 1970 the Grifo was produced in 'Series II' form, with a revised front end incorporating flush-fitting pop-up headlights, while a raised 'penthouse' bonnet scoop also made its appearance at around this time. Even the tamest Grifo came with 350bhp, which was good for around 260km/h (160mph), while for the seriously speed addicted there was the exclusive, 390bhp 7.0-litre model, only 90 of which were made. By the time the Iso factory closed its doors in 1974 only 413 Grifos of all types had been made, and today this exclusive Italian/American supercar is increasingly sought after by collectors.

One of the few Series II models built with the Ford 351ci (5.8-litre) Cleveland V8 engine, this particular Grifo was previously owned in the USA by one Michael Clarke of El Dorado Hills, California. There are maintenance and restoration (copy) records on file issued by Brian Moore Restorations of Gold River, California during 2005-2007 while the car was owned by Mr Clarke, together with various small bills for the period 2005-2010.

Displayed at 'The Quail, a Motor Sport Gathering' in August 2012, the Grifo was sold by Mr Clarke to the current owner in the Far East in 2013. The car is finished in red with camel leather interior, and has automatic transmission. A total of 43,435 kilometres is currently displayed on the odometer.

Representing a rare opportunity to acquire the very best in Italian Gran Turismo style and performance with little of the usually associated expense, this fabulous Iso Grifo is offered with a build sheet and State of California title.

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

£200,000 - 250,000

€230,000 - 290,000

1974 LAMBORGHINI JARAMA S COUPÉ

Registration no. JSP 343N

Chassis no. 1060

- One of only 18 right-hand drive 'S' models
- Delivered new in the UK
- Known history from new
- Massive history file, also works manuals
- Fully restored example



Ferruccio Lamborghini's first production car, the Touring-styled 350 GT, was launched at the 1964 Geneva Motor Show featuring a glorious four-cam 3.5-litre V12 engine by Giotto Bizzarrini, which was housed in a chassis the work of Gianpaolo Dallara. The line of front-engined Grand Tourers continued with the 4-litre 400 GT and Islero 2+2s, the Espada four-seater saloon and finally, in 1970, the Jarama, the last of Lamborghini's front-engined road cars.

Launched at the 1979 Geneva Motor Show and named after a region of Spain famous for its fighting bulls, this new 160mph four-seater abandoned Lamborghini's original spaceframe chassis in favour of a platform-type unitary construction, based on the Espada's but of shorter wheelbase. An unusual styling feature was the nose with its quadruple headlamps partially obscured by electrically raised covers. The Jarama was styled at Carrozzeria Bertone by Marcello Gandini, the man responsible for the Miura, but with bodies assembled by Marazzi. An improved 'S' version, with 365bhp V12 engine, appeared in 1972, while later developments included Torqueflite automatic transmission and power-assisted steering. The Jarama continued in production until 1976, by which time 327 cars had been built, 150 of them to 'S' specification. Of these, 23 were built in right-hand drive configuration, of which only 18 were the superior Jarama 'S' model, as offered here.

A desirable manual-transmission model, this right-hand drive Jarama 'S' (chassis number '10608'), was completed at the factory on 24th May 1974 and delivered to the UK. With the factory build-number of '305', suggesting it was one of the last manufactured, this car was originally finished in yellow and found its first owner in Scotland.

Acquired by the previous owner at a UK auction in 2008, the Jarama was immediately shipped to his home in Australia where a total 'last nut and bolt' restoration was commenced at the premises of Old Timer Queensland. The rebuild was carried out to concours standards, with everything either restored or rebuilt with the aim of making this car as good as it could be. Painted in Grigio Avalon with contrasting re-trimmed black interior, the latter retaining its original radio, the Jarama now looks stunning and is a credit to the craftsmen involved.

During the course of the restoration it was decided to incorporate some improvements to make the car more usable. These included a fitting a modern air conditioning compressor together with electric cooling fans, electronic ignition, central locking, concealed audio speakers, and an iPod dock, while the seat runners were modified to provide additional headroom.



The owner also opted to fit Miura-type Campagnolo Colani 15"x10" 'knock-off' wheels, which complete the look perfectly. It is understood that '10608' has covered fewer than 2,000 miles since its restoration's completion, and that all the post-restoration shakedown issues have been resolved.

Known to marque specialists Colin Clarke Engineering throughout its life, and recently MoT'd by them, '10608' has had nine known keepers and comes with a substantial file documenting its history from new. The file contains an owner's manual, an Espada/Jarama engine manual, parts manual, and original sales brochures and other literature, and the car also comes with a tool kit and two sets of keys.

Much admired at the prestigious Cartier 'Style et Luxe' concours lawn at the Goodwood Festival of Speed, this ultra-rare Lamborghini is ready to be driven and enjoyed.

£120,000 - 150,000

€140,000 - 170,000



234

'The Rolls from Rajputana'

Formerly the property of His Highness the Maharana
Sir Fateh Singh Bahadur of Udaipur, G.C.S.I. (1849-1930)

1914 ROLLS-ROYCE 40/50HP SILVER GHOST OPEN TOURER

Registration no. EL1208

Chassis no. 64 AB

- First owned by Indian royalty
- Known subsequent ownership
- Extensively restored in recent years
- Coachwork in the style of Cann & Co
- The ultimate in Edwardian motoring

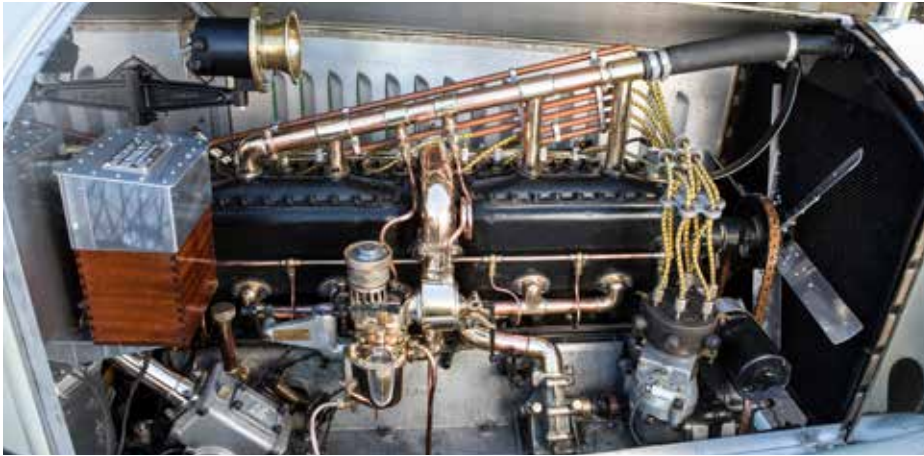
'The directors were obviously as impressed with the car as the public were when they first saw it displayed... the company's future, based upon Royce's intuitive design genius and the uncompromising standards of workmanship he set, clearly lay in the rapidly expanding area of luxury cars...' – Edward Eves, *'Rolls-Royce, 75 Years of Motoring Excellence'*.

Although the 40/50hp model would in any event have earned its 'The Best Car in the World' sobriquet (actually first used by the Pall Mall Gazette in November 1911), Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp.

The latter had first appeared at the 1906 London Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker & Co.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.





Home to the Sun God, the Shiv Niwas palace, Udaipur

The Maharana of Udaipur using '64 AB' during a hunting expedition

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the 1907 Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested.

Rigorous testing continued to be undertaken publicly too in the interests of promoting sales, the next such enterprise being chief test driver Ernest W Hives' legendary journey in September 1911 from London to Edinburgh using top gear only. Rivals Napier had just completed a similar stunt, and Rolls-Royce felt obliged to rise to the challenge. Hives' Silver Ghost averaged a remarkable 24.32 miles per gallon over the 400-mile journey and on its completion was taken to the Brooklands racetrack where it was timed at 78.26mph. That car, chassis '1701', incorporated under-slung cantilever rear springs and an engine upgraded with increased compression ratio and a larger carburettor, while the lightweight sports-tourer 'torpedo' coachwork was by Holmes & Co of Derby. Orders for replica London-to-Edinburgh models poured in.

The Silver Ghost remained in production in England until 1925, 6,173 being completed at the Manchester and Derby factories, and until 1926 at Rolls-Royce's Springfield plant in the USA where a further 1,703 were made, the longest production run of any model from this celebrated company.

This magnificent Derby-built Silver Ghost, chassis number '64AB', was ordered in 1913 by His Highness the Maharana Sir Fateh Singh Bahadur of Udaipur. Right from the start, the Maharajahs of India (the honorific means 'Great King') had been enthusiastic Rolls-Royce customers, but the ruler of Udaipur rejoiced in the title of 'Maharana' - 'King of Kings' - which set him in a class apart. Born in December 1849, Fateh Singh Bahadur was descended from a dynasty that had ruled territory in the state of Rajputana (now Rajasthan) on and off for some 1,400 years. With his capital in the beautiful city of Udaipur - the 'Venice of the East' - Fateh Singh governed an area around half the size of France, so his hubris in refusing to attend the Delhi Durbars of 1903 and 1911 - held by the British to mark the succession of an Emperor of India - is perhaps understandable. However, his refusal in 1921 to receive the Prince of Wales, sending his son instead, was seen as an affront too far; he was deposed by the British but allowed to retain his title, with effective power passing to his son, Bhupal Singh.

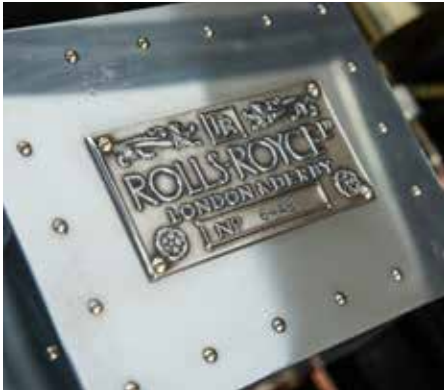


Constructed on the colonial (high ground clearance) chassis, the Maharana's Silver Ghost had been first tested on 27th January 1914, and was completed with 'torpedo' coachwork by Hooper & Co, London-based carriage makers to Queen Victoria and King Edward VII and arguably the finest of all British coachbuilders. After the Maharana was deposed, the Rolls-Royce went to Lahore in West Pakistan where it was owned by a Mr R J Baker. The Ghost was later taken to Scotland (at date unknown) where it belonged to one John Kerr, and by 1975 was in South Africa owned by Dirk du Toit of the eponymous dynasty of racing drivers. In 1979, the car returned to the UK where it remained in the ownership of Mr R E May of Abingdon until the late 1990s.

The original Hooper body had been replaced in 1941 with a Maythorn limousine body, and Mr Du Toit fitted an open-top tourer body from a 1930s Studebaker. A decade ago, when the Silver Ghost was acquired by its current owner - Mr Terry Lister of the Lister chain of motor dealers - a 'last nut and bolt' rebuild was commissioned, the work being entrusted to some of the most respected craftsmen in the industry.

Commencing in September 2009, Steve Penny of Banbury constructed a new body in the style of Cann & Co of Camden Town, while in 2012 the car was sent to renowned coach-trimmer, Gary Wright of Milton Keynes for a complete re-trim together with a new hood, carpets, tonneau cover, etc. Over the same period the engine was overhauled by Ed Watson in Mr Lister's workshop at his home. The original cylinder blocks were relined, and new pistons, piston rings, and white-metal bearings fitted, while the original crankshaft was tested and reused.

The gearbox, rear axle, and braking system were all stripped, cleaned and reassembled, and the wheels refurbished and powder-coated. The radiator was rebuilt around a new core, and all nickel silver components re-plated. Correct T.A.W. front sidelights were sourced from the USA and rebuilt, and an Elliot speedometer and mileometer obtained from A J Glew, who also supplied the 'London-to-Edinburgh' works-type reserve fuel tank. All lamps were refurbished and re-wired.



Mr Lister founded his company as a single showroom when in his mid-thirties and is now in his mid-seventies. Run by his son, the Lister company owns more than 50 dealerships, sells more than 70,000 cars and turns over more than £1bn annually. A highly knowledgeable collector, Mr Lister also owns an 8-Litre Cricklewood Bentley, a 1930s Derby Bentley, and a 1990s Bentley Continental. His opinion of the Silver Ghost concurs with that of the late Alan Clark, the famous political diarist and motoring enthusiast. Owner of several Ghosts, Clark said it was 'the greatest road car of all time and the nicest of them all to drive on a fine day if you are not in a hurry'.

The rebuild of Silver Ghost '64AB' was completed around four years ago but, alas, in the meantime Mr Lister had split the Achilles tendon in his right leg. This injury makes the car, with its rear-wheel drum brakes, painfully difficult to drive, hence the decision to sell it.

Offered with a V5C Registration certificate, FIVA passport, South African dating documents, and restoration invoices totalling in excess of £100,000, this magnificent Silver Ghost represents the ultimate in Edwardian motoring.

£300,000 - 400,000
€350,000 - 460,000



235

1964 DAIMLER 2½-LITRE V8 VICARAGE CONVERTIBLE

Registration no. DUJ 29B

Chassis no. 1A7045BW

- Formerly the property of Prince Faisal, son of King Khalid of Saudi Arabia
- Subsequently owned by Chris Evans
- Unique conversion by Vicarage
- Automatic transmission
- Recent extensive upgrading by Vicarage



The 2½-litre Daimler V8 is such an assured sports saloon that it seems remarkable that it was created almost by chance. Jaguar's principal motive in purchasing Coventry neighbours Daimler had been the acquisition of much needed production capacity without the expense of constructing on a distant 'green field' site. The fact that the purchase also included Daimler's splendid, Edward Turner-designed, lightweight V8 engines was entirely incidental from Jaguar's standpoint, yet would result in the creation of one of the finest sports saloons of the 1960s.

First seen in the rapid, SP250 sports car, the 2.5-litre version was judged superior to Jaguar's 2.4-litre XK six, and so the opportunity arose to create a medium sized, upmarket model based on the Mark 2 saloon, something Daimler's leading distributor, Stratstone, had been crying out for. The job was made relatively easy by the V8's compact nature and the generously sized Jaguar engine bay.

Launched in 1962 as the '2½-Litre V8' (later 'V8 250'), the new Daimler came with Borg Warner automatic transmission as standard and boasted the marque's traditional fluted radiator grille. More refined than the equivalent Jaguar, the Daimler turned out to be a fine performer to boot, its 110mph top speed exceeding that of an overdrive-equipped, 2.4-litre Mark 2 by a wide margin.

Autocar's S C H Davis, a former Daimler apprentice, declared 'This is not a Jaguar with a Daimler radiator grille and name plate. It can stand on its own.' Not surprisingly, the V8 was soon outselling its Jaguar rival and in due course became the most successful Daimler of all time with more than 17,600 sold up to the end of production in 1969.

The car offered here is the only Daimler V8 of its kind to undergo a convertible conversion by renowned Jaguar specialists Vicarage, although the firm has converted 15 of its close relative, the Jaguar Mark 2. Updating 1960s Jaguars with the best of modern technology has long been a Vicarage specialty, and this car incorporates air conditioning; push-button central locking and alarm; power operated hood; electric windows and a bespoke interior featuring electrically adjustable front seats, Derrington steering wheel (remanufactured by Vicarage) and tinted glass.

The 2.5-litre V8 engine has been left standard, apart from conversion to 'unleaded' compatibility, and drives via a ZF four-speed automatic gearbox with 'J-gate' shifter (from a modern XJ40 Jaguar) while the convertible body has been re-engineered to be torsionally stiffer than that of the original saloon.



Running gear upgrades include Vicarage's own coil-sprung independent rear suspension; up-rated front suspension; adjustable shock absorbers; power-assisted rack-and-pinion steering; four-pot front brake callipers; up-rated brake servo; aluminium radiator and 6" chromed wire wheels. A modern electrical system, halogen headlights and stainless-steel exhaust system are among other noteworthy features.

Costing an impressive £135,000 when new (plus the cost of the donor car), the Vicarage convertible was delivered in August 2004 to its first post-conversion owner: Prince Faisal, son of King Khalid of Saudi Arabia. It was kept in the UK and subsequently passed, via a classic car dealer, to television and radio presenter Chris Evans in December 2006.

Purchased in 2008 by sports food entrepreneur and land speed racer, Zef Eisenberg, the car was returned to Vicarage where it was completely retrimmed and carpeted in the finest red leather, with extensive upgrading in all areas to ensure complete reliability. No expense was spared.

The car has covered a mere 6,500-or-so miles since conversion and is offered in good working order, with current MoT certificate and a V5C registration document. An extensive file of receipts and history is included, dating from the original conversion work.

£70,000 - 100,000
£81,000 - 120,000



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

2005 PORSCHE 911 TYPE 996 TURBO S COUPÉ

Registration no. to be advised

Chassis no. WP0ZZZ99Z5S680090

- Supplied new in the UK
- Right-hand drive
- One owner
- GT2 rear wing
- Circa 10,000 miles



'This car needs little introduction. It is the latest version of the most famous sports car of all time, continuing a tradition of turbocharged 911s that began in 1975. For 25 years the 911 Turbo has been the most expensive car in the range.' – *Autocar*, 12th July 2000.

Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' – the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre Carrera RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible – hence only four speeds in the gearbox – being capable of racing from a standstill to 100mph in 14 seconds.

What set the 911 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as the Holman & Moody-tuned Cobra 427 and the Ford GT40, Motor's Roger Bell reckoned what made the Porsche so different was that it 'hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car.'

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. More refined than hitherto yet retaining its high performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.

Representing a major step forward, the Type 996 version, introduced in 1997, really did justify its maker's claims to be 'all new'. With the 996's introduction, Porsche finally adopted water cooling for the flat-six engine, which remained behind the rear wheels of a car that shared no panels with its immediate predecessor and was longer, wider, and higher than before. Despite the overall increase in size, Porsche's engineers managed to lower the 996's drag co-efficient by raking back the windscreen, achieving a figure of 0.30 (down from the 993's 0.34) with a beneficial reduction in fuel consumption at high speeds. Bonded-in front and rear screens contributed to a significant increase in the stiffness of the aluminium chassis, which was clad in galvanised steel body panels. Water radiators were mounted at the front: two for manual transmission cars, three for those with the Tiptronic semi-automatic 'box.



The new, more compact, 24-valve engine displaced a 3.4 litres compared with the 993's 3.6 yet contrived to be more powerful, producing 300bhp (up from 285), which was good enough for a top speed of 174mph. Inside, the 996's new dashboard represented another major departure from tradition, being considerably more complex than anything seen hitherto in a 911, boasting a 'PCM' (Porsche Communication Management) centre console incorporating controls for the radio, air conditioning, multi-function computer, car 'phone and satellite navigation.

Devotees of the 911 Turbo had to wait a few years before they could get their hands on the 996 version, which did not arrive until the autumn of 1999. The new 3.6-litre Turbo engine was derived from that of the GT3 sports-racer, featuring twin-turbos, and now developed its maximum of 414bhp at a relatively low (for a sports car) 6,000 revs, with 413lb/ft of torque available from 2,700 to 4,600rpm. As usual, the Turbo was styled more aggressively, with a wider body, broader rear wing, and air intakes in the front bumper and ahead of the rear wheels. Like its predecessor, the new Turbo was only available with all-wheel drive.

Towards the end of Type 996 production, and with the new 997 just over the horizon, Porsche announced a more powerful Turbo - the 'S' - which had a mighty 444bhp and 457lb/ft at its disposal, figures rivalling those of the fearsome GT2. With a top speed knocking on 200mph, the Turbo S well deserved its inclusion in the supercar ranks.

The current vendor purchased this Turbo S from the Roland Hall dealership in Gerrard's Cross, Buckinghamshire with only delivery mileage recorded. Since then the car has formed part of his large private collection and been serviced by RW Autos of London SE1. In recent years the Porsche has been stored at Roger Bennington's Stratton Motor Company, and has covered only some 10,000 miles from new. Offered with its original book pack (including service booklet), original tools, current MoT, and V5C document, this beautiful Turbo S represents a rare opportunity to acquire one of these exclusive, last-of-the-line Type 996 models that can only become increasingly collectible.

£80,000 - 90,000
€93,000 - 100,000

237

1931 BENTLEY 8-LITRE SEDANCA DE VILLE

Coachwork by H J Mulliner

Registration no. GT 18

Chassis no. YM 5034

- *First owned by Lord Brougham & Vaux*
- *Outstandingly original*
- *Known ownership history*
- *The ultimate development of the W.O. Bentley*
- *Recent extensive refurbishment*





Although the prevailing image of Bentley cars during the Cricklewood period of the company's life is that of out-and-out sports cars and fast tourers, it is often overlooked that W O Bentley made a determined bid for the carriage trade, particularly with his larger 4½-Litre, 6½-Litre and 8-Litre models, and it is largely because of this that Napier's bid for the company in 1931 was thwarted by Rolls-Royce, which doubtless saw that a rejuvenated Bentley company would present strong competition for its own models.

As it is, only 100 examples of the 8-Litre model had been produced before bankruptcy overtook the original Bentley company; had they been in a stronger financial position it might well have been a different story. With a chassis price of £1,850, the 8-Litre Bentley was in direct competition with the Rolls-Royce Phantom II while offering better performance, and the contemporary motoring press was lavish with its praise for the 8-Litre model. The latter had debuted at the 1930 London Motor Show, and was the largest-engined car made in the UK at that time and arguably the fastest. Bentley's advertising claimed '100mph without noise' and tests bore out that claim, the 8-Litre being fully capable of the 'ton' even when burdened with weighty formal coachwork. As W O Bentley himself said: 'I have wanted to produce a dead silent 100mph car, and now I think we have done it.'

The 8-Litre represents an evolutionary step in the development of the Vintage-era Bentley, combining proven features of the 6½-Litre model with the latest engineering advances. Rather than trying to extract more power from the existing 6½-Litre engine, W O Bentley followed his long-preferred method of improving performance and simply enlarged it, increasing the bore size from 100 to 110mm. Although the 8-Litre's engine followed conventional Bentley practice, its gearbox - designated 'F-type' - was radically different from its predecessors, the redesign having been necessitated by the greatly increased power and torque it was required to transmit, as well as the quest for silence.

The massive chassis frame likewise was entirely new, being of the 'double drop' design that enabled overall height to be reduced and the centre of gravity lowered, these aims also dictating the use of a hypoid-bevel rear axle. Seven tubular cross members resulted in a much stronger and less flexible frame than hitherto, which was available in a choice of two wheelbases: 12' or 13'. Revised suspension incorporating longer road springs, out-rigged at the rear, together with Bentley & Draper shock absorbers made for increased smoothness and stability, both vital considerations when designing a large and weighty vehicle capable of three-figure speeds. The 8-Litre's steering and braking systems also featured numerous detail improvements.



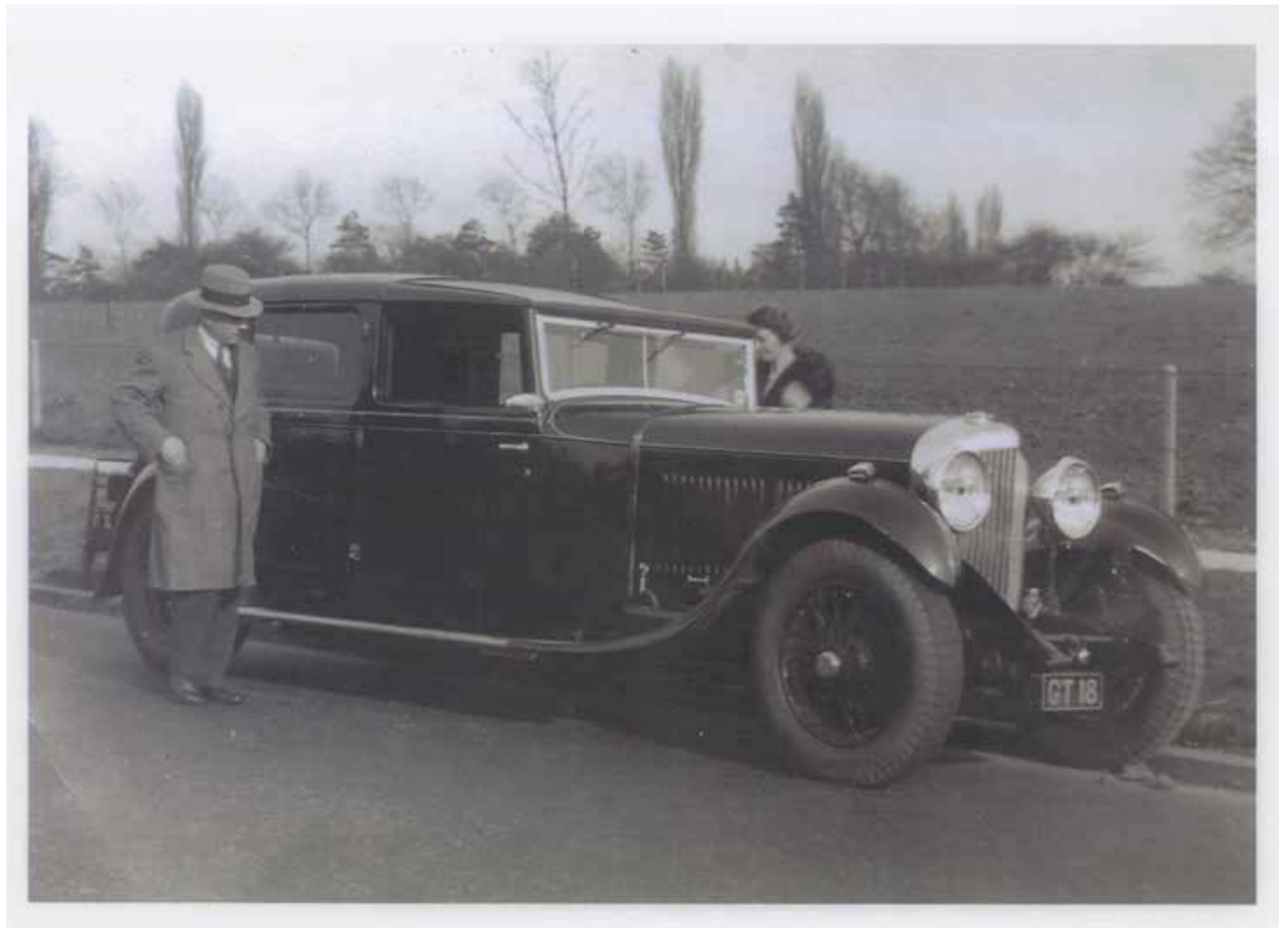
'Motoring in its very highest form,' eulogised *The Autocar* in December 1930, having recorded a top speed of 101.12mph in W O Bentley's own saloon-bodied 8-Litre over the half-mile. Between 1930 and 1939, Britain's foremost motoring magazine bettered that figure only once, while testing an Alfa Romeo 8C 2300. The 8-Litre was destined to remain the fastest production Bentley until the R-Type Continental's arrival in 1953.

Completed in May 1931 and the 59th of its type produced, Bentley 8-Litre chassis number 'YM 5034' was built to the 1931 specification, complete with F-type gearbox number '8060', and delivered to H J Mulliner in that same month. The engine (number 'YM 5034') was made to standard specification with 5.1:1 compression ratio, while the chassis itself was the long (13') wheelbase version. H J Mulliner's body was of the Sedan de Ville type, a formal town-carriage design. The car was ordered new by Lord Brougham & Vaux, who at the same time also ordered a sporting two-seater 8-Litre, chassis number 'YR 5097' (no longer extant). His Lordship's Bentley Speed Six was taken in part exchange. Passed off final test on 18th August 1931, the 8-Litre was delivered to Lord Brougham & Vaux via Jack Barclay Ltd and issued with the London registration mark 'GT 18' in that same month. By this time Bentley Motors was already in receivership.

Coachbuilder H J Mulliner had plenty of experience of bodying the Bentley 8-Litre chassis, being responsible for nearly 25% of the production run. They were adept at producing well-balanced designs that succeeded, to a degree, in disguising the actual size of the lengthy chassis, as clearly demonstrated by this car. The Sedan de Ville coachwork is enhanced by features such as the small 'helmet' style wings and pram irons adorning the rear quarters, all of which contribute to an elegance of style belying the 13' chassis beneath. When chauffeur driven, the car would have the (Barker patented) Sedan de Ville extension open and the internal division raised, thereby emphasising the physical – and social – separation of the owner from his or her driver. With the extension closed and the division lowered, the Bentley transforms into a comfortable owner-driver car.

As one would expect of a coachbuilder long associated with marques of the highest quality, H J Mulliner equipped their products with luxurious appointments appropriate to such expensive chassis. Among other fittings, this 8-Litre's quite stunning interior – re-trimmed to the original pattern – is equipped with compact twin occasional seats which fold neatly into its central division, a cocktail cabinet and vanity units (see illustrated Hay Report on file).

'GT 18' with second owner Mr F.W. Keddie, taking the family on their annual holiday to Crantock in 1935



Lord Brougham & Vaux kept the 8-Litre for approximately one year, during which time it covered some 10,000-or-so miles. The car then passed to Mr F W Keddie, a wealthy businessman from Southend-on-Sea, Essex, whose family kept it until the outbreak of WW2, if not later (see photograph in Hay Report). The Bentley is believed to have passed to one of the Keddies' sons before leaving the family's ownership. Throughout this time, servicing was documented in Bentley factory records, which note a total pre-war mileage of around 72,500. No major work was carried out on the Bentley pre-war.

By 1954 the car was the property of Dr A W O Taylor, from whom it was purchased by the renowned collector John Sword of East Balgray in 1957. The 8-Litre was included in the first Sword Collection dispersal sale in 1962 (Lot 94). It was sold for £400 to a C G Waite, who kept the car until 1965 when it was purchased by J Landless. In 1986 the Bentley was purchased by W G Lassiter of Florida, and left the UK, remaining in America ownership until the early 1990s (the second, and last, American owner recorded is Mrs C W Lampert from December 1987). Various restoration works were commissioned while the car was in the USA, including a full mechanical rebuild and cosmetic refurbishment of the body, paintwork, and interior.





In the early 1990s, 'YM 5034' passed into the ownership of Alan C Prince of Leatherhead, Surrey. In Mr Prince's enthusiastic ownership the 8-Litre was used regularly and fastidiously maintained, as evidenced by bills on file approaching some £30,000 in total, mostly from marque specialists McKenzie Guppy & Sons. In 1994 it was awarded the Connolly Trophy at the Hurlingham Concours for 'Best Interior'.

The Bentley passed into the immediately preceding ownership early in 2005 and has since benefited from an engine rebuild, including the installation of new pistons, undertaken by marque specialists Neil Davies Historic Racing (NDR) in August 2006 at a cost exceeding £6,000 (bill on file). As well as the aforementioned service/maintenance invoices, the comprehensive history file also contains ownership notes, copies of the factory records, an original Bentley 8-Litre handbook, and the aforementioned Hay Report. Typically thorough, the latter confirms that 'YM 5034' remains in outstandingly original condition, and Bonhams recommends that prospective purchasers should take the time to read it.

The 8-Litre was purchased by the current private-collector owner at Bonhams' Olympia auction in December 2008 (Lot 651). Since then it has been used sparingly, being driven for less than 1000 miles; it has nevertheless wanted for nothing, being routinely serviced and benefiting from extensive refurbishment at the hands of marque specialists Sergeants of Goudhurst Ltd, and James E Pearce Coachbuilders.

Works undertaken include replacing the roof and Sedanca section; making a new tool tray to fit beneath the driver's seat, with a full compliment of correct tools; removing the wheel discs and repainting the wheels in red, moving the spare wheel to the nearside front wing; and a bare-metal repaint in black with red coachline. The latter work being carried out to make the car look just as it had when new, as shown in a photograph found of the car in 1932. Details of these works are on file, and the car also comes with a quantity of spares to include the original mechanical cooling fan and drive belt and an original (restored) jack.

This car's Sedanca de Ville body was the only one of its type built by H J Mulliner on the Bentley 8-Litre chassis, and 'YM 5034' is the sole survivor of the six Sedanca-bodied 8-Litres made. A therefore unique and quite magnificent example, this beautiful 8-Litre is presented in very good order and would be most welcome at all the many celebrations planned to celebrate Bentley's 100th centenary in 2019.

£750,000 - 900,000
€870,000 - 1,000,000



1990 DE TOMASO PANTERA GT5-S COUPÉ

Coachwork by Carrozzeria Ghia/Vignale

Registration no. G343 PWX

Chassis no. ZDT874000LA009555

- 20 years in a private collection
- Guaranteed 14,000 kilometres (approximately 8,700 miles) from new
- Outstandingly original and un-restored
- Desirable Ford Cleveland engine
- Exceptional condition



Having established himself as a serious automobile manufacturer with the Mangusta coupé, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar, the Pantera. Dallara opted for unitary construction for the steel chassis/body - abandoning the Mangusta's backbone frame - and competition-specification double wishbone/coil-spring suspension all round. The Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V8 power. Mated to an all-synchro ZF five-speed transaxle, the 351ci (5.8-litre) Cleveland engine varied in output depending on the destination market, and in European trim came with 330bhp on tap, enabling the Pantera to complete the 0-60mph (0-96km/h) sprint in a little over 5 seconds and touch 160mph (257km/h) flat out.

Styled by Tom Tjaarda at Carrozzeria Ghia, the stunning coupé body was in fact built by Vignale, both companies being part of De Tomaso's empire in the early 1970s. De Tomaso's longstanding relationship with the Ford Motor Company led to an arrangement whereby the Pantera was distributed through select Lincoln-Mercury dealerships in the USA, where a lower compression, 248bhp Cleveland motor (meeting stricter emissions regulations) was introduced for 1972. The 1974 energy crisis led to a parting of the ways between Ford and De Tomaso, who continued to sell the Pantera in Europe.

Exceptionally long-lived for a supercar, the Pantera was still around in the 1990s having undergone a series of upgrades. The first of these had appeared on the Lusso (luxury) 'L' model of 1972, which featured 'impact resistant' bumpers and improved cooling and air conditioning systems. Flared wheelarches distinguished the GTS model of 1974, which in European trim came with a 350bhp engine, larger wheels/tyres and other performance enhancements. Introduced at approximately the same time was the GT/4, a development of the Group 4 competition cars of 1972/73.

The first major revision of the Pantera's body style occurred in 1980 with the introduction of the GT5 which, with its deep front air dam and delta-wing rear spoiler, represented one of the earliest examples of these aerodynamic devices being applied to passenger car design. Introduced for 1985, the GT5-S incorporated further revisions to the bodywork while its interior was significantly upgraded, rivalling that of many a luxury limousine. With the supply of Cleveland engines running out, De Tomaso switched to the less powerful Ford Windsor V8, at first in 351ci (5.7 litres) form and the In 1990 the Pantera was completely redesigned by Bertone's Marcello Gandini, stylist of Lamborghini's Miura and Countach, emerging as virtually a completely new model: the 90 Si. Production of the world longest-running supercar finally ceased in 1993.



Built in May 1990, this exceptional Pantera GT5-S belonged to a private collector for 20 years and comes with a certificate guaranteeing the circa 14,000 kilometres recorded. Chassis number '06555' is seven cars from the last production number, '06562', and factory documents show that it was originally commissioned as the second-from-last car to come off the line; suffice to say that it is one of the very last Panteras completed. Speaking of factory documentation, this car is highly unusual in that it comes with every build sheet and production document, which were obtained directly from De Tomaso in Italy.

Finished in unmarked Blu Sera metallic with black leather interior trim, the Pantera sits on its original Campagnolo magnesium-alloy wheels, still shod with the original Pirelli P7 tyres. Although specified with the Ford Windsor V8 engine, this car was upgraded when new with the more desirable Cleveland unit, which it retains.

'06555' was also Dinitrol rust-proofed when new and has never been restored for the simple reason that it does not need it, having been perfectly dry-stored and thus very well preserved. Most Panteras have been restored - some more than once - while others have been extensively modified for track days, making this little-used example quite exceptional. We are advised by the private vendor that it has never seen a racetrack or been treated harshly, and has only been driven some 600 kilometres in the last six years.

Imported into the UK in 2016, '06555' was serviced only 10 kilometres ago by marque specialists 'Three Point Four' of Monk Bretton, South Yorkshire. Probably the least used Pantera GT5-S available and certainly one of the most original, this outstanding example comes complete with handbooks, tool kit, car cover, all import/customs documents, and a UK V5C Registration Certificate showing only one registered keeper in this country.

£140,000 - 180,000
€160,000 - 210,000

239

1961 MERCEDES-BENZ 190 SL ROADSTER

Registration no. 890 UYN

Chassis no. 121.042-10-024129

- Recently imported from South Africa
- Restored to concours standard
- Stunning colour combination
- Left-hand drive





'With some considerable experience with it during the 5 years since its introduction, we can state unequivocally that this machine is one of the finest 2-seater coupes on the market today. As a tribute to the excellent, all-round, well-balanced design, no really large changes have been made since our first test of the car.' – *Road & Track* magazine on the Mercedes-Benz 190 SL, December 1960.

In 1954 Mercedes-Benz had introduced the 300 SL sports car, a 'Gullwing' coupé inspired by the German manufacturer's highly successful 300 Super Leicht series of sports-racers that had spearheaded its return to international competition. Expensive and exclusive, the 300SL caused a sensation and set new standards for high performance sports cars.

For those insufficiently wealthy to afford its hyper-expensive race-bred sports car, Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. 'Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,' observed *Road & Track*.

Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburettors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190SL to 100km/h (62mph) in 14.5 seconds and on to a top speed of 171km/h (106mph); it was also relatively economical. *Road & Track* found that 'on the highway an 80mph cruising speed is extremely comfortable and well within the car's capabilities, both as to engine durability and roadability.' With its four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes and fully independent suspension, the 190 SL was both more refined and more comfortable than any contemporary British sports car. The model was a big hit in the USA where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This left-hand drive 190 SL was imported recently from South Africa where it had been subject to a 'last nut and bolt' concours-standard restoration, which included a colour change from Medium Grey (DB116) to Black (DB040). It is now UK registered and will come to the sale MoT'd and tax-exempt until 2017. With its superb colour combination of black bodywork and cream leather upholstery, this beautiful 190 SL convertible is a desirable acquisition for the discerning collector.

£105,000 - 135,000
€120,000 - 160,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

240

1934 ROLLS-ROYCE 20/25HP COUPÉ

Coachwork by Park Ward Ltd.

Registration no. AXV 7

Chassis no. GHA29

- First owned by Sir Malcolm McAlpine
- Believed unique coachwork
- Original registration number
- Featured in 'Coachwork on Rolls-Royce'
- Restored in the 1990s



The introduction of a smaller Rolls-Royce - the 20hp - in 1922 enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The 'Twenty' proved eminently suited to town use, yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, updated the concept with significant improvements, featuring an enlarged (from 3,127 to 3,669cc) and more-powerful cross-flow version of the Twenty's six-cylinder, overhead-valve engine. The latter's increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Produced concurrently with the Phantom II, the 20/25 benefited from many of the larger model's improvements, such as synchromesh gears and centralised chassis lubrication, becoming the best-selling Rolls-Royce of the inter-war period.

The Rolls-Royce 20/25hp was, of course, an exclusively coachbuilt automobile and most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. The example presented here wears two-door, four-seater coupé coachwork by Park Ward Ltd.



Founded in 1919, Park Ward had had forged its not inconsiderable reputation bodying Rolls-Royces, Bentleys and other quality makes, and in 1933 received the ultimate 'vote of confidence' when Rolls-Royce bought a minority stake in the Willesden-based coachbuilder, taking full control six years later.

Chassis number 'GHA29' was ordered on 20th October 1933 by Auto Auctions Ltd for their client, Sir Malcolm McAlpine, son of the founder of the eponymous civil engineering and construction company, Sir Robert McAlpine. The 1933 London Motor Show had reflected the growing interest in streamlined designs - often referred to as 'airline' - among both volume manufacturers and independent coachbuilders; this elegant look, with its characteristically flowing lines, being the archetypal automotive styling trend of the 'Art Deco' period. Almost certainly unique, 'GHA29' is pictured (when new) in 'Coachwork on Rolls-Royce' by Lawrence Dalton (page 245) and remains essentially unchanged today.

The (copy) chassis card lists two subsequent owners: Major R S Paterson of the BAOR (from August 1946) and Mr N Hanson of Nottingham (from September 1953). Also on file is a continuation logbook listing the following owners: C Scott-Paton (1958) and Thomas Scott McDonald (1961) while accompanying paperwork suggests the car was owned by one Brian Sim 1973 and a Clare Wright in 1976.

There is also sales invoice dated 1995 from Charles Howard to Frank Dale & Stepsons, who sold the Rolls-Royce to one L Maury later that same year; other invoices record works carried out on the car by FD&S for Maury circa 1995. In Tom C Clarke's book, *'The Rolls-Royce 20/25HP'*, 'GHA29' is recorded as in France in 1997, and the car is believed to have been owned by Mr Maury until it was purchased by the preceding owner in Switzerland in 2016. That owner is reported to have spent circa £10,000 on a service, complete rewire (using correct cabling), set of five new tyres/tubes, new sun visors, work to the one-shot lubrication system, etc, though it should be noted that there are no invoices for this work.

Fitted with an overdrive for relaxed cruising on long journeys, 'GHA29' is handsomely finished in black with dark blue leather interior, and is described as in generally good condition. Accompanying documentation consists of that mentioned above plus a V5C Registration Certificate and current MoT.

With its rakish looks, streamlined tail, 'highline' front wings, louvred bonnet and shallow windscreen - complete with peak - this stunning car would be judged a very special Rolls-Royce in any company.

£60,000 - 80,000
£69,000 - 93,000

241 N

**1959 ASTON MARTIN DB4 'SERIES 1'
SPORTS SALOON**

Registration no. (see text)

Chassis no. DB4/147/R

- The 47th DB4 made
- Present ownership since 1976
- Restored in 2014/2015





Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series 2.

Chassis number '147/R' is the 47th DB4 produced. Its accompanying copy guarantee form states that the original purchaser was one J A Ogilvy Esq of Birstall, West Yorkshire, and lists the original colour scheme as grey with red Connolly hide interior trim. The guarantee form notes that the body was replaced in April 1960 following an accident. By this time the DB4 was being produced in 'Series 2' specification, hence the later body on this 'Series 1' car.

Only two additional owners are listed on the form: one D Munson and the current vendor, who acquired the car in 1976 and shipped it to his home in Toronto, Canada. In very good condition at that time, the Aston was driven very little in Canada, perhaps a couple of dozen times over the next dozen years and not at all in the past 29 years. It then remained garaged in Toronto until several years ago. Though the engine remained sound, there was some deterioration of the body's few non-aluminium parts, and of the interior upholstery.

In late 2014, the vendor decided to have the DB4 completely restored and shipped it to South Africa to have the work done by two craftsmen who had previously restored several Aston Martins. The restoration bills are on file and there is also a DVD available recording the entire rebuild process. Except for a few kilometres of test driving, the car has not been used since the restoration was completed in 2015.

Since its return to the UK in December 2015, the Aston has benefited from the expert attention of marque specialists, Chris Shenton Engineering, who have brought the car as close as possible to correct factory specification and carried out various other works at a cost of circa £20-30,000. An MoT certificate has been obtained and it is hoped that the car will have been UK registered by time of sale.

£300,000 - 350,000
£350,000 - 410,000

1979 MG MIDGET 1500 ROADSTER

Registration no. unregistered

Chassis no. GAN6-229488G

- *Limited edition model from the final year of production*
- *One owner from new*
- *Never registered*
- *35 miles from new*



An MG with its origins in the 'frog-eyed' Austin-Healey Sprite, the final version of the Midget first appeared in July 1961, one month after the launch of its restyled progenitor, sharing the same bodyshell and mechanical underpinnings with only badges, trim details and price differentiating the two. A series of engine enlargements saw the Midget arrive at 1,275cc in the form of the MkIII: code 'GAN4'. Introduced in 1966, the latter employed a de-tuned version of the 1,275cc Cooper S engine while offering significantly enhanced practicality courtesy of new convertible hood.

New for the 1970 model year, the Midget MkIV ('GAN5'), although mechanically unchanged from its predecessor, featured revised styling with black grille and sills, cast wheels, new seat trim and British Leyland insignia. Rostyle wheels were new for 1971, as were rounded rear wheelarches, though the latter did not last beyond 1972 when the arches reverted to their original squared-off shape.

By 1969, when the MkIV Midget was introduced, MG had become part of British Leyland, the latter's corporate strategy and the requirements of the US market determining that the next Midget would be powered by the 1,491cc Triumph Spitfire engine. Of similar power but heavier than the preceding 1,275cc BMC A-Series unit, the Triumph engine was nevertheless torquier so performance remained virtually unchanged, though if anything there was a slight improvement.

Introduced in 1974, the new Midget 1500 was readily distinguishable from its predecessor by the impact-resistant '5mph' bumpers required for the USA, while beneath the skin there was a Morris Marina all-synchromesh gearbox. The adoption of head restraints, inertia-reel seatbelts, and dual-circuit braking were among improvements made before production ceased in November 1979. When British Leyland decided that the Midget was to be no more, they made a limited-edition run of 'black on black' cars to commemorate the 'death' of the model. These cars displayed a '1929-1979' badge on the dashboard.

This limited-edition Midget was purchased new directly from the factory by the current owners, who were MG dealers at the time, and has been kept in storage as part of their private collection for the last 39 years. Never registered, this Midget has never been on the road and has covered only 35 miles from new. It comes complete with spare wheel, tool kit, jack, tonneau cover, and radio fitting kit, just as it was delivered to the dealer by the factory.

£10,000 - 15,000**£12,000 - 17,000**

243

1965 ROLLS-ROYCE SILVER CLOUD III COUPÉ

Coachwork by H J Mulliner, Park Ward Ltd.

Registration no. DXJ 519C

Chassis no. CSC65B

- *Rare coachbuilt model*
- *Present ownership since 2013*
- *Offered from a private collection*
- *Professionally stored and maintained*



'The size and grandeur of the car... deceive one about the performance which would do justice to many a car of more sporting pretensions. The finish, both in detail and the broader sense of equipment and trim, is superb.' - *Motor* magazine on the Rolls-Royce Silver Cloud III.

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-litre V8 engine introduced on the 'Cloud II/S2' - though with larger carburettors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

As well as the factory-bodied cars, bespoke creations from James Young and the recently merged firm of H J Mulliner, Park Ward Ltd (by this time Rolls-Royce-owned) continued to be available on the 'Cloud III chassis for those discerning enthusiasts wealthy enough to afford them. Indeed, as the factory did not offer a convertible or drophead coupé, a coachbuilt car was the only option if one's preference was Rolls-Royce-style fresh air motoring.

First introduced in 1958, H J Mulliner's was the most successful of its type, lasting into 1963; more modern 'straight-through wing' designs became the preferred style thereafter. Of the latter, by far the most striking were those bodied in a style originated by Park Ward. This design by Norwegian Vilhelm Koren, with its influential continuous front-to-rear wing line, first appeared, on the Bentley S2 Continental, in 1959 but did not become available on non-Continental models (both Bentley and Rolls-Royce) until after the arrival of the Silver Cloud III and S3 in 1962. These 'Chinese Eye' models - so called because of their slanting headlamp nacelles - constituted the majority of coachbuilt variants completed between 1962 and 1966.

Finished in regal red with black leather interior, this previously restored 'Chinese Eye' Silver Cloud III spent many years in a private collection of Rolls-Royces and Bentleys, being the then owner's preferred means of transport. The current vendor purchased the car from Classic Automobiles Ltd, London in 2013, since when it has formed part of his private collection, seeing relatively little use. There are bills on file for servicing work carried out by H R Owen, and the car also comes with current MoT and a V5C Registration certificate. Professionally stored and maintained, this beautiful Silver Cloud is perfect for Continental touring in matchless style and is ready to use and enjoy.

£60,000 - 70,000

£69,000 - 81,000

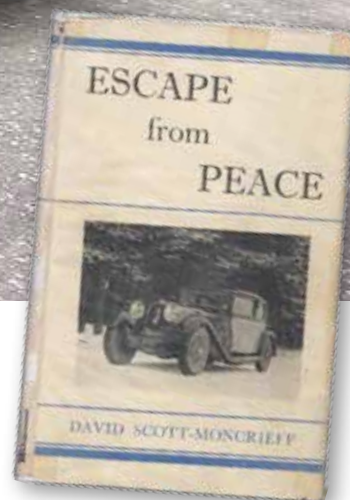
The ex-Col. Sorel, Col. Giles and David Scott-Moncrieff

1930 BUGATTI TYPE 46 5.3 LITRE WEYMANN SPORTSMAN'S SALOON

Registration no. GC 8581

Chassis no. 46219

- The road test car for *The Autocar* and *The Motor* magazines in 1930 and 1931
- The subject of David Scott-Moncrieff's book 'Escape from Peace'
- Just two owners since 1949
- Current family ownership for 42 years



Bugatti's 'piece de resistance' for 1929 was not a Grand Prix racing car but a sensational eight cylinder, 5.3 litre, luxury car chassis, designed to take the finest and most sumptuously equipped coachwork, providing the ultimate in flexible motoring with exceptional road manners. This was the Type 46 which earned the sobriquet 'La Petite Royale'. Not that there was much petite about the 5,350cc engine or the substantial chassis which weighed some 1,150kg., however the car shared many similarities with the Royale, including the three speed gearbox in the rear axle and the long stroke engine, (130mm), of the later Royales. Of the larger Bugattis the Type 46 ranks most highly and offered impressive top gear flexibility. At a time of world recession it found a ready market with production numbers exceeding 400, unlike the hugely expensive Type 41 Royale which was really an anachronism at a time of world-wide financial crisis.

Road tested by *The Motor* magazine in 1930, the Type 46 was described in the following glowing terms:-"A really solidly built, beautifully sprung, comfortable saloon car with exceptionally rapid acceleration through its speed range; that is the 32.5hp or "5 litre" Bugatti. It combines the luxury of a large limousine, the flexibility and top gear performance of a thoroughbred town carriage with the perfect road holding, the speed and acceleration of the best type of sports model..... It will creep through traffic at 3 or 4mph in top gear, will climb practically any main road hill without there being any need to change down, and will accelerate, whenever the opportunity occurs, with surprising rapidity".

It was indeed this car, chassis no. 46219, which was road tested by *The Motor* in April 1930 and again by *Autocar* magazine in May 1931. It was one of a batch of 35 chassis ordered by London Bugatti agent Colonel Sorel on 14th January 1930 and delivered later that month. This car, fitted with Sportsman's Coupe coachwork, built to C.T. Weyman patents, was first registered on 7th March 1930 and was clearly used by Sorel as the London demonstrator.

Subsequent owners included Messrs Drummond, McKinnon and C. Dear and in 1934 it was bought by Flight Lieutenant John G.H. Carter who drove it 30,000 miles in one year. His exploits with the car are described in a two page article in *Bugattics* in 1946. In 1942 it passed into the ownership of Bugatti aficionado Col. Geoff Giles, changing hands for the proverbial song and being christened 'Fanny II'. In a subsequent less glorious phase of its life it was pressed into service to tow a trailer pump for the Auxiliary Fire Service in World War II – one wonders if this was a ruse to obtain those precious petrol coupons. In 1946 46219 was sold to Rodney Clarke of Continental Cars Ltd. from whom it passed quickly to dealer Leonard Potter who in turn sold it to motoring connoisseur and bon viveur, David Scott-Moncrieff, well known 'purveyor of horseless carriages to the nobility and gentry'.



Scott-Moncrieff, with his wife and infant son, were to use this car in the immediate post-war years for an eighteen thousand mile European tour taking in Rovaniemi in the Arctic Circle and south of the Tagus in Portugal. The story of this colourful adventure is covered in his book *'Escape from Peace'* – a story of two light-hearted people and a Bugatti in the Baltic, published in 1949. In 1948 46219 was sold to George Forman of Ayton, near Scarborough in North Yorkshire, who in turn sold it to motor dealer Ernest Wilkinson of the Prospect Engineering Co. of Newby, near Scarborough. Wilkinson clearly had a penchant for Bugattis - at one time he maintained no less than five Type 46 models which he had sold to different owners in nearby Scalby, as well as several Bugattis which at various times belonged to Cynthia Turner from that same village – a friend of Wilkinson and also a frequent visitor to and friend of the Bugatti family.

Wilkinson was to keep this Type 46 for 26 years and on his death it was bought from the estate, passing into the current family ownership where it has remained for the last 42 years. Sharing a motorhouse with several other significant motor cars it has seen only occasional use during that time but on its various outings has proven itself to retain the qualities so fully described in the contemporary motoring journals.

46219 is well presented and generously furnished as a fine touring car. Quality equipment includes Marchal lighting, a Bosch horn, two rear mounted spare wheels, a fold back top, matching rear view mirrors, twin petrol fillers, running board tool box, adjustable front seats, interior courtesy lights, opening windscreen, Le Nivex and Jaeger dashboard instrumentation and a Malleanto rear trunk – every comfort indeed for Scott-Moncrieff's epic motor tour.

The colourful history of this exceptional motor car is well documented in many Bugatti reference books and registers, particularly in the standard work *'The Bugatti Type 46 – La Petite Royale'* by Klein, Saunier and Jansen. 46219 is offered with an old style buff log book from 1948, a current V5C registration document, a copy of Scott-Moncrieff's book *'Escape from Peace'*, a FIVA Identity Card from 1986 and other interesting correspondence and photographs.

£160,000 - 200,000
€190,000 - 230,000

245

1973 PORSCHE 911 RS LIGHTWEIGHT

Registration no. RUF 245M

Chassis no. 9113601496

- One of only 17 right-hand drive UK-supplied cars
- In-period rally competition history
- Well documented ownership
- Restored by AFN in the late 1990s
- Engine rebuilt in 2007
- Little used and well maintained since completion







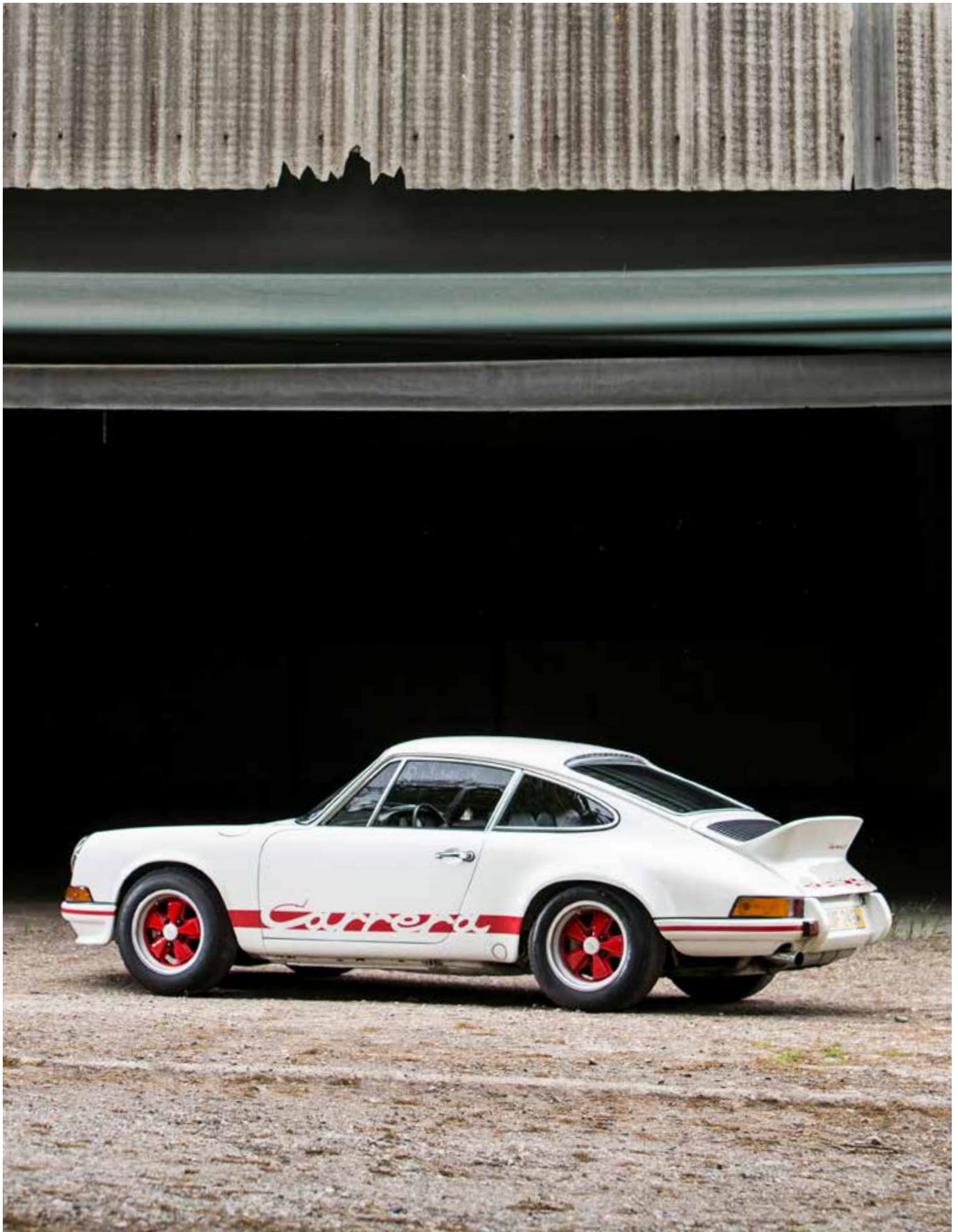


The car offered here is one of only 17 right-hand drive Porsche 911 Carrera RS Lightweight cars supplied to the UK in 1972/73. A late example, chassis number '1496' was supplied in June 1973 to Isaac Agnew, the official Porsche dealer in Belfast, Northern Ireland. Built to UK (C16) specification and finished in Grand Prix White with Carrera logos in red and black leatherette interior, it was ordered with the options of a heated rear window, limited-slip differential, door mirror, seat belts, and a fixed spoiler with additional wing. The Porsche remained with Agnew Motors and took part in several competitions driven by David Agnew, including the Donegal International Rally in 1973.

The following year, the Carrera came to England via Bridge Street Motors, Leicester and was registered on the 1st June 1974 with the number 'RUF 245M', which it retains. Between February 1975 and September 1975 the RS competed in six rallies. The Armstrong Forest Rally and Dukeries Rally saw the car retire due to timing belt and con-rod failures respectively. This prompted an engine replacement by Porsche with engine number 'AT 6630771', believed as a gesture of good will.

In 1976, via dealer Michael Fisher, the Carrera went to marque specialists Autofarm, who flared the wheelarches and refinished it in red, the former modification being common at that time to make the car look like an RSR. Changing hands again, in 1977 the Porsche passed via dealer Brian Classic to Nigel Hulme, a well-known collector and historic racer. Nigel raced the car in the 750 Motor Club's 6-hour relay in 1977. In March 1981 the RS joined the collection of Graham and Judy Nicholls, based in Edenbridge, Kent, and remained in their possession until 1998.

In the late 1990s, collector David Bennett decided to replace his 1973 Porsche 911 Carrera RS Touring with a Lightweight model, and commissioned AFN Heritage specialist Jeff Moyes to find him one. Jeff Moyes heard of 'RUF 245M' via a previous owner, Nigel Hulme. The Porsche was being sold by Judy Nicholls together with the other cars in the collection. Following a promising inspection, the purchase was completed.





Over the following two years, a restoration to original specification was carried out by Moto Technique, overseen by Jeff Moyes of AFN. Numerous invoices in the history file document the work in detail. Parts were either refurbished or replaced by Porsche, while the bodywork was entrusted to Moto Technique - well known experts in the field - with all replacement panels supplied by AFN. Correspondence and photographs chart the progress of this work. A notable letter on file from Moto Technique head, Kevin O'Rourke, written in January 1999 following the strip-down, describes the main bodyshell as in excellent original condition, indicating that this car had had a relatively easy life.

The car was restored to its original specification, great care being taken to ensure the authenticity of all parts and finishes used, the only exception being the installation of RS Safari seats. Originally made for the 1973 works RS rally cars, these very rare seats were designed to remain comfortable and supportive over long distances and rough terrain.

The restoration was finally completed in 2000. Over the following 12 years, the car saw minimal use, covering only some 1,000 dry miles while being stored in a purpose-built heated motor house. It was fastidiously maintained during this period, returning to Porsche every year for maintenance, initially to AFN and in later years to Porsche Wilmslow. A dealer well known for its expertise with classic models, Porsche Wilmslow completely rebuilt the engine in 2007 (not done at time of restoration as it was not deemed necessary) and the associated invoice for £20,000 is on file.

In July 2012 the Carrera was purchased by its present owner and since then has been regularly serviced by BS Motorsport. Chassis number '1496' remains in excellent condition following its 1990 restoration, subsequent light road use and regular maintenance by Porsche. The Carrera RS Lightweight is widely regarded as the finest road car produced by Porsche, and considered by many to be one of the greatest of all post-war road cars. Offered with current MoT, a V5C registration document, and the aforementioned extensive history file, '1496' represents a wonderful opportunity to acquire a rare, right-hand drive example of this ultimate 911 in generally excellent order.

£750,000 - 850,000
€860,000 - 970,000

246

1974 FERRARI DINO 246 GT SPYDER

Coachwork by Pininfarina/Scaglietti

Registration no. not UK registered

Chassis no. 07026

- Delivered new in Italy
- Left-hand drive
- Four private owners from new
- Recent extensive refurbishment and re-commissioning
- Good history file
- Non-matching engine





This stunning 246 GT Spyder was built to European specification and sold new via the official Ferrari dealer Motor S.a.s di Carla Allegretti of Rome, Italy. The car was delivered finished in Rosso Dino with Nero (black) interior, and was sold to its first owner (in Italy) in September 1973. In mid-1974, the Ferrari was sold to its second owner, Mr Daniel Hofstetter of Lausanne, Switzerland, who kept the car until April 1980 when it was sold to the third owner, Mr Roland Hächler of Bergdietikon, Switzerland.

The fourth owner, Mr Erich Schmidli, bought the Dino from Mr Hächler in 1991 and would keep it for the next 25 years. There is a letter on file from Mr Schmidli (dated December 2016) documenting a change of speedometer and stating that when sold by him the car had covered 117,791 kilometres from new, and some 46,000 while in his ownership. Only a tiny handful of kilometres has been added to the total since then.

In addition, there is a record on file of all works carried out while in Mr Schmidli's ownership, together with some more recent bills for re-commissioning, servicing and other works carried out in the UK in 2016. These include one for a body repairs, a bare-metal repaint, new front/rear screen rubbers, new door seals, and a new steering wheel; another for an interior re-trim in leather; and a third for replacement wheels. The combined total of these and other bills relating to the Dino's re-commissioning (excluding those for new tyres) is over £47,000. VAT has been paid in the UK and a NOVA declaration made, and the car also comes with Swiss Fahrzeugausweis, a history file of invoices, stamped service booklet, replica tool kit, and a Massini Report. It should be noted that the engine is not original to this car.

Well documented and benefiting from recent extensive refurbishment, this beautiful Dino has to be one of the very best currently available.

£230,000 - 260,000
€270,000 - 300,000

247

1955 BENTLEY S1 CONTINENTAL

Coachwork by Park Ward Ltd.

Registration no. JRN 777

Chassis no. BC24AF

- One of only 45 right-hand drive cars built to *Design No. 701
- Extensively restored in the 1990s
- Exceptionally well documented
- Previous class winner at the Louis Vuitton Concours



Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Eulogising about 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. 'It brings Bentley back to the forefront of the world's fastest cars,' *Autocar* said of the H J Mulliner-styled fastback, which was the quickest four/five-seater saloon of its day. The Bentley S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms. The Continental version came with shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand change manual transmission. As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car; the designs produced by independent coachbuilders for the S1 Continental chassis being among era's the most stylish.

Of the 431 Bentley S1 Continentals produced between 1955 and 1959, 185 were bodied by Rolls-Royce's in-house coachbuilder, Park Ward Ltd, of which 122 were right-hand drive like this example. Built in 1956, 'BC24AF' carries Park Ward's two-door saloon coachwork to Design No. 701, the latter being the work of legendary designer John Blatchley, who had been largely responsible for styling H J Mulliner's original Continental on the R-Type chassis. 'BC24AF' is fitted with the later (arguably more attractive) rear lights, which were incorporated when the rear fins were professionally removed during restoration by P J Fischer of Putney, London SW15, the renowned Bentley specialist. Built to Design No. 872, later variants have a wraparound rear window and narrower 'C' posts, and generally are considered less attractive than the earlier version.

'BC24AF' was originally finished in silver/green with green interior trim, and was first owned by M L Marsh, Esq of Stratford-on-Avon, Warwickshire. Accompanying correspondence from Rolls-Royce reveals that the last time the factory saw the Continental was in July 1960 when it received a 10,000-mile service (at 70,882 miles) while still owned by Marsh. This letter also states that in June 1964 a service exchange engine and gearbox were supplied, though they were not installed by the factory.



The next known owner was Mr Martin C Zanger of Holyoke, Massachusetts, who purchased the Bentley via Paddon Brothers Ltd of London SW7 in July 1968 and had it shipped to his home in the USA. Paddon Bros continued to supply Mr Zanger with parts for his Bentley, which was serviced by local specialists in Holyoke (bills on file).

Mr Zanger died in 1986 and in 1988 the car was sold by his widow, Marilyn. The Bentley then passed to the aforementioned P J Fischer. In a letter on file to Fischer, Mrs Zanger states that the car was kept in a heated garage, covered, and had never been driven on salted roads in winter. The Bentley was registered to Fischer's Northumberland Garage on 20th March 1991.

During 1992 and 1993, 'BC24AF' was comprehensively restored by Fischer to a very high standard, including a bare metal re-paint and an interior re-trim. This Continental has also been fitted with power steering and air conditioning, the latter being beautifully incorporated into the walnut dashboard. The accompanying extensive history file contains full details of the restoration.

The car's next private owner was a Mr R L Wadsworth of West Molesey, Surrey, who owned the Bentley from February 1993 to September 1998. Servicing and maintenance during Mr Wadsworth's ownership was carried out by Douglas Daniels Ltd of Bletchingley, Surrey, including a gearbox rebuild towards the end of 1996 (bills on file).

The owner from 1998 was Mr Donald Reedman of Focus Music, London W1. Issued by P J Fischer and A&S Engineering of Alton, Hampshire, invoices show that the Bentley continued to be fastidiously maintained, with A&S carrying out a most extensive mechanical restoration in 1999. In December 2003, ownership passed to Mr Hugh Guest of Stoke St Mary, Somerset, who continued to have the car maintained by A&S Engineering. In December 2008, marque specialists Frank Dale & Stepsons sold 'BC24AF' to the present owner.

One of only 45 right-hand drive S1 Continentals cars built to Design No. 701, 'BC24AF' comes complete with its original handbook; a complete set of tools; and an extensive history file documenting works carried out since the early 1960s. The file contains a quantity of MoT certificates dating back to 1990; numerous old tax discs; copies of the Massachusetts Certificate of Title and old V5 registration documents; and an original Park Ward coachwork care instruction book. This has to be one of the very best S1 Continentals currently available.

£240,000 - 280,000

€280,000 - 320,000

1965 MCLAREN M1B GROUP 7 'CAN-AM' SPORTS-RACER

Chassis no. 30-04

- Historic McLaren Group 7 sports-racer
- One of only 28 built
- In-period Can-Am Championship history
- Fully traceable ownership
- Recent extensive restoration
- Fast and competitive



'30-04' competing in the Whitsun Trophy, Goodwood Revival, 2016

A stalwart of the Formula 1 World Championship for 50 years – of the current teams, only Ferrari has been in the sport longer – the company founded by New Zealander Bruce McLaren first rose to prominence in sports car racing, building a highly successful series of prototypes for the emerging Can-Am series in North America.

Founded in 1963 while Bruce was still driving for Cooper in Formula 1, Bruce McLaren Motor Racing built its first single-seater – the M2A test car – in 1965, and contested the 1966 F1 World Championship with the M2B. Driving a Cosworth-powered M7A, Bruce secured the marque's first Grand Prix victory at Spa-Francorchamps in 1968, and since then McLaren have won a further 181 Formula 1 races and taken 12 Drivers' Championships and eight Constructors' titles.

But the team's initial success was in Can-Am, a series they dominated from 1967 to 1971. Bruce first became involved in design and construction when he bought the 'Zerex Special', a Cooper T53 F1 car that had been converted into a sports-racer towards the end of 1962. Fitted with a four-cylinder Coventry-Climax FPF engine and drive by Roger Penske, the 'Zerex Special' had won numerous sports car races in North America. Bruce bought the car, extensively modified the spaceframe chassis, and fitted an Oldsmobile V8, entering it as a 'Cooper-Oldsmobile'. In this new form the car continued its successes, Bruce winning at Aintree, Silverstone, Brands Hatch, and Mosport in 1964.

Bruce's next Group 7 sports prototype was the M1A. The team's first self-designed car, the M1A was another simple spaceframe design featuring wheels, suspension uprights, and steering arms supplied by Cooper, while the Oldsmobile V8 engine was retained, driving via a Hewland transaxle. Frank Nichols' Elva Cars was already building its own highly successful sports-racers, and he expressed an interest in the new McLaren prototype. The result was an agreement for Trojan (Elva's parent company) to build a production version: the McLaren-Elva, 24 of which were completed.

For 1965, the design was refined as the M1B: a collaborative effort by artist Michael Turner working with team manager Tyler Alexander and designer Robin Herd, it had a blunter nose and sharper cut off at the tail, and was 20% stiffer than the M1A yet no heavier. The chassis featured a mix of large-diameter round and square tubing, with aluminium-alloy panelling forming the bulkheads and under-tray. Suspension was independent by means of wide-based unequal-length wishbones at the front, while at the rear there were radius arms, a single top link, and a lower wishbone. Coil spring shock absorbers were fitted all-round, together with anti-roll bars front and rear. The cast magnesium wheels were McLaren-Elva's own: 15x8½" at the front, 15x11½" at the rear, while Girling supplied the dual-circuit disc brakes.



The 'standard' power unit was the 4½-litre Traco-modified Oldsmobile V8, though customers could specify Chevrolet or Ford engines if they so chose. The body was moulded in glassfibre, and the M1B weighed around 1,300lbs 'dry'. Trojan manufactured 28 examples, which were sold in North America as the McLaren-Elva Mark 2.

When the inaugural Can-Am series commenced in 1966, it soon became obvious that the McLaren's Traco-Oldsmobile engine was not competitive with the 6.0-litre Chevrolet favoured by rival teams such as Lola and Jim Hall's Chaparral. After the opening races in Canada, Bruce switched from the aluminium Oldsmobile engine to the cast-iron Chevrolet, which although it was 200lbs heavier was considerably more powerful. The two works McLaren M1Bs were driven by Bruce and fellow New Zealander, Chris Amon, and although competitive did not win a race. Bruce eventually finished 2nd in the series to Lola's John Surtees.

For 1967 there was an all-new design: the M6A, which would prove good enough to bring Bruce the first of his two Can-Am championships, starting a five-year period of dominance. Bruce's team-mate and fellow New Zealander, Denny Hulme won in 1968 and 1970, book-ending Bruce's 1969 win, while Peter Revson secured McLaren's final Can-Am title in 1971. Including privateer wins, the final total of McLaren victories stood at 43. Sadly, by this time Bruce McLaren was dead, killed in a testing accident at Goodwood in 1970.

As the increased production of new road cars brings the McLaren name to many around the world, and the release of the film at the end of May, called simply 'McLaren', reinforces the position of the marque as a significant figure in racing and motoring history. The early McLarens should only become more highly prized by collectors and racers alike.

Chassis number '30-04' enjoyed a lengthy career in Can-Am races and its history is fully traceable. The first owner, in 1965, was Dick Niles, a prominent Mercury dealer who had entered Bill Amick for several NASCAR Grand National seasons driving a Mercury. The Can-Am Championship promised to be quite lucrative, with substantial starting and prize money.

At first, this new championship was supposed to complement the USRRC Championship, which ran during the summer, while the 1966 Can-Am races were held in winter. Niles bought the McLaren M1B to please Bill Amick, whose career was coming to an end; fitted with a 4.6-litre Mercury engine, it also allowed him to promote the Mercury brand. Unfortunately, the engine did not prove to be very reliable.

Bill Amick's M1B carried the number '19' during the entire 1966 season, competing in six races: two at Kent and one at Laguna Seca (all non-Can-Am) and three in the Can-Am Championship (Laguna Seca, Riverside, and Los Angeles), the highlight being a brilliant 2nd place in the 200-mile race at Kent on 9th October 1966.

Bill Amick and M1B-30-04 on the way to second place, 1966 Northwest Grand Prix (image part of lot)



From the start of the 1967 season, the McLaren was fitted with an all-aluminium 6.0-litre Chevrolet V8 engine, and continued to be driven by Bill Amick carrying competitor number '19'. Competing on five occasions that season, the M1B won two non-Can-Am races (at Portland on 11th June and Westwood on 25th June) but retired from the two Can-Am races contested (Laguna Seca and Riverside, both in October). During the 1968 season, '30-04' was sold to Monté Shelton, who was at the beginning of his brilliant amateur career, though there is no record for any race in 1968.

For the upcoming 1969 season, the car was extensively upgraded with, among other modifications, the installation of an all-aluminium 7.0-litre Chevrolet V8. The car then reappeared for the 1969 season during which it contested two Can-Am races: Laguna Seca on 12th October (retired) and Riverside on 26th October (finished 13th). During the 1970 season, with the same owner, driver, and engine, the car competed in two Can-Am races: Edmonton on 26th July (retired) and Riverside (finished 15th).

Following the 1970 season, the car was sold, passing in 1972 to one Alan Holmes, who resold it in 1980 to Bill Perrone. The latter resold it in 1984 to Carl Moore. In 1986, the McLaren was sold to Henry Wilkinson, who undertook the first significant restoration and ran the car in historic car races until 1998.

The car was then sold to Andrew Simpson and then (in 2001) to Steve Thein, who spent an enormous sum on a 'show condition' restoration in the American style. This restoration involved a complete 'body off' restoration of a chassis that was still in a very good condition, though all magnesium or aluminium elements were changed for safety reasons. A new 'small block' engine was fitted. Steve Thein then raced the McLaren on two occasions in the Whitsun Trophy event at the Goodwood Revival meeting.

In 2009, '30-04' was sold to Marc Hevia, a doctor and collector based in France, who actively campaigned the car up to 2014 in the CER race series where it was always a welcome and competitive entry. At that time the car was in post-1966, dry-sump configuration.

Acquired by the current vendor at the beginning of 2015, the McLaren looked in good condition but required a complete rebuild. The vendor immediately commissioned a full no-expense-spared overhaul by renowned specialists WDK Motorsport, which took all of 2015 complete. The chassis was stripped and restored where necessary, while every component - including the brakes, suspension, and steering - has either been rebuilt or replaced, including a brand new Hewland LG500 gearbox fitted for last year's Goodwood Revival.



'30-04' has now been put back to its original, pre-'66 configuration, which includes a 5.7-litre wet-sump SMB Chevrolet V8 engine, and 8" front wheels and 10" rears. The rebuilt car was first tested in March 2016, and all invoices are available (totalling in excess of £120,000).

The car is truly in immaculate condition, fully sorted by Nick Padmore (Goodwood lap record holder) and ready to race. Indeed, '30-04' has led its class at every round of the Masters FIA Sports Car series entered. In the right hands this is a potentially race-winning car, having qualified 4 seconds faster, at the Silverstone Classic race meeting, than the Lola T70 that holds the outright Goodwood lap record. A recorded lap time of 2m 12s at Silverstone GP and 1m 35s at the Brands Hatch long circuit proves its credentials, these being the fastest times for any pre-'66 sports-racer.

This most potent M1B comes with a good spares package including bodywork, wheels, multiple gear ratios, and other miscellaneous items. It also has current FIA HTP papers, and the latest version is being processed by the FIA/MSA.

£200,000 - 250,000

€230,000 - 290,000



249 N

**1923 BUGATTI TYPE 23 BRESCIA
MODIFIÉ TORPEDO**

Coachwork by Lavocat et Marsaud

Registration no. not UK registered

Chassis no. 1709

- *One of circa 200 Brescia Modifié chassis produced in 1923*
- *Exceptionally original and well documented*
- *Matching chassis, engine, and body*
- *Restored to the highest standard in 2009/2010*
- *Winner of the Pebble Beach Chairman's Award (2011)*
- *Constantly maintained*





'...this is a highly original car in all details with an unusually well documented history. Its Lavocat & Marsaud coachwork is elegant, sporting and totally appropriate for this sports chassis. In its manner of going, it is clearly as mechanically sound as its appearance would suggest.' – Bob King, author: *'The Brescia Bugatti'*.

By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. Developed from the first Bugatti to be built at Molsheim - the short-wheelbase Type 13 of 1910 - the Type 13 'Brescia' took that name following the factory's first four places at the 1921 Italian Grand Prix for Voiturettes, held at the eponymous racetrack in Lombardy. Longer wheelbase Type 22 and Type 23 models were made, both of which used the single-overhead-camshaft 16-valve Brescia engine and were built alongside 8-valve 'Petit Pur Sang' versions.

Introduced in February 1923, the Brescia Modifié was a true thoroughbred sports car, derived directly from the racing Brescias that had dominated the voiturette category at the 1921 Italian GP. At a time when many 1½-litre production cars struggled to achieve 50mph, the Brescia Modifié was guaranteed to exceed 70mph.

Of advanced design, the engine incorporated a ball-bearing crankshaft and aluminum crankcase, and was coupled to an excellent four-speed gearbox developed from that of the Brescia racers; indeed, many Brescia Modifiés were raced with great success.

Bugatti produced approximately 200 Brescia Modifié chassis in 1923, virtually all of them Types 22 and 23. According to Bob King's authoritative book, *'The Brescia Bugatti'*, 19 of them are known to survive. Of these, around half have been shortened to the popular Type 13 configuration, and most of the rest have lost their original engine and/or body over the years. Thus '1709', with its original engine and original Lavocat et Marsaud coachwork, is rare indeed. In total, some 2,000-or-so Brescias were built between 1914 and 1926 with engine capacities of 1,368, 1,453 and 1,496cc.

Unlike the vast majority of the 16-valve Brescia Bugattis produced, '1709' is well documented from 17th July 1923, when assembly of its chassis commenced, through to the present day. Fitted with 1,496cc engine number '137', this early example of the 'Brescia Modifié' was delivered in chassis form to Bugatti's Paris agency on 7th August 1923. With the exception of those made for their racing cars, Bugatti did not produce bodies until 1927, so all earlier touring models such as this Type 23 were supplied in chassis form.



This particular chassis was bought by André Buot of Azay le Rideau, a town near the mouth of the River Indre about 11 miles south-west of Tours on the River Loire. Monsieur Buot elected to have his car fitted with a staggered two-seater torpedo body built by Lavocat et Marsaud of Boulogne-sur-Seine, Paris, this no doubt arranged on his behalf by Bugatti's Paris agency. During the 1920s, Lavocat et Marsaud specialised in lightweight sporting bodies, and surely fitted more coachwork to chassis supplied by Bugatti's Paris agency than did any of their many Parisian competitors. Elegant and racy, the body fitted to '1709' was ahead of its time.

The completed car was registered in Buot's name on 29th August 1923. Remarkably, Michel Berthelot, a more recent owner, managed to contact André Buot in early 1993, and the old man well remembered the car he had bought new 70 years previously. Berthelot then wrote to him in the hope of obtaining more information, in particular some period photographs of the car. His letter was written on 24th March but unfortunately Buot had passed away on 6th March, his executor informing Berthelot by letter dated 2nd April. So, sadly, the opportunity of gaining the desired information directly from Buot was lost for all time.

The Bugatti's second owner was René Jack of Montrichard, a town on the River Cher around 24 miles east of Tours, so the car remained in the same locality.

It was registered in Jack's name on 4th October 1929 but remained in his possession for less than a year, after which it passed to Marcel Salzard of Blois, a town 20 miles from its previous home in Montrichard. The car was registered in Salzard's name on 7th August 1930.

The following year, the Bugatti was sold to Maurice Boucher of Bourges, capital of the Cher département. '1709' next passed to 31-year-old Marcel Apied, also of Bourges, so it kept its existing registration number, which was transferred to him on 8th November 1934. The car was destined to remain in the Apied family for a further 36 years.

Apied had no son or direct heir to his estate but his brother Paul had two sons, Daniel and Jean-Paul, who became his heir. Both stepbrothers have been able to provide valuable information about the car. Their memories from the mid-1950s, when they were schoolboys, agreed in all respects bar one, Daniel recalling that the car's wings were as they are to his day while Jean-Paul, thought that they were more rounded. Otherwise they agreed over the basic details of the coachwork: that it was a staggered two-seater with a pointed tail, and that it was dark blue in colour.

On being shown photographs of the Bugatti taken in the 1970s, when it was pale blue with dark blue wings, they agreed that it was no longer in the colour they both remembered, so it must have been repainted by its next owner, car-collector Roger Louis Nachtigall of Raincy, near Paris, to whom their uncle had sold the car on 12th November 1970.



Evidence about the car's condition prior to its sale to Nachtigall has recently been provided by François Morin, who at the time was President of the Retromobile Club of Berry, the village of Berry-Bouy. It appeared to be in poor condition with damaged paintwork, and had been unused for a long time.

During Mr Nachtigall's ownership, the Bugatti was restored to running order, and in 1984 it featured prominently in the film *'Mistral's Daughter'*, based on the novel by Judith Krantz and starring, among others, Stephanie Powers, Lee Remick, and Stacy Keach. Following Nachtigall's death, his second wife Jeanne disposed of the car on 13th January 1991 to the aforementioned Michel Berthelot of Gournay en Bray in northern France. He treated the car to a further restoration during 1993.

The present owner purchased the Bugatti from Michel Berthelot on 1st July 2009 and registered it in his name in Italy. He then had the car restored to the highest standard, the work being carried out during 2009/2010, since when '1709' has been displayed at Pebble Beach, receiving the Chairman's Award in 2011, and in 2012 won the Louis Vuitton Serenissima Run. The car also participated in the 2010 and 2011 International Bugatti Rallies held in, respectively, California and Spain, where it performed superbly and was inspected by several leading Bugatti authorities.

It has also taken part in the Bugatti International meeting in Kyoto, Japan and 'La Festa Mille Miglia' Bugatti meeting in Japan, both in 2015. It is worthwhile noting that the car is currently running on twin-spark magneto ignition, and that an alternative coil ignition system is available.

The owner has conducted impressively comprehensive researches, and a file of relevant documentation comes with the car. This file contains a typically thorough account of the car's history compiled by Bugatti historian and Brescia enthusiast, David Sewell; an assessment by Nathanael B Greene, Jnr, International Representative, American Bugatti Club; and a further important appraisal (dating from the late 1960s) written by M Morin, president of the Rétromobile Club of Berry. The car also has a FIVA Identity Card and ASI 'Gold Plate'.

Overall, this is a remarkably well preserved example of an early Bugatti Brescia Modifié, very few of which have survived to the present day. It has a fine provenance, retaining as it does its original chassis frame, chassis plate, engine, and bodywork together (it is believed) with all its other major components. Furthermore, its mechanical condition has been shown to be excellent. A wonderful opportunity to acquire a well known and equally well documented Brescia of quite exceptional quality.

£550,000 - 650,000
€640,000 - 750,000

250 N

2011 FERRARI 599 GTO COUPÉ

Coachwork by Pininfarina

Registration no. to be advised

Chassis no. ZFF70RDJ000182726

- *One of 599 built*
- *Delivered new to Taiwan*
- *Full service history*
- *5,964 kilometres from new*







Introduced at the Geneva Motor Show in February 2006, the 599 GTB Fiorano was the first of Ferrari's 599 family. Taking its name from Ferrari's famous test track, it was the latest in a succession of models named after places associated with the marque such as Modena and Maranello. Its immediate predecessor - the 575 Maranello - had met with a mixed reception, disappointing those that had so admired the 550 Maranello, so Ferrari had some catching up to do in designing the 599.

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-litre V12 was a reworked version of that found in the Enzo supercar. As installed in the 599, this state-of-the-art unit produced a staggering 612bhp at 7,600rpm with maximum torque of 448lb/ft at 5,600 revs. Weighing a claimed 1,690kg, the 599 has a power-to-weight ratio of 362bhp per tonne, far eclipsing the 291bhp/tonne of its 575 Maranello predecessor.

Developed as part of Ferrari's Formula 1 programme, the paddle-shift gearbox had become a feature of its range-topping sports cars and was in its latest form for the 599. A conventional six-speed gearbox was available also.

Although active suspension had long been banned from Formula 1, its development for road cars had continued and the 599 came equipped with SCM magnetorheological 'semi-active' dampers. The latter's damping fluid changes in viscosity almost instantaneously when a magnetic field is applied, thereby altering the suspension characteristics. Damper controls were placed on the Formula 1-style steering wheel together with those for traction control and stability, as was the starter button.



The 599's fortunate driver would find him/herself looking at a central analogue rev counter flanked by a similar speedometer and an electronic display screen for all other functions. Ferrari thoughtfully provided plentiful storage space within the sumptuous leather-trimmed interior.

In April 2010, Ferrari announced the 599 GTO, a road-going version of the track-only 599 XX. Reviving a evocative model designation from Ferrari's past, the new GTO came with 661bhp on tap and weighed almost 100kg less than the standard GTB, a combination that delivered a 0-100km/h time of less than 3.3 seconds and a top speed in excess of 335km/h. Production was limited to 599 cars, which were reserved exclusively for Ferrari's most favoured customers.

The fabulous and exclusive Ferrari supercar offered here was delivered new to Taiwan via Cornes, the official Ferrari importer in Japan. Finished in white with black/red interior, it has covered only 5,964 kilometres from new and is presented in commensurately excellent condition.

Noteworthy features include aluminium brake callipers, carbon fibre headlight buckets, Alcantara upholstery, navigation system, iPod connection, carbon fibre racing seats, and a white rev counter. There is service history on file recording services in 2011, 2013, and 2015, and the car also comes complete with tool kit and a factory data sheet.

£380,000 - 440,000
€440,000 - 500,000

251

1952 PORSCHE 356 'PRE-A' 1600 COUPÉ

Registration no. 873 UYF

Chassis no. 11976

- Imported from California, USA
- Left-hand drive
- Extensively restored
- Fully sorted and ready to enjoy





Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupe at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen. The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father. Like the immortal 'Beetle', the 356 employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension, yet somehow contrived to offer level of performance that belied the basic layout's humble origins.

In 1951 an aluminium-bodied works car finished first in the 1,100cc class at the Le Mans 24-Hour Race and 20th overall, thus beginning the marque's long and illustrious association with La Sarthe. Constant development saw the 356's engine progressively enlarged, with 1.3-litre and 1.5-litre units first becoming available in 1951. In 1952 the original split windscreen was replaced by a one-piece screen and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the revised 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels.

Built in December 1952, this 'Pre-A' coupe with the earlier one-piece windscreen with distinctive profile was first registered on 1st January 1953. In 2014, the Porsche was imported into the UK from California and registered here on 1st May of that year.

Before the car left California the following work was undertaken: a full body restoration and repaint; a full interior re-trim; a full re-chrome of bright-work; installing new lights and fittings; and rebuilding the engine. It should be noted that the latter is a '1600' unit not original to this car.

Following acquisition in the UK in September 2014, Porsche specialists Gantspeed Engineering have undertaken the following work: a full suspension overhaul with all new bushes, bearings and shock absorbers; a complete brake refurbishment with all new hydraulic cylinders and hoses; a comprehensive rebuild of the (original) transmission with new bearings, synchros and shifting sleeves as required; a full pedal box restoration; a full overhaul of all control systems passing through the centre tunnel; a steering box rebuild and new steering joints; and fitting a new battery, tyres, and starter motor. Gantspeed have covered circa 500 miles in the car and have dealt with any issues that cropped up. Whilst prior to the photography for the catalogue, one of our team has recently been a passenger in this car and enjoyed the experience immensely.

Really early 'Pre-A' examples of the Porsche 356 are becoming increasingly difficult to find, especially in such good condition as this one. Indeed, no Porsche Collection can be truly complete without one of the models that started the story. Finished in Azure Blue with beige leather interior, this is a truly excellent example of the Porsche 356 in its earliest and purest form - fully sorted, MoT'd and ready to enjoy.

£140,000 - 160,000
€160,000 - 190,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

252 * N

Factory Demonstrator

1956 TALBOT LAGO T14 LS SPECIAL COUPÉ

Chassis no. 140031

- One of 54 T14 LS models made
- Rare Spécial variant
- Restored in 1994





Talbot-Lago introduced a sensational new 2.5-litre model at the 1955 Paris Salon - the T14 LS - an altogether superior sports car powered by a four-cylinder, twin-camshaft, overhead-valve engine. In standard tune the latter developed 120bhp, which was transmitted via an all-synchromesh ZF gearbox. The chassis frame was fabricated from large diameter tubes, featuring independent front suspension, while the styling borrowed much from the Record Grand Sport, the sleek 2+2 coachwork being a wonderful example of Gallic elegance.

The Talbot-Lago T14 LS was both exclusive and expensive; only 54 examples were built, of which a very small number (believed seven or eight) were to Spécial specification. The Spécial featured aluminium doors, bonnet and boot lid, Borrani wheels and high-lift camshafts, giving enhanced performance. This unique example was a factory demonstrator provided for the use of its distributors, one of whom was the ace Grand Prix driver, Louis Rosier, who had won the 1950 Le Mans 24-Hour Race at the wheel of a Talbot-Lago T26 Grand Sport co-driven by his son, Jean-Louis. This car's frontal styling was especially modified to echo the looks of the T26 Grand Sport that Rosier used on the Carrera Panamericana. Louis Rosier, being the Talbot-Lago distributor for Auvergne, is believed to have used this car and might have been instrumental in its subsequent sale. Records suggest that the Talbot-Lago was owned from 1959 to 1980 by a close friend of Rosier - a Mr Gay - and in total it has had only nine owners.

Chassis number '140031' was restored in 1994 while in the ownership of a Mr Grolleau and comes with a detailed restoration file containing photographs and invoices together with a comprehensive history file relating to the model and this car in particular. One of the recent previous owners, a well-known Talbot aficionado, drove the car enthusiastically at Talbot events both at home in the UK and overseas, taking part the STD Register's 80th Anniversary celebration trip to Tours in 2003. The immediately preceding owner purchased '140031' at Bonhams' Goodwood Revival Sale in September 2003, and the car was carefully stored, regularly maintained and occasionally exercised during his stewardship. The current vendor purchased the Talbot-Lago at Bonhams' auction at La Halle Freysinnet, Paris in February 2012 and has been stored unused since.

Superbly equipped in all areas, the car features grey upholstery to the interior, opening rear quarter lights, sliding Perspex side windows, quick-release filler cap, SEV Marchal headlamps and Jaeger instruments. Later twin-choke Weber carburettors have been fitted to enhance performance, while an electric fan and alternator have been added for reliability and convenience (the original dynamo is offered with the car). Although not original to this car, the engine is of the correct high-lift-camshaft type.

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

£130,000 - 160,000
€150,000 - 180,000

1974 PORSCHE 911 TYPE 935 REPLICA

Registration no. not registered

- Based on a Porsche 911E
- Highly competitive; numerous race wins
- 3.3-litre twin-turbocharged engine; circa 530bhp
- Eligible for the CSCC's Special GTs series and GT Cup
- Easily returned to 'historic' specification



Owned and raced by former long-standing Financial Times motoring editor John Griffiths for more than two decades, this replica and further development of Porsche's iconic Type 935 World Sports Car Championship and Le Mans winner, has long been one of the more colourful and best-known cars on the UK club and 'gentleman racer' scene. On occasion it has been shared with well-known driver friends: Tony Dron taking an outright win with it in the Porsche commemorative race in the 2007 Silverstone Classic, and works Mazda and Vauxhall driver Mark Ticehurst winning six out of the car's last seven races in 2014 (a series record) against hallowed machinery such as the late Gerry Marshall's 550bhp V8 'Baby Bertha' and the Marsh Plant leviathan Aston Martin V8 in the CSCC's popular Special GTs series.

The car's travels further from home have included Bahrain's GT Festival for FIA and invited GTs, where Griffiths' partnership with Ian Flux was brought to an unfortunately premature end by a broken wheel.

The car has been absent from the circuits for the past two seasons as the result of a high-speed testing 'off' at Brands Hatch's Paddock Bend and a subsequent decision to undertake, a complete, ground-upwards rebuild of both car and engine, including frame re-jigging, all new bodywork, suspension, splitter, diffusers and other aero. This has been completed at a cost approaching £40,000, and the car is fully circuit-ready. It should be noted that all engineering work has been designed and carried out by CTR Engineering of Huntingdon.

CTR is led by Richard Chamberlain, whose own famous orange 935 evocation is front-running against state-of-the-art McLarens, Bentleys et al in the UK's GT Cup, and which is widely acknowledged to be the fastest Porsche racing regularly in Britain today.

Griffiths and Chamberlain began racing together in 1996, in their then near-identical cars, in the AMOC's Intermarque team challenge: Ferrari, Aston Martin, Jaguar, Porsche, AC Cobra, and in Porsche's Open series for the most highly modified examples of the marque. Both were part of the winning Porsche team for three successive years, while individually Chamberlain and Griffiths were consistent finishers in the top five of Porsche Open and Intermarque rounds.



Leading the field at Silverstone

However, with drivers of the calibre of Marshall to contend with, 'an overall win escaped me,' recalls Griffiths. 'I got the occasional class win and I did get past Gerry once, at Brands, to take a 2nd but only because, uncharacteristically, he briefly left the door open. Truth is, the car's faster than I am.'

The full history of this car is set out in a five-page special feature undertaken by the CSCC for its Oulton Park Classic meeting of 27th September 2014 (copy available). Like Chamberlain's car, it began life as a road-going 1974 Porsche 911E, its racing career beginning in normally-aspirated, slide-injection 3.2-litre RSR form at around 320bhp in the ownership of City solicitor, Gideon Hudson. As the CSCC history charts, it was invariably a front runner, scrapping in company including Marshall, John Greasley, Malcolm Hamilton and Autofarm's Josh Sadler.

A chance encounter in the Castle Combe paddock in 1994 led to Griffiths' ownership. He has just clinched an MG V8 championship after a season-long battle with former British saloon car champion, Warwick Banks 'and I found myself parking up behind the widest, curviest, most exciting backside I had ever seen in my life.' A deal was done with Hudson and the car has carried its Financial Times and Pirelli sponsors' livery ever since.

With cars such as Ferrari's F40 and Jaguar's XJ220 arriving in Intermarque in the late 1990s, plus invitations to the Chamberlain and Griffiths cars to join the 'invitation' class in the Group C revival, substantially more power was required. Thus the car for sale retains its Bosch K-Jetronic mechanical fuel injection system (to retain authenticity) but otherwise has been comprehensively re-engineered to Type 935 twin-KKK.27 turbo format providing some 530bhp, with more available at increased boost. Bodywork is primarily Kremer K3 but adapted at the rear for improved aerodynamics. Powerful AP Racing brakes at front and rear are fully compatible with the car's performance. The Porsche is offered with a comprehensive history file, spare wheels and wets, while Richard Chamberlain's CTR support services are available during the motor racing season.

While considered 'too fast' for the current formats of AMOC Intermarque and Porsche Open, this car is eligible for the CSCC's Special GTs series, GT Cup, and various other UK and Continental European events. It should be noted that original-shape rear wings and a Stuttgart 'biplane' spoiler are readily available from specialist suppliers, typically for a total under £4,000, should a buyer wish to obtain 'historic' papers and race the car in those classes.

£60,000 - 80,000
€69,000 - 93,000

254 N

The property of Thor Hushovd

2010 PORSCHE 911 TYPE 997 GT2 RS COUPÉ

Registration no. not UK registered

Chassis no. WP0ZZZ99ZBS776186

- *Rare high-performance 911 variant*
- *Delivered new in Germany*
- *Believed two private owners from new*
- *Full Porsche service history*
- *Circa 8,900 kilometres from new*





Intended primarily for racing, though still road legal, the Porsche 911 GT2 can trace its ancestry all the way back through a succession of high-performance models to the legendary 911 Carrera RS of 1973. The car takes its name from the FIA's GT2 category of production sports car racing, for which it was homologated, and has been produced in a variety of versions since its introduction in 1993 on the Type 993 iteration of the perennial 911.

The GT2 was based on the contemporary 911 Turbo, using essentially the same twin-turbocharged engine. In the GT2, the 3.6-litre air-cooled flat-six produced around 414bhp initially, which was good enough for a top speed of 301km/h (187mph). To make the GT2 fit for track use, the brakes, suspension, and wheels were up-rated to cope with the substantial increase in performance, while aerodynamic downforce was enhanced by a larger front air dam and a rear spoiler. Of rear-wheel drive configuration, the GT2 was considerably lighter than the Turbo, many of the interior fittings having been deleted, and was the most expensive model in the 911 range. In its original Type 993 incarnation, the Porsche 911 GT2 was produced up to 1998.

Although the successor Type 996 range had arrived in 1999, it was not until 2002 that a GT2 version of this new model became available, by which time Porsche's motor sports programme had switched to the normally aspirated GT3. Thus the Type 996 GT2 was developed primarily as a road car, albeit one that retained its track-orientated predecessor's characteristically aggressive-looking bodywork. Motive power was still provided by a 3.6-litre twin-turbo engine, though now it was water-cooled. Maximum power was around 455bhp (later 476bhp), which was transmitted to the wheels via a six-speed manual gearbox.

GT2 production had always lagged behind that of the less exotic models in the 911 range, and so it was that the Type 997 version did not appear until 2007, some three years after the first such models had gone on sale. This new GT2 was launched at the Frankfurt Motor Show, with cars arriving at dealerships in November 2007. Once again, the GT2's appearance differed from that of its 997 Turbo sister car, with further aerodynamic enhancements front and rear.

The Type 997 GT2's engine was based on the existing 3.6-litre unit, though its twin turbochargers were now of the 'variable geometry' type, designed to provide optimum boost and throttle response at all engine speeds. With this new technology came a useful increase in power, the Type 997 GT2 having all of 522bhp and 501lb/ft of torque at its disposal, the latter available from as low as 2,200 revs.



In 2008, *Motor Trend* magazine achieved a 0-60mph time of 3.3 seconds and a standing quarter-mile of 11.3 seconds with 'their' GT2, while the latter's claimed top speed of 204mph made it one of only a tiny handful of Porsche road cars capable of exceeding 200mph.

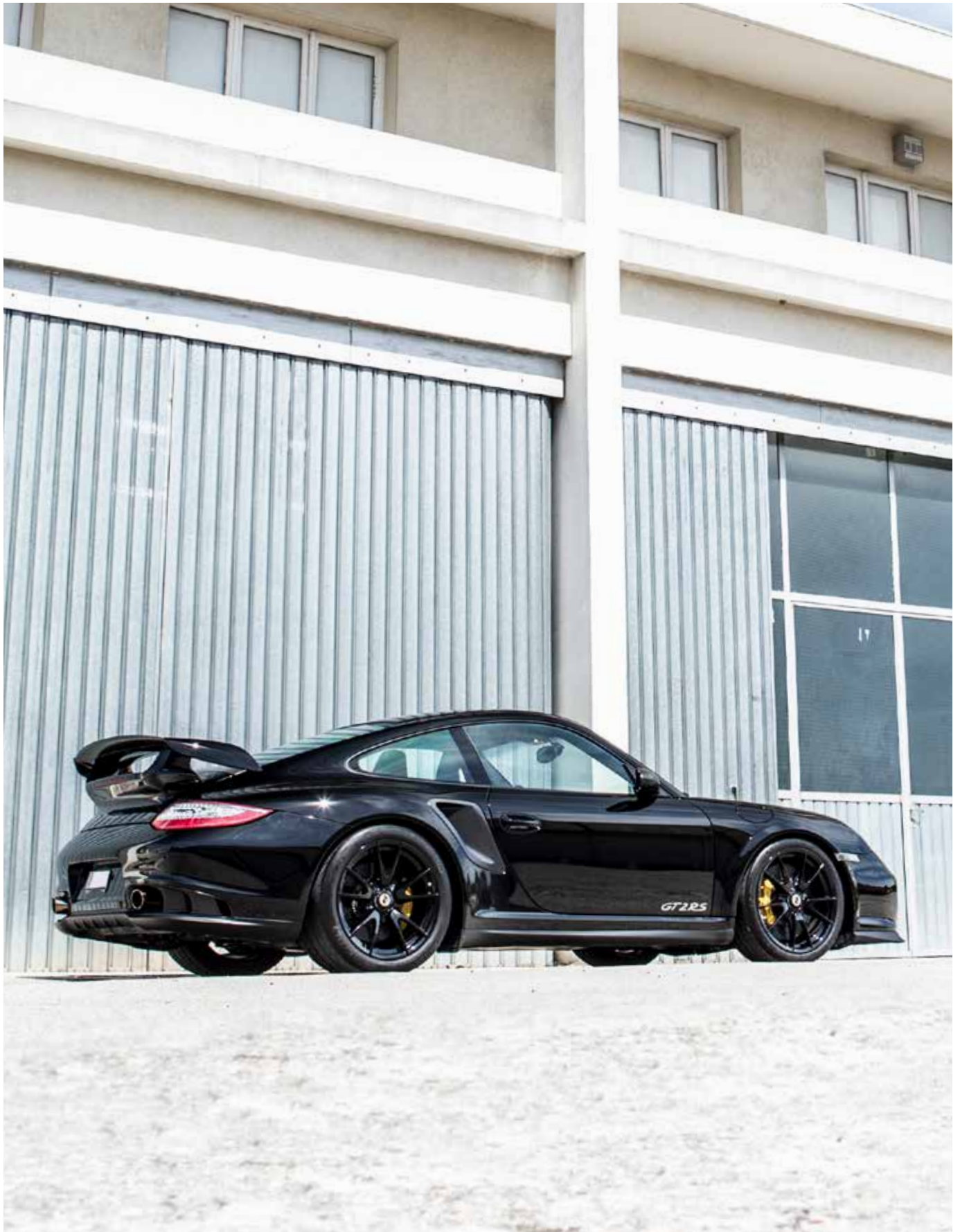
And if that was still not enough, customers with even deeper pockets could order the GT2 RS. Conceived as a special project and announced in May 2010, the RS developed 612bhp and 516lb/ft of torque while weighing 150lb (70kg) less than the standard GT2. The engineering team's aim had been to set a new record for the Nürburgring's challenging Nordschleife circuit, which Porsche test-driver Timo Kluck duly achieved.

This GT2 RS belongs to Thor Hushovd, Norway's most successful racing cyclist. Mainly known as a time-trial specialist and sprinter, Hushovd is the first Norwegian to have led the Tour de France, pulling on the famous yellow jersey for the first time in 2006, while the previous year he had won the points classification's green jersey, a feat he would repeat in 2009. Hushovd is also the first Scandinavian to have won the World Road Race Championship (in 2010) and the Scandinavian with the highest number of stage wins in Grand Tours. He retired from racing in 2014.

This car was delivered new in Germany via Porsche Zentrum Hannover and comes with the original purchase invoice and stamped service booklet. Finished in black with red/black LE leather interior, it is as well specified as one would expect of a model costing over €250,000 when delivered, as evidenced by the detailed equipment list on file. The latter is far too lengthy to reproduce here, but highlights include ceramic brakes (PCCB), top-tinted windscreen, black-lacquered wheels, adaptive sports seats, leather trim to the steering wheel and rear centre console, clear glass-look taillights, 19" GT2 RS wheels, and the Club Sports Package.

Believed to be the second private owner, Thor bought the Porsche from DK Engineering in the UK in March 2015. New tires were fitted when Thor bought the car, and he has driven it for only some 1,500 kilometres since then. Serviced by RS Motors in December 2016 (bill on file), this exclusive and highly desirable Porsche supercar is offered with current Monegasque Registration papers, sundry other service invoices, and the aforementioned Porsche documentation.

£290,000 - 340,000
€340,000 - 390,000



255

1995 MERCEDES-BENZ SL 72 AMG COUPÉ/ROADSTER

Registration no. to be advised
Chassis no. WDB1290761F115979

- One of an estimated 35 built
- 525bhp; circa 185mph
- Three owners from new
- All books and tools



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

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

The car offered here is an example of one of AMG's rarest and most exotic models, the legendary SL 72, which when it went on sale in 1995 was the most powerful that the company had ever produced, boasting a supercar-league maximum output of 525bhp and 553lb/ft of torque. Later given the designation SL 73, it was based on the flagship SL600 coupé/roadster that had debuted in the R129 platform at the Geneva Show in 1989. Sleeker and more aerodynamically efficient than its W107 predecessor, the new SL also incorporated a wealth of safety features, including a spring-loaded, self-erecting roll bar.



For the SL 72/73, AMG bored and stroked the SL600's 6.0-litre V12 to achieve a cubic capacity of 7.3 litres. The transmission was Mercedes-Benz's latest five-speed automatic, and power was transmitted to the ground via a special wheel/tyre combination. AMG decided that they need not be bound by the German manufacturers' agreement to restrict their vehicles' top speed to 250km/h (155mph), and as a result the SL 72/73 was able to unleash its full potential, which meant a top speed of around 185mph with the 0-60mph dash covered in only 4.8 seconds. As a testament to the stupendous performance of the SL 72/73, Horacio Pagani chose its AMG-modified V12 engine as the power unit for his new Pagani Zonda supercar.

It appears that production was halted after an estimated 35 SL600s had been modified to SL 72 specification, resuming in 1998 (as the SL 73) and continuing until 2001, by which time a further 50 cars had been complete for a combined total of 85. Of the 35 SL 72s built, 25 were purchased in a package deal by the Sultan of Brunei.

A relatively early example completed on 18th March 1995, this SL 72 is one of the minority badged as such rather than as the (later) SL 73. Number '4' of the 35 SL 72s completed, and one of only 10 sold privately, this example is rust- and accident-free, and has enjoyed only three owners from new. It comes with full history going back to the original ordering details.

Presented in Mercedes-Benz's traditional silver livery, with a full black leather interior, this car also boasts a panoramic glass roof, AMG 18" alloy wheels, a sports exhaust, 300km/h speedometer, and AMG wood veneers and logos both inside and out. Mercedes-Benz Watford serviced and inspected this SL on 14th March 2016 and found it to be faultless (report on file).

Offering peerless engineering, all-weather usability and supercar-rivalling performance, this ultimate SL comes with AMG correspondence, service bills, current MoT, a V5C Registration Certificate, Japan/UK main dealer service history, and all books and manuals in their original leather-bound wallet.

£70,000 - 100,000
€81,000 - 120,000

256

1996 BENTLEY CONTINENTAL T COUPÉ

Registration no. P112 OKR

Chassis no. SCBZU23C6VCH53332

- Supplied new in the UK
- Automatic transmission
- Circa 60,500 miles from new
- Full service history





Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products; but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to 6.2 seconds and boosting top speed to in excess of 150mph.

There was even more to come in the form of the Continental T. Introduced in June 1996, the latter was a short-wheelbase version of the Continental R, some 4" being taken out of the chassis aft of the doors. With 400bhp at its disposal and crouching aggressively on 18" wheels, the low-slung Continental T looked every inch the thoroughbred Bentley sports car, the cockpit with its engine-turned dashboard recalling the heroic exploits of W O's 1920s racers.

The engine start button was another neat 'retro' touch. Despite weighing as much as two Ford Mondeos, the luxuriously appointed Continental T was certainly no slouch, racing to 60mph in a tyre-shredding 5.8 seconds on its way to a (governor-limited) top speed of 156mph. Equally eye-watering was the price: £220,312 at time of launch.

Finished in Diamond Silver Blue with Silverstone hide upholstery, the example offered here features blue Bentley badges and slate hide steering wheel, gear lever and piping to the front/rear armrests, all of which were factory optional extras. This car is presented in stunning order and clearly has wanted for nothing throughout its life, as evidenced by the accompanying full service history. As well as the service booklet, which has been stamped 17 times by Messrs P&A Wood, Harwoods, and Hanwells, the Continental comes with many recent bills from the latter for general maintenance totalling over £10,000. This car also comes complete with its original factory pack containing all manuals and the aforementioned service booklet; a substantial quantity of receipts for works carried out over the years; current MoT certificate; V5C registration document; and a Bentley battery charger. Produced in very limited numbers - it is estimated that a little over 300 Continental Ts were made, with around a third in right-hand drive form - these magnificent motorcars are rapidly increasing in value and becoming harder to in as good order as this one.

£60,000 - 80,000
£69,000 - 93,000

1967 PORSCHE 911S 'SUNROOF' COUPÉ

Registration no. 11 PVW

Chassis no. 306438S

- Delivered new to Germany
- Desirable early short-wheelbase model
- Matching numbers
- Professionally restored in the USA
- Concours winner



'So what we have here is one of the best early 911S we have ever seen, and one which is as near to being perfect as anyone is likely to get. That it is a 2.0-litre 911S in that most becoming of colours, Irish Green, makes it all the more appealing.' – *Classic Porsche*.

Chassis number '306438S' was produced on 24th October 1966 for the German market and delivered to its first owner in Hamburg sometime in late 1966 or early 1967. The original owner is unknown, as are any other (if any) owners prior to the car's purchase by an American working in Germany, who shipped to his home in Kennewick, Washington in April 1977. Its accompanying Porsche Certificate of Authenticity confirms that this 911S was originally finished in Irish Green with black leatherette interior trim, and lists the following optional equipment: Dunlop tyres (165/15), Talbot mirror, sunroof, two fittings for headrests, one headrest (right), Becker Grand Prix radio, loudspeaker, antenna, and a warning light.

In 1998, '306438S' was purchased by a collector. The Porsche was never re-titled, and sat neglected in storage for 10 years after an stalled restoration attempt. When the previous owner purchased the car in 2009, it was in poor condition with 116,000 kilometres on the odometer. The Porsche had been stored outdoors for a number of years, had suffered some serious 'parking lot' damage and acquired a coat of surface rust.

It appeared that all four corners had been damaged and/or replaced at some time in the car's history. As a result, metalwork repairs and replacement panels were required to bring '306438S' back to original, 'like new' condition. The required panels were taken from a nice, original 1967 Porsche 912, while the body and paintwork took two years to complete.

The good news was that none of the mechanicals had ever been removed, and that the engine and transmission numbers matched those quoted on the Certificate of Authenticity. All mechanicals: engine, transmission, Weber IDS carburettors, etc were completely dismantled and rebuilt and/or restored to factory-new condition. Missing or non-restorable parts were replaced by new-old-stock items whenever possible. Very few reproduction parts were used in this restoration, which was overseen by marque specialists German Master Tech of Bend, Oregon. Body and paint were entrusted to Redstone Restoration Services, with the engine rebuilt by Rothsport Racing, and the engine overhauled by Randy Leadbetter (all these specialists being based in Oregon) while re-plating of the myriad minor components and fastenings was carried out by Queen City Plating of San Diego, California. QCP also handled the re-chroming of the Porsche's brightwork, while restoration of the interior was undertaken by another San Diego-based specialist: Autobahn Interiors.



Harvey Weidman of Oroville, CA restored the Fuchs wheels, which were shod with Vredestein Sprint tyres as they have the correct aspect ratio and an appropriately 'period' appearance.

Immediately following the restoration's completion, German Master Tech showed the 911S at the High Desert PCA event in the spring 2013 where it gained the 'Best of Show' award. This was followed by 'Best of Show' and 'Best in Class' (Closed Car) at the Forest Grove Concours d'Élégance; 2nd in class at the Carmel Concours on the Avenues during Monterey Week; and 1st in class (PCA Early 911) in Monterey's 'Legends of the Automobile' show. This favourable reception on the demanding and highly competitive American concours circuit led to the Porsche finding a new owner, and it was shipped to Europe in 2013. Soon after, its story was published in *Classic Porsche* magazine (November/December 2014 edition), a copy of which is on file together with a V5C document, MoT to September 2017, the appropriate cherished UK registration '11 PVW' is also offered with the car.

In recent years, discerning collectors have increasingly sought out the early, short-wheelbase Porsche 911 as it represents this iconic model in its purist form; presented in beautiful condition, this concours-winning example, is worthy of the closest inspection.

£240,000 - 280,000
€280,000 - 320,000



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

258

1992 FERRARI 348TB COUPÉ

Registration no. J938 DYO

Chassis no. ZFFKA35B000092157

- Delivered new in Italy
- Left-hand drive
- Recent service (cam belts changed)
- Circa 7,250 kilometres recorded



'How do you replace a classic? It's tough, but it needs to be done eventually. Ferrari's transformation of the 328 into the 348 is much more interesting from a technical and engineering viewpoint (because serious dynamic issues have been addressed by a good team of development engineers) but it's bound to be the shape that people talk about first.' – *Fast Lane*.

First seen in prototype form in 1987, the Ferrari 348 entered production in 1989, replacing the immensely successful 328 GTB/GTS. Mid-engined like its predecessor, the 348 differed by mounting its four-valves-per-cylinder, quad-cam V8 engine - now enlarged to 3.4 litres - longitudinally, enabling it to be positioned lower in the chassis. Another new departure was the transversely mounted five-speed gearbox - a spin-off from Ferrari's contemporary Formula 1 technology - that enabled weight to be concentrated within the wheelbase. This combination of a lower centre of gravity and better weight distribution addressed one of the perceived shortcomings of the 328: a lack of composure when cornering hard. Initially typed 'tb' and 'ts' - trasversale berlinetta and trasversale spyder - the 348 reverted to Ferrari's traditional GTB/GTS nomenclature part way through production.



Wider, taller, and longer in the wheelbase, the 348 nevertheless contrived to be 2" shorter than the outgoing 328. With its aerodynamic skirts, spoilers, minimal overhangs and distinctive gill slats feeding air to side-mounted radiators (the front grille is a dummy), the stocky 348 looked very much like a scaled-down Testarossa and, with around 300bhp on tap and a top speed of 170mph, gave little away in terms of outright performance to its larger, 12-cylinder sibling. As well as the extra horsepower, the 3.4-litre engine brought with it a useful increase in torque from 224 to 238lb/ft, which arrived at lower revs: 4,200 as opposed to 5,500.

According to *Fast Lane*: 'The extra urge lower down really is noticeable, and the smoothness of delivery is matched by very few engines from anywhere in the world: since this is conjoined with exquisite driveline smoothness, you can brutally stand on the throttle at low revs, and it'll just light up and take off without any hesitation.' Clearly, owners of the Ferrari 348 have much to enjoy. Production ceased in 1994 after 8,745 348s of all types had been built.

The left-hand drive Ferrari 348tb we offer was supplied new in Milan, Italy via Symbol Car SpA on 7th January 1992 and is believed to have formed part of a private collection, there being a copy of an Italian Certificato di Proprietà on file (dated September 1994) in the name of 'Autocollection di Ricci Gabriela SAS'.

The Ferrari was first registered in the UK on 23rd August 1998, while the accompanying V5C Registration Certificate states that there have been four former keepers in this country.

Circa 2012, with only 6,106 kilometres recorded, the Ferrari came into the hands of independent marque specialists Terry Keys Motorsport Ltd, who inspected the car and concluded that, judged on its condition, the odometer reading was genuine. A basic service was carried out in June 2012, followed a couple of months later by a change of cam belts and water pump (both services stamped by Terry Keys). On 11th September 2012, the Ferrari passed to the immediately preceding registered keeper, John Brown of Eaton Socon, Cambridgeshire. In August 2016 at 6,860 kilometres, shortly after the car had been purchased by the current vendor, Terry Keys Motorsport changed the cam belts and tensioner bearings, and stamped the service booklet. All bills for Terry Keys' work are present together with the last three MoT certificates, copies of two Italian titles, and the current V5C Registration Certificate. The car also comes with its book pack (including the service booklet), tool kit, and two keys. An alarm and the sound system are the only notified deviations from factory specification.

£65,000 - 75,000
£75,000 - 87,000

259

2000 PORSCHE 911 GT3 COUPÉ

Registration no. to be advised

Chassis no. WP0ZZZ99ZYS691272

- *Rare high-performance 911 variant*
- *Right-hand drive*
- *Present ownership since 2004*
- *Offered from a private collection*
- *Circa 34,000 miles from new*





Intended primarily for racing, though still road legal, the Porsche 911 GT3 can trace its ancestry all the way back through a succession of high-performance models to the legendary 911 Carrera RS of 1973. The car takes its name from the FIA's GT3 category of production sports car racing, and has been produced in a variety of versions since its introduction in 1999 on the Type 996 iteration of the perennial 911. The 3.6-litre flat-six engine, though, departed from mainstream Type 996 practice by virtue of its water-cooled cylinders, leaving only the heads cooled by air. Called the 'Metzger' engine after its designer, Hans Metzger, this unit was closely related to that of the Porsche 962 sports prototypes and the 911 GT1 racer. In the GT3 it produced 355bhp, 59 horsepower more than in the standard Type 996, which was delivered to the road via a strengthened gearbox boasting interchangeable ratios. To make the GT3 fit for track use, the brakes, suspension, and wheels were up-rated to cope with the substantial increase in performance, while aerodynamic downforce was enhanced by a larger front air dam and a rear spoiler.

Weight reduction extended to the removal of the rear seats and most of the sound deadening, rear speakers, sunroof, and air conditioning, though the latter could be ordered as an option, as could a CD/radio. There was also a 'Clubsport' package, comprising racing-type bucket seats, bolt-in half roll cage, six-point driver's harness, fire extinguisher, and a single-mass flywheel. In its original Type 996 incarnation, as seen here, the Porsche 911 GT3 was produced up to 2006.

This limited edition Porsche supercar was purchased by the current vendor from a friend of his in 2004, since when it has formed part of his private collection. While in the vendor's care, the car has been serviced by RW Autos of Southwark, London, and it has also benefited from the attention of Porsche Chiswick, which carried out a major service at a cost of £8,000 in 2010.

Finished in red with black leather interior, the latter featuring Recaro seats and safety belts, the car is presented in generally very good condition, just as one would expect given the relatively low mileage. Accompanying documentation consists of a V5C Registration Certificate, current MoT to May 2017, and sundry service bills. Used for Continental touring, including a recent trip to the Nürburgring, this beautiful GT3 is ready to enjoy.

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

£70,000 - 80,000
£81,000 - 93,000

260

1954 ASTON MARTIN DB2/4
3.0-LITRE SPORTS SALOON

Coachwork by Mulliners of Birmingham

Registration no. DFA 54

Chassis no. LML 846

- *Single family ownership since 1956*
- *Exceptionally original*
- *43,152 miles recorded*
- *Engine running well*



Testing the new DB2/4 in 1954, *Autocar* acknowledged that the Aston Martin had, 'been well known for very many years as a sports car of fine quality and high performance,' while characterising the Newport Pagnell manufacturer's latest offering as, 'an expensive car designed to cater for the connoisseur of sports cars who is not limited by financial considerations.'

With the introduction of the '2+2' DB2/4 in October 1953, Aston Martin extended the DB2's appeal to the hitherto untapped yet increasingly important market comprised of 'sports car enthusiasts with a family'. The DB2 had been the first fruit of Aston Martin owner David Brown's 1947 acquisition of Lagonda, which made the latter's W O Bentley-designed, twin-overhead-camshaft, 2.6-litre six available for a new sports car. Introduced in May 1950, the DB2 owed much to the Claude Hill-designed DB1, using a shortened and modified version of the latter's chassis and identical suspension. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably outperformed its predecessor.

The 2/4's creation involved modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons, which liberated sufficient space within the existing design for two child-sized occasional rear seats.



Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space. The latter could be accessed via the 2/4's opening rear door, a pioneering example of the now commonplace 'hatchback' concept.

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

A raised roofline, one-piece windscreen, larger bumpers, and other detail styling changes further differentiated the new '2+2' from its predecessor. Otherwise, the DB2/4 remained mechanically much the same as the DB2. Standard specification included the 2.6-litre 'VB6E' engine in 125bhp Vantage tune, but from early in 1954 the 3.0-litre 140bhp 'VB6J' engine was installed, providing 118mph top speed and 60mph in around 11 seconds. This was one of the fastest cars then built in Great Britain - with 100mph achievable in third gear and around 120mph maximum - possessing impeccable handling plus a level of comfort rare in any high-performance car. Production of the DB2/4 had reached 525 cars by the time the MkII version arrived in October 1955.

This DB2/4 was delivered on 7th December 1954 to its first owner, one N V Mackie, Esq of Hartshorne, Derbyshire. Registered 'DFA 54', the Aston was originally finished in Blue Haze with matching trim, grey headlining, and blue carpets. The AMOC Register records that at the 1955 MCC Silverstone meeting, Mackie's DB2/4 received a 1st Class Award.

According to the guarantee form (copy on file) the next owner was H W Motors Ltd of Walton-on-Thames, Surrey, followed (from 1956) by the current vendor's brother. The other individual listed (Mr B Clements) is the vendor's nephew, though it should be noted that the car has never belonged to him or been registered in his name.

Off the road in dry storage for many years, 'DFA 54' remains in unmolested condition - even the seat covers have not been removed for 60 years - and is one of the most original of its type that Bonhams has ever encountered. There are records on file of various services by Four Ashes Garage, and the car also comes with jack, tool kit, copy guarantee form, and a V5 registration document. A wonderful opportunity for the dedicated Aston Martin enthusiast.

£100,000 - 150,000
€120,000 - 170,000

261

1953 JAGUAR XK120 FIXED-HEAD COUPÉ

Registration no. KSG 432

Chassis no. 669035

- Landmark Jaguar sports car
- Exceptionally original, un-restored condition
- Circa 81,000 miles from new
- Comprehensive history file





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

The car's heart was, of course, the fabulous XK engine, a 3.4-litre 'six' embodying the best of modern design, boasting twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price.

'KSG 432' was first registered 8th July 1953 in Rossleigh, Scotland to one John George Douglas. The car remained in Scotland until the late 1980s, staying with the Nichol family who apparently had connections with the Ecurie Ecosse Jaguar team, most of whose drivers used XK120 FHCs as their daily transport. Later, for some ten years, the XK was in the ownership of the celebrated Jaguar enthusiast, Bob Kerr, who confirms in a letter that he was the third owner having purchased the car with 51,000 miles recorded for £200! He successfully campaigned the Jaguar in Scotland in hill climbs and sprints, keeping it for some 11 years. The car still carries a pair of original Ecurie Ecosse badges, which although somewhat tired have never been removed.

With very limited use over the years, 'KSG 432' has covered around 81,000 miles from new and comes with a comprehensive file detailing its continuous history. This car is recognised in Jaguar circles as being one of the most original examples in existence, and as a result was used as the main-feature XK120 FHC in Phillip Porter's book '*Original Jaguar XK*'. Appreciating its exceptional condition, every owner has maintained the car in perfect running condition without compromising in any way its established provenance. The car comes with its original buff logbook, current V5C, and a Heritage Certificate, and has just been fully checked by XK specialists, Twyford Moors Classic Cars. A wonderful opportunity to acquire a unique and special XK120 FHC.

£90,000 - 120,000
€100,000 - 140,000

262 N

**1961 LANCIA FLAMINIA 2.5-LITRE
CONVERTIBLE WITH HARDTOP**

Coachwork by *Carrozzeria Touring*

Registration no. not UK registered

Chassis no. 824.04-1355

- One of 421 2.5-litre single-carburettor Convertibles
- Offered fresh from a ten-year major restoration
- Circa 2,000 kilometres since completion
- NOVA declared and MoT'd





The coupé and convertible versions of the Lancia Flaminia was made in relatively small numbers and surviving examples in good condition are, therefore, quite rare. Lancia's Pininfarina-styled Flaminia saloon had debuted at the 1956 Turin Motor Show. Designed by newly recruited Antonio Fessia and intended as a replacement for the Aurelia, the Flaminia retained its predecessor's mechanical layout, though the form of unitary construction was changed and Lancia's traditional 'sliding pillar' independent front suspension, which had been used on every model since 1922, gave way to a more modern double wishbone and coil spring arrangement. Aurelia carryovers were the overhead-valve, 60-degree V6 engine and De Dion rear transaxle (with inboard brakes), although the former had been extensively reworked by Fessia, resulting in a much stronger power unit than that designed by his legendary predecessor, Vittorio Jano.

The short-wheelbase Flaminia Coupé appeared in 1958, followed by the Touring-styled GT and GTL (2+2) coupés and the Convertible. The latter trio shared a further-shortened (to 99") wheelbase with the Sport and Super Sport models, and all featured disc brakes and increased power. The 2,458cc V6 produced 119bhp when installed in the more sporting Flaminias, with 140bhp available in the '3C' models from 1961, which was further increased when the 2,775cc version arrived in 1963. Parts availability for these classic Lancias is excellent, with the UK's Omicron Engineering holding plentiful stocks. There are also marque specialists in Italy, Holland, and the USA, as well as an enthusiastic owners' club.

These cars cost as much as an Aston Martin DB4 when new and were arguably much better engineered; all the more amazing that they are so undervalued today, especially when one considers that only 847 Flaminia convertibles were produced in total, and only 421 in 2.5-litre single-carburettor form as here.

This Flaminia's first owner liked the car enough to keep it for 23 years. Subsequently its history is unclear until 2006 when the Lancia was bought by its previous owner and subjected to a major restoration, which took around ten years to complete. The results are stunning, and there are over 100 photographs showing the original condition of the car and the extent and quality of the restoration process. Naturally, this included a bare-metal re-spray, and the dark Lancia Blue colour suits the Flaminia well. A new dark blue soft-top was fitted and the cabin has been re-upholstered in light tan leather, perfectly complementing the dark paintwork. There is also a (very rare) matching hardtop, the interior of which will require some tidying. The brightwork is in good condition and is believed to be original; it may even be that the odometer total of 18,500 kilometres is correct, although there is insufficient documentation to substantiate this. The car has certainly only covered some 2,000 kilometres since the restoration was completed.

This matching-numbers Flaminia was imported from France last year and is not yet UK registered, although this should be a formality as it has a valid NOVA document and is MoT'd until November 2017.

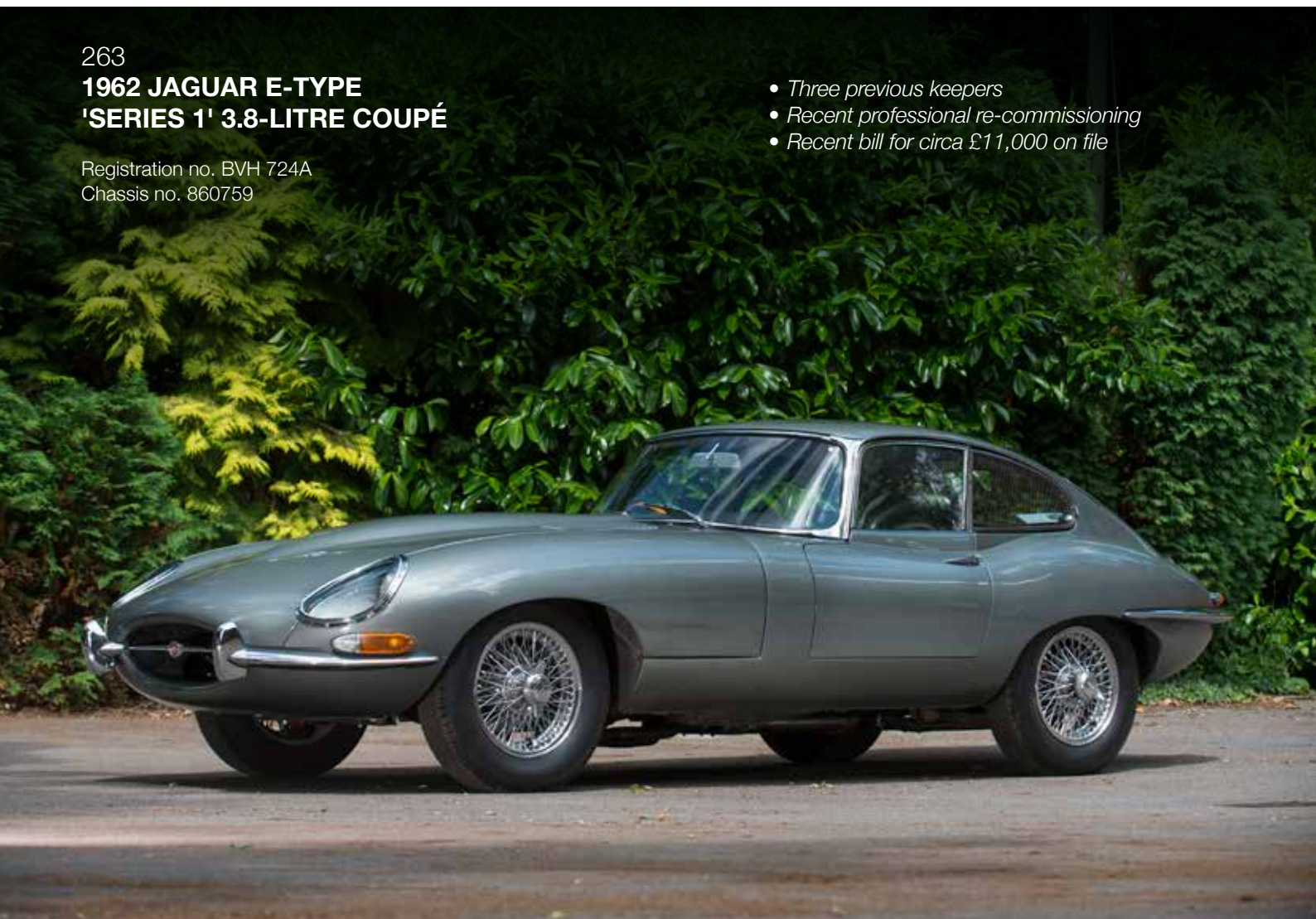
£115,000 - 125,000
€130,000 - 140,000

263

**1962 JAGUAR E-TYPE
'SERIES 1' 3.8-LITRE COUPÉ**

Registration no. BVH 724A
Chassis no. 860759

- *Three previous keepers*
- *Recent professional re-commissioning*
- *Recent bill for circa £11,000 on file*





This E-Type's Jaguar Heritage Certificate establishes that it is a UK right-hand drive car with matching numbers, while the V5 registration document shows first registration on 12th June 1963 and three previous keepers. The car was purchased in a semi-dismantled condition from a deceased's estate in 2016. The V5 shows that the previous owner purchased the car in 1993, and it seems likely that the restoration was begun while it was kept off road and in storage between 1995 and 2016. DVLA SORN information indicates that the car was not taxed for the road from 1995 until its recent re-commissioning.

The vendor's original intention was to completely restore the E-Type to concours standard; however, after reviewing the car's underlying condition and originality, he considered that to be unnecessary and simply had it re-commissioned and brought back to its present glorious condition. The re-commissioning work was undertaken by Jaguar specialist Tom Lenthall in Berkshire, where a complete mechanical inspection was undertaken. This determined that the car required the replacement and refurbishment of the majority of the braking system's main components as well as the fuel tank, radiator, dynamo, and carburetors, as seals and rubbers had perished over time.

A complete service of the engine and running gear was undertaken also, and the car started for the first time in 21 years without any hesitation. The private vendor advises us that the engine and running gear are in very good condition, and that there is no evidence of oil contamination in the coolant or exhaust. Oil pressure is very good, and there is healthy compression on each of the cylinders. The interior appears to be original, with the exception of the carpets and headlining. An invoice for circa £11,000 is available detailing the re-commissioning work undertaken.

We are further advised that the underside and chassis of the car are in good condition, and that there is very little evidence of any significant rust or corrosion. The paintwork can be described as fair with some minor blemishes and evidence of micro-blistering commensurate with the car's age, confirming its underlying originality, while the chrome and brightwork can be similarly described. Finished in Opalescent Silver Grey with blue leather interior, the car is offered with the aforementioned documentation and an MoT certificate valid until 25th January 2018.

This E-Type would make an exceptional platform for further refurbishment, affording the new owner an opportunity to add value. On the other hand, it could also be described as a car perfect for occasional club/show use that can be easily fettled and enjoyed by an enthusiast.

£100,000 - 130,000
£110,000 - 150,000

264 N

The ex-David Gilmour

1988 FERRARI F40 BERLINETTA

Coachwork by Pininfarina

Registration no. not UK registered

Chassis no. ZFFG734B000078036

- *First owned by Pink Floyd guitarist, David Gilmour*
- *Displayed on the Pininfarina stand at the International Motor Show, Birmingham*
- *Non-catalyst, non-adjustable suspension, sliding windows*
- *Recent extensive restoration*
- *In excess of €350,000 spent*





Nick Mason and David Gilmour take delivery of their Ferrari F40's at the Ferrari factory test track, Fiorano, 1988.





'The take-up into the next gear is flawless and, with the turbos cranking hard, the blast of acceleration just goes on again and you seem to be in a blur of time conquering distance, gearshifts and noise. It has the tonal quality of an F1 engine, if not the sheer ferocity. From outside, if you stand and listen, you hear the frantic whoosh as the turbos start to drive oh-so-hard.' - *Autocar* magazine, May 1988.

Introduced in 1988 to celebrate Enzo Ferrari's 40 years as a motor manufacturer, the F40 was the ultimate supercar. A mid-engined, two-seater berlinetta, the F40 was a development of the limited-production 288GTO, and like the latter - but unlike the preceding 308 series - mounted its power unit longitudinally rather than transversely. A four-cam 3-litre V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp (approximately 352kW) at 7,000rpm. For the seriously speed-addicted, this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the F40 drawing on Ferrari's Formula 1 experience in its use of composite technology. A one-piece plastic moulding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity. The doors, bonnet, boot lid and other removable panels were carbon fibre. Pugnaciously styled by Pininfarina, the F40 incorporated the latest aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil.

Despite the need to generate considerable downforce - and with a top speed of 201mph, higher than the take-off speed of many light aircraft, the F40 needed all the downforce it could get - the result was a commendably low drag coefficient of just 0.34. The F40's interior reinforced its image as a thinly disguised race-car, with body-contoured seats, an absence of carpeting and trim, and sliding Plexiglas windows. When it came to actual competition, race-prepared F40s more than held their own, and in the Global GT series proved quicker on many circuits than McLaren's F1 GTR.

Autocar concluded its test thus: 'on a smooth road it is a scintillatingly fast car that is docile and charming in its nature; a car that is demanding but not difficult to drive, blessed as it is with massive grip and, even more importantly, superb balance and manners. You can use its performance - the closest any production carmaker has yet come to race car levels - and revel in it. ...there's little doubt it is the very personification of the term sports car.'

Even today the F40 has the power to impress. Reacquainting himself with the F40, F50 and Enzo Ferraris for *Octane* magazine (July 2014 edition) racing driver Mark Hales declared: 'The F40 is for me, the special one. Not just because I have spent so much time in them, but because it was such an explosive, other-worldly creation when it first appeared, and it still retains much of that character.' Enough said.





Chassis number '78036' was purchased new by 'Pink Floyd' guitarist David Gilmour at the same time as fellow band member Nick Mason bought his (chassis number '78122'). The musicians were photographed with a pair of F40s at Ferrari's Fiorano test track, confirming their order for the cars in the company of Maranello Concessionaires' MD Roger Maingot and Ron Stratton of Stratton Ferrari. The photograph was taken in July 1988, shortly after Pink Floyd's Modena concert during the '*Momentary Lapse of Reason*' tour. Both Mason and Gilmour collected their cars personally from Maranello and drove them back to the UK (on Italian export plates). The two F40s were then displayed at the International Motor Show in Birmingham from 19th to 30th October 1988; '78122' was on the Ferrari stand and '78036' on the Pininfarina stand, registered as 'F58 SBF'. During the mid-1990s the car was owned in the UK by Mr Stuart M Bowler and registered as 'F40 REH'. Its last UK MoT test was carried out in 2006. '78036' ticks many of the boxes of interest to F40 connoisseurs, being an early, little used, non-catalyst model fitted with sliding windows and non-adjustable suspension.

Following an engine bay fire in the late 2000s, the car was bought in August 2008 by a Norwegian enthusiast, Mr Dagfin Moe, as a project needing restoration. He commissioned the current vendor (Dino Service of Schagen, Holland) to carry out the restoration but then sold the unfinished project to them in 2013.

Chassis restoration was undertaken in the UK by Moto Technique Ltd, while genuine Ferrari parts sourced in Italy and Belgium. Having consumed 15,000 man-hours of labour, the work has just been completed at a cost in excess of €350,000 (approximately £304,500).

The rebuild involved a total engine and gearbox overhaul; the installation of a specially made wiring loom to original specification; and upgrading of the engine management system. New parts fitted include the fuel injection system, inlet manifold, heat exchangers, engine sensors, front brake callipers, differential and gearbox housing, engine and gearbox oil radiators, ignition system, various body panels, doors (sliding window type), rear lights and grille, seats and safety belts, steering wheel, Perspex engine cover, rear under-body, air conditioning pump, and a set of tyres. In addition, suspension modifications were made by official Ferrari agent Kroymans of Hilversum in April 2017. Bills for the aforementioned work are on file.

Described by the vendor as in generally very good condition and offered with Dutch registration papers, '78036' represents a rare opportunity to acquire a fine example of the last model to bear the personal imprint of the late Enzo Ferrari, created by him in the spirit of the legendary Le Mans-winning 250LM.

Refer Department



265

**1971 JAGUAR E-TYPE 4.2-LITRE V8
SUPERCHARGED ROADSTER BY BEACHAM**

Registration no. LYG 5K
Chassis no. 1S50394

- *Comprehensively upgraded and improved*
- *Combining classic elegance with the best of modern technology*
- *Breathtaking performance*
- *Fully documented build*





One of the biggest names in the classic Jaguar world, Beacham first caught the motoring public's imagination back in the late 1980s when the company, based at Hawke's Bay in New Zealand's North Island, began offering its comprehensively restored, re-engineered and updated Jaguar Mark 2 saloons. Since then Dr Greg Beacham's company has expanded its activities to include restoration and upgrades for the Jaguar XK150, Aston Martin DB4, various Rolls-Royce and Bentley models and, of course, the immortal E-Type.

Automotive technology does not stand still and today, more than half a century since the E-Type's launch, there is a growing market for improved versions of this iconic model combining its beautiful classic looks with modern performance, handling and comfort. Beacham's approach is to build the engine, driver train and running gear of the Jaguar XKR sports car into an original E-Type bodysell, that offered here being from a right-hand drive Series III V12 coupé.

Acquired by the immediately preceding owner in 2008, the E-Type was despatched to Beacham for transformation and was delivered at the end of 2012, since when it has covered only some 4,500 miles. The history file contains a full photographic record of every stage of the build process. This car has the most powerful of the three XKR engine options, the 4.2-litre 400bhp supercharged V8, which drives via a six-speed automatic gearbox. The exhaust system is stainless steel.

Performance is restrained by ventilated discs on all four wheels, with alloy four-pot AP Racing callipers at the front and ABS. Suspension is independent all round, up-rated with Evo adjustable shock absorbers, progressive springs and Nolathane bushes. Ride height is adjustable and the car rolls on 7" chromed wire wheels shod with 225/60x16 W-rated Pirelli tubeless tyres. There is electric power assistance for the rack-and-pinion steering.

The current owner purchased the car in 2015, however lack of garage space after a recent acquisition has forced the sale. Since then it has been to Racing Green (the authorised Beacham dealer) where some £6,000 was spent on various works including repairing the fuel pump and relining the fuel tank. The car has also been MoT'd, and we are advised that it works perfectly apart from the airbag light remaining on.

A truly modern driving experience combined with unparalleled classic good looks, this expertly upgraded E-type Roadster is offered with the aforementioned photographic record of the build and its associated invoices; current MoT certificate; an old-style logbook; and a V5C registration document. Being made before 1st January 1975, it is, of course, exempt from UK road tax.

£110,000 - 130,000
£130,000 - 150,000

266

1967 VOLKSWAGEN MPV T1 CAMPER/MICROBUS

Registration no. 297 DUB

Chassis no. 247123019

- Classic 1960s motor caravan
- Left-hand drive
- 2,030cc engine
- Recent professional restoration
- Circa 1,800 miles since completion



As readily recognisable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities.

The T1 original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed. By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide. The T2 replacement was an entirely new vehicle, larger and roomier than before but still rear-engined. The most obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'. Power units grew in size from 1,600cc to a 2.0 litres before production ceased in 1978 with the introduction of the third generation.

This highly desirable 'T1' (split screen) 13-window Microbus was purchased in the UK as a 'rust-free, ex-California' example, freshly imported and without an engine. Collected and delivered to Paul at The Bus & Beetle Depot in Carlton, Nottingham, the 'Splittie' turned out not to be as good as it had been described, extensive bodywork restoration being required. The paintwork was entrusted to Gary (owner of a 'Bay' model) at Alan Perry Garages, Nottingham, where the bus was refinished in its original colour scheme of Cumulus White over Sea Blue.

Paul rebuilt the mechanicals using new parts throughout including a Type 2 Detectives (T2D) adjustable front axle beam with dropped spindles, and a T2D IRS conversion. The opportunity was taken to upgrade the braking system, disc brakes being fitted at the front complete with a servo and dual-circuit master cylinder, while larger Type 3 drums were fitted at the rear. The bus now rolls on Radar 15" alloy wheels.

Bears Motorsport of Dudley, West Midlands supplied a Freeway Flyer gearbox, set up specifically for this bus and its up-rated 2,030cc engine. Built by Laurie Pettit, the latter incorporates a counterweighted long-stroke crankshaft, and breathes via twin Dell'Orto 40DLRA carburettors. The estimated maximum power output is 100bhp.



Type 2 marque specialists Custom Classic & Retro of Loughborough made the curtains and cushions, and re-trimmed the interior to the owner's personal specification, which included a shelf above the sun visors. Other noteworthy interior features include a special sound system with speakers mounted beneath the seats, head unit with internet connection, and a drop-down DVD player mounted on the fresh air box, while there are numerous sockets for charging mobile 'phones and other devices. Electrical power is supplied by two leisure batteries beneath the bed, and there is also a 240-volt mains connection and split charging system.

It took 4½ years to complete this painstaking restoration, which is a reflection of the amount of work involved and the care taken to achieve such a high standard. Back on the road towards the end of 2013, the bus has covered only some 1,800 miles since then and is presented in commensurately good condition. It has featured in an article published in *Volks World Camper & Bus* magazine (July 2014 edition) a copy of which is on file. There can be no better way in which to enjoy the Goodwood meetings and other historic motor sports events.

£70,000 - 90,000
€81,000 - 100,000



267

1975 PORSCHE 911S 2.7-LITRE COUPÉ

Registration no. FRN 426M

Chassis no. 9115200465

- *Delivered new to the USA*
- *Left-hand drive*
- *9,591 miles from new*
- *Exceptional condition*
- *Well documented*





This low-mileage Porsche 911S was built on 1st November 1974 having been ordered by Volkswagen of America. Originally finished in Sahara Beige (its present colour), the car comes with a copy of its original dealer order form showing that it was specified with forged alloy wheels, aluminium rocker panels and fender trim, Blaupunkt AM/FM radio, air conditioner, and fog lights. The 911S was delivered via Leroy Cannon Porsche Audi (stamp in service book) and first owned by one David Nathan Denison of North Carolina, who kept it from July 1975 to December 1976. Second owner Robert John Thompson of Greenville, South Carolina enjoyed the Porsche from January 1977 until 2012 when it passed to Wolfgang Zerth of Berlin, Germany, who owned it from September 2012 to January 2015. The current registered keeper acquired the car in February 2015.

A TÜV inspection was carried out in Germany on 20th September 2012, which was followed on 15th October 2012 by a full re-commissioning service undertaken by Lundt Auto GmbH. Detailed in the four-page invoice on file, these works included European specification modifications, cleaning the fuel tank, and renewing the fuel pump, injectors, fuel filter, fuel hoses, rubber seals, spark plugs, distributor cap and rotor, plug leads, brake pipes, brake fluid, oil and filter, anti-roll bar bushes, shock absorbers, battery, tyres, etc.

Having changed hands, the Porsche was MoT'd in the UK on 28th April 2015 (certificate on file) and registered in this country as 'FRN 426M'. Documentation on file records that the original Fuchs wheels had been exchanged for the later 'cookie cutter' type in July 1975, and on 20th July 2015 a set of Fuchs wheels (supplied by DF Classic of Dusseldorf, Germany) was fitted as per the original factory specification (invoice on file). Four new Pirelli P6000 N2 Porsche-rated tyres were fitted on 31st August 2015, while on 16th September 2015 the car was serviced by Porsche Centre Tewkesbury using genuine Porsche Classic engine oil, gearbox oil, brake fluid, etc. Invoices for the foregoing are on file together with a (copy) State of South Carolina Certificate of Title (1977), various other documents, current MoT, and a V5C Registration Certificate.

Presented in 'like new' condition, this quite exceptional Porsche 911S comes complete with its original owner's wallet containing the instruction manual and service booklet; its original data card, dealer invoice and associated paperwork; and the original tool kit.

£90,000 - 100,000
€100,000 - 120,000

268

1982 PORSCHE 911 TYPE 930 TURBO COUPÉ

Registration no. HBA 573Y

Chassis no. WP0ZZZ93ZCS000482

- Built to German-market specification
- Left-hand drive
- Three owners from new
- Circa 27,000 kilometres recorded
- Exceptionally original





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

Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930': the legendary 911 Turbo. In production from April 1975, the Type 930 Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 250km/h (155mph). But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph (160km/h) in 14 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning, and electric windows. The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 257km/h (160mph).

More refined than hitherto yet retaining its high performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age. When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, dealer stocks of the existing Turbo model sold out overnight.

Built to German-market specification, this 911 Turbo formed part of a private collection in France for many years until it was purchased in 2007 by its second owner from the estate of the first. The third owner purchased the Porsche in 2014 and imported it into the UK.

Recently serviced by a Porsche specialist, the car comes complete with its service booklet, instruction manuals, main and spare keys, old radio and amplifier, rear valance, and the original inter-cooler. Accompanying paperwork consists of a current MoT, a V5C Registration Certificate, and correspondence from Porsche confirming the car's original specification. Displaying a total of only some 27,000 kilometres on the odometer, this exceptionally original Type 930 Turbo is an exciting opportunity not to be missed by any serious Porsche collector or enthusiast.

£140,000 - 160,000
£160,000 - 180,000

1989 LISTER-JAGUAR XJ-S LE MANS 7.0-LITRE V12 CONVERTIBLE

Registration no. F91 KGT

Chassis no. SAJJNADW3DB158784

- One owner from new
- Lister converted and enhanced
- One of the ultimate Jaguars of its day
- Circa 3,970 miles recorded



One of the most illustrious names in sports car racing history, the Lister-Jaguar, designed by Brian Lister, swept almost all before it during its first full racing season in 1957, while in recent years cars bearing the Lister name have been a major force in GT racing worldwide. From the early 1980s the name has also graced some of the world's fastest road cars, following an agreement, first with BLE Automotive and then WP Automotive, saw converted XJ-S models marketed as Lister-Jaguars.

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

This stunning Lister-Jaguar was purchased new by the current vendor on 30th March 1989. The car was bought as a standard Jaguar XJ-S 5.3-Litre V12 Convertible, and although it performed well was not considered fast enough. The owner contacted Lawrence Pearce of Lister Cars in Leatherhead, and it was agreed to convert the car to Lister Le Mans specification. This involved enlarging the engine to 7.0 litres capacity and fitting twin superchargers; installing a six-speed manual gearbox; upgrading the suspension and brakes; and a full interior re-trim with Recaro seats, red-piped beige leather upholstery, and red carpets. The bodywork is to Lister Le Mans specification with the exception of the standard bonnet/grille, which was retained for its superior cooling capability.

Due to a back problem, the owner has been unable to climb in and out of the car, but as it was so beautiful and very quick he could not bear to part with it. The Lister has been stored in his garage ever since, regularly started and occasionally serviced over the years, the last occasion being six months ago. Offered with a V5 document and current MoT. 'F91 KGT' represents a rare opportunity to acquire a super low mileage, single owner example of an exciting car possessing an exceptional specification, as well as a direct link with one of the greatest of Jaguar exponents.

£50,000 - 70,000

£58,000 - 81,000

270

1967 PONTIAC GTO CONVERTIBLE

Registration no. NAL 446E
Chassis no. 242677B132241

- *Iconic American 'Muscle Car'*
- *Automatic transmission*
- *Three owners from new*



For many enthusiasts the '64 GTO remains the only 'Muscle Car' that matters. The originator of the concept, the GTO was a special car at a special time and became an instant legend. Borrowed from the competition version of Ferrari's famous 250-series sports car, the initials stand for 'Gran Turismo Omologato': homologated Grand Touring. The GTO started out as a high performance options package for the 'intermediate' sized Pontiac Tempest Le Mans and came with those all important 'GTO' badges.

At the GTO's heart was a 389ci (6.4-litre) V8 engine available in two states of tune: standard 325bhp with a single, four-barrel carburettor or optional 348bhp equipped with the Tri-Power set-up of three, twin-choke instruments. Transmission options included the (stock) heavy-duty three-speed manual gearbox, three-speed Hydra-Matic auto, and Muncie close-ratio manual four-speeder with Hurst shifter, while there was a lengthy list of special performance-enhancing GTO accessories. Big-car power in a medium sized package made for exhilarating performance, *Car & Driver* magazine achieving a 0-60mph time of 4.6 seconds and the standing quarter-mile in 13.1s/115.0mph with a 348bhp, manual transmission example, figures that put many a more exalted - and more expensive - purpose-built sports car to shame.

For 1967, when the matching-numbers example offered here was made, the standard V8 displaced 400ci (6,557cc) and produced 335bhp while a less powerful 'economy' engine and more powerful 428ci (7.0-litre) unit were options. This particular car has the standard V8 and TH-400 automatic transmission with Hurst Performance Dual-Gate shifter - the so-called 'His 'n Hers' - that permitted either automatic shifting in 'Drive' or fully manual gear selection. Fitted options include the power-operated hood, power steering, power brakes, bucket seats, and transmission centre console.

This GTO has had only three private owners from new, the first being a lady who kept the car until 1989 (original US title on file) while the second restored it in the 2000s. The current vendor purchased the Pontiac at Bonhams' sale at the Beaulieu Autojumble in September 2012 (Lot 591).

Since acquiring the car, the vendor has sorted out some relatively minor problems. New parts fitted include the radiator and fan, radio aerial, wing mirror, and temperature gauges (bills on file). 'NAL 446E' has recently been serviced and has passed the MoT test without any problems. Finished in Signet Gold with white parchment interior, white convertible hood and matching cover, this beautiful soft-top muscle car is offered with MoT to May 2018 and a V5C registration document.

£30,000 - 40,000
£35,000 - 46,000

271

1986 FERRARI 328 GTB

Coachwork by Pininfarina

Registration no. D82 YOO

Chassis no. ZFFWA19B000068033

- Delivered new to France
- Left-hand drive
- Full Ferrari-dealer service history
- Recent service by HR Owen
- 20,000 kilometres recorded





Introduced in 1985, the Ferrari 328 GTB was similar to the preceding 308 GTB apart from its 3.2-litre engine. Representing the second generation of Ferrari's V8-engined road cars, the entirely new 308 GTB had debuted at the Paris Salon in 1975. This particular model line had begun in 1973 with the Dino-badged 308 GT4 2+2, which took over from the preceding V6-engined Dino 246 GT. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but the performance of the amidships-mounted, double-overhead-camshaft 3.0-litre V8 certainly was, and a dry-sump version of the same power unit was used for the 308 GT4's two-seat successor. Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling. Further developments included the introduction in 1977 of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

In 1985, the 308 was superseded by the mechanically similar but larger engined 328 GTB. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons, and an improved Marelli engine management system, lifted maximum power to 270bhp. Top speed was raised to within a whisker of 160mph (258km/h) with the sprint to 100km/h covered in a fraction over 5.5 seconds.

On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat by the addition of Testarossa-style moulded bumpers incorporating both sidelights and indicators, deeper rear valance and an unobtrusive roof spoiler. Its underlying beauty though, could not be disguised. 'In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car,' declared *Motor* magazine. The 328 GTB/GTS continued in production until 1989, by which time almost 22,000 308/328s of all types had been sold, making the model the most commercially successful Ferrari of all time.

This left-hand drive 328 GTB was sold new in France via the official Ferrari importer, Charles Pozzi. Subsequently, the car was purchased by a wealthy Belgian banker and remained in his private collection for many years while being serviced at regular intervals. The current owner brought the Ferrari to the UK in 2014, since when it has been professionally stored. Recently serviced by HR Owen Ferrari in London, the car comes with full Ferrari-dealer service history; instruction manuals and service booklet; current MoT and a V5C Registration Certificate.

£80,000 - 100,000
€92,000 - 120,000

272 N

**1980 PORSCHE 911 SC 3.0-LITRE
GROUP 4 REPLICA COUPÉ**

Chassis no. 91A0133591

- Purchased from a Porsche collector in Sicily
- Built to FIA Group 4 specification
- Engine prepared by Balletti in Turin
- Targa Florio competitor





'Porsche is not one to make wholesale changes to a successful design although there have been numerous improvements in the 17 years since the 911's introduction. The wheelbase has been stretched, the fenders flared, the ventilation system and interior modernised. Yet the car still looks like its predecessors. But only the engine displacement has undergone a substantial increase: the flat-6 has grown from its original 1,991cc in 1963 to 2,994 now.' - *Road & Track*, May 1980.

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356, and is still in production today. The 356's rear-engined layout was retained but the 911 switched to unitary construction for the body/chassis and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six-cylinder engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out over 300 horsepower. The first of countless up-grades came in 1966 with the introduction of the 911S, the latter easily distinguishable by its Fuchs five-spoked alloy wheels and featuring a heavily revised engine.

A lengthened wheelbase introduced in 1969 improved the 911's sometimes-wayward handling and then in 1970 the motor underwent the first of many enlargements - to 2.2 litres. In 1977, Porsche rationalised the 911 range, reducing it to just two models, SC and Turbo, the normally aspirated 3.0-litre 911SC having 180bhp at its disposal initially (204bhp from 1981), an output good enough for a top speed of 225km/h-plus.

This particular 911 was purchased from a Porsche collector in Catania, Sicily, who had prepared the car for racing but not used it in that role. Following acquisition, no expense was spared in the car's restoration; mechanical parts were renewed wherever necessary to make it 100% ready racing, while the body was sandblasted and repainted.

We are advised that the car is to FIA Group 4 specification, featuring Type 930 Turbo brakes, mechanical fuel injection, 50mm throttle bodies, twin-plug ignition, rally-ratio gearbox, 8:35 final drive, and a limited-slip (55%) differential. Fully overhauled and prepared by Porsche specialist Balletti in Turin. Since its acquisition by the current vendor, this 911 has competed in the Targa Florio (three times) and the Fioriopoli-Cerda and Cefalù Gibilmanna hill climbs, each on two occasions.

£55,000 - 63,000
€63,000 - 73,000

273

1962 CHEVROLET CORVETTE C1 COMPETITION COUPÉ

Registration no. 501 UYN

Chassis no. 20867 S 106281

- *Tribute to the 1962 Le Mans car entered by Scuderia Scirocco*
- *FIA HTP issued in 2016 (valid until 31/12/2026)*
- *Eligible for all the best race meetings*
- *Raced in 2016 at Goodwood Revival, Le Mans Classic and Silverstone Classic*
- *Refreshed over winter and race ready*



The Corvette C1 was the first generation of sports car produced by Chevrolet, launching in 1953 and produced through to 1962. It was also the model that began Chevrolet's heritage in motorsport with Corvette C1s competing during the mid-to-late 1950s at US circuits including Daytona, Watkins Glen and Sebring. In 1960, Corvettes made their first appearance in Europe with Briggs Cunningham entering a three car team at Le Mans, alongside a fourth car entered by Camoradi U.S.A., and resulting in a class win for Cunningham's #3 car. Corvettes were also active in the UK including a C1 competing at both the 1961 and 1962 Goodwood Tourist Trophy races.

The car offered here is a tribute to the only Corvette that ran at Le Mans in 1962, entered by the Scuderia Scirocco race team from Modena, Italy, and driven by Tony Settember (USA) and Jack Turner (UK). Given the competitor number '1', the Corvette started at the front of the 1962 Le Mans grid as starting positions were determined by engine capacity and as a result briefly led the race at the drop of the flag. The car was performing well until a shifting error at the 11-hour mark damaged the transmission. In the end, it retired after 14½ hours due to a lean mixture condition caused by a cable slipping.

The vendor's Corvette was imported into the UK in 2011 and was fully restored and rebuilt over a five-year period to FIA-HTP competition specification by Adam Ruddle, a Tesla engineer, with assistance from Claremont Corvette of Kent. Great attention to detail was employed to faithfully recreate the Scuderia Scirocco Le Mans car including sourcing a correct 1962-built car from the St Louis, Missouri, GM Assembly Plant with the powerful 327 engine specific to that year. Aside from general race preparation and full engine rebuild, detailed modifications from the original Le Mans car incorporated include: special brake cooling intakes in the front bumper; perspex bug deflector on the bonnet; additional tachometer and gauges on the dashboard; side-exit exhausts; lights illuminating the race numbers; extra Lucas driving lights flanking the grille, and, of course, the distinctive Scuderia Scirocco livery.

Since completion at the beginning of 2016, the vendor has raced the Corvette at some of the most prestigious race meetings in Europe, including the Goodwood Revival, Le Mans Classic, and Silverstone Classic. Given the connection to the Scuderia Scirocco car, the vendor particularly enjoyed passing two Ferrari 275s and a number of nimble Porsche 911s as the sun was rising in the night race at the Le Mans Classic. The Corvette was also invited and well-received at the Goodwood Revival's new 1-hour race for pre-1963 GT cars, the Kinrara Trophy.

01 & 02

Leading the pack into Madgwick, Kinrara Trophy Race, Goodwood Revival 2017. © Jeff Bloxham



01



02

Up against some of the finest GTs of the early 1960s, including Ferrari 250 GTs and SWBs, Aston Martin DB4GTs, and Jaguar E-Types, the Corvette was a real crowd pleaser (partly due to it being the loudest) and was specifically featured in Goodwood's event coverage. The car was co-driven by Henry Arundel, Earl of Arundel and Surrey, and successfully finished the race despite an unfriendly nudge from an Aston Martin DB4GT in the chicane on the penultimate lap.

Regretfully sold by the vendor due to the recent purchase of an AC Cobra, the Corvette is race ready, having just benefited from a winter refresh, including a re-spray, new race clutch, and a gearbox rebuild. This C1 is eligible for all the best race meetings, including the Goodwood Revival and Le Mans Classic, and offers a unique and relatively cost-effective way of racing against some of the finest 1960s GT cars ever built. Indeed, due to its circa 350bhp, 5.4-litre, V8 engine it also has the ability to challenge some rather more valuable and technologically advanced machinery in the process...

The car is offered with extensive paperwork, current FIA HTP papers, an MoT valid until February 2018, and a UK V5C Registration Certificate. Two exhaust systems (road and straight-through) plus sundry spares and parts are included in the sale.

£80,000 - 120,000
£92,000 - 140,000



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

274

1908 HOTCHKISS 16/20HP TYPE T ROI DES BELGES

Coachwork by A Descoins & Fils

Registration no. FX 434

Chassis no. 1219

- *Rare French model*
- *Outstandingly original*
- *Restored in the 1990s*
- *VCC dating certificate*





A slump in demand for the products of its Saint-Denis munitions factory prompted Hotchkiss to diversify into motor manufacture in the early 1900s. The company was already a major supplier of components to the automobile industry, and right from the start the famous 'Hotchkiss Drive' (by live axle and open propeller shaft) was a feature of its cars, the first of which was a brace of sidevalve 'T-head' fours with engines of 4.6 and 7.4 litres capacity respectively. The range expanded to encompass six-cylinder models, and although large, upmarket types continued to be catalogued, the trend towards smaller-engined cars had become firmly established by the start of WWI. Among these was the Type T, the firm's smallest model, which was introduced in 1907 and powered by a 3,119cc sidevalve four, which drove via a four-speed gearbox. The Type T was never as popular as the firm's larger models however, and production was relatively limited.

This rare and outstandingly beautiful Hotchkiss 16/20hp has the round bonnet and radiator, reminiscent of a gun barrel and reflecting the company's origins, which characterised its products in the pre-WWI era. Discovered in a barn in France after many years of slumber, the car had survived, miraculously, in totally complete and original condition, as evidenced by photographs on file.

The seven-seater 'Roi des Belges' body carries the plaques of G Favaud, the Hotchkiss agent for Bordeaux; coachbuilder A Descoins & Fils, also of Bordeaux; and Castagnet Transports of Préchac. Chassis number '1219' is believed by the Hotchkiss Club to be the oldest surviving Hotchkiss retaining its original body, though, sadly, little is known of Descoins (the company does not feature in the Beaulieu Encyclopaedia of Coachbuilding).

Brought to the UK, the Hotchkiss was restored to the highest standards by well-respected VCC stalwart, Tony Smallbone, with the emphasis on preservation as well as restoration. A full 'before and during' photographic record of the restoration process is on file. Since the restoration's completion in 1998, the current owner, who acquired the car in 2000, has covered thousands of miles in the Hotchkiss on long-distance rallies without a single involuntary stop. During his ownership, the car has been kept in a climate-controlled environment. Of proven reliability, this marvellous and ultra-rare French 'Edwardian' would command attention and respect in any company.

£80,000 - 100,000

€92,000 - 120,000

275

1973 FERRARI 365GT4 2+2 *BERLINETTA* PROJECT

Coachwork by Pininfarina

Registration no. SKN 307M

Chassis no. 17311

- *Delivered new in the UK*
- *Rare right-hand drive model*
- *Offered for restoration*
- *Believed complete*



'Most important was the double overhead cam engine. Like Rolls-Royce, no horsepower figure was quoted, but surely it was at least 320. More important was its massive amount of torque. Taken together with the turbine-like characteristics of the V12 engine, it mattered little which gear one was in or at what speed.' – Stanley Nowak on the 356GT4 2+2, *'Ferrari on the Road'*.

Introduced towards the end of 1972, the 365GT4 2+2 was the biggest and best equipped four-seater Ferrari so far. Flagship of the Maranello range, it reaffirmed Ferrari's determination to compete with the world's finest luxury saloons. Based on the preceding 365GT 2+2, albeit lower, longer and wider, the newcomer was fitted with a four-cam version of the 4.4-litre V12 engine while retaining its predecessor's mechanical underpinnings. Only 524 had been completed by the time production ceased in 1976.

This rare, right-hand drive example of the ultimate Ferrari of its day was first registered on 11th October 1973 and was originally finished in Verde Seabird with Beige interior, its colour scheme today. Noteworthy features include power steering, power brakes, air conditioning, self-levelling suspension, and under-seal protection.

From 1987 to 1996, the car was owned by Ferrari Owners Club chairman, Colin Biffa, and was then bought by Sir Roger Herve, UK Ambassador to Mexico and Vice Marshal of the Diplomatic Corps. At some point subsequently it was sold to an owner in Ireland and registered there. The current vendor's husband purchased the Ferrari from the Irish owner, and the car was registered in the UK on 13th October 2013. Previous UK registrations were 'AUR 37M' and '82 VFM'. In 1991 the mileage total was recorded as circa 50,000 miles, while the current odometer reading is 61,817 miles.

When purchased, the engine appeared to be smoking, so it was stripped for rebuilding with the intention of replacing the piston rings, etc. Unfortunately, the project was put on the back burner and ultimately stalled when the owner's husband passed away. By time of sale, the engine will have been loosely reassembled and put in a Perspex-lidded crate together with the gearbox. The history file contains numerous bills for works carried out, assorted correspondence, a V5 registration document, and expired MoT certificates dating back to 1985. An exciting and potentially most rewarding project for the Ferrari enthusiast.

£35,000 - 50,000
€40,000 - 58,000

276

1975 PORSCHE 911 2.7-LITRE GROUP 4 REPLICA COUPÉ

Registration no. not UK registered
Chassis no. 9115100657

- Purchased from a Porsche collector in Sicily
- Built to FIA Group 4 specification
- Engine prepared by Balletti in Turin
- Targa Florio competitor



A 'modern classic' if ever there was one, Porsche's long running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.

The first of countless up-upgrades came in 1966 with the introduction of the 911S, the latter easily distinguishable by its Fuchs five-spoked alloy wheels and featuring a heavily revised engine. A lengthened wheelbase introduced in 1969 improved the 911's sometimes-wayward handling, and then in 1970 the motor underwent the first of many enlargements, from 2.0 to 2.2 litres.

In 1974 all 911 variants received the 2.7-litre unit, hitherto reserved for the Carrera, when the latter went to 3.0 litres. Although in non-Carrera tune the 175bhp (DIN) 2.7-litre unit made slightly less power than the old '2.4', it had been skilfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration.

Coupled to tolerance of low-lead petrol, vastly superior fuel consumption and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer.

This particular 911 was purchased from a Porsche collector in Catania, Sicily, who had prepared the car for racing but not used it in that role. Following acquisition, no expense was spared in the car's restoration; mechanical parts were renewed wherever necessary to make it 100% ready racing, while the body was sandblasted and repainted.

We are advised that the car is to FIA Group 4 specification, featuring Type 930 Turbo brakes, mechanical fuel injection, 50mm throttle bodies, rally-ratio gearbox, 8:35 final drive, and a limited-slip (55%) differential. Fully overhauled and prepared by Porsche specialist Balletti in Turin, the engine produces a claimed 290 horsepower. Since its acquisition by the current vendor, this 911 has competed in the Targa Florio, Monza Rally, and the Fioriopoli-Cerda and Cefalù Gibilmanna hill climbs.

£50,000 - 70,000
£58,000 - 81,000

277 N ▲

1994 FERRARI 456 GT COUPÉ

Coachwork by Pininfarina

Registration no. not UK registered

Chassis no. ZFFSD44B000099134

- Manual 6 speed transmission
- Books and tools
- Serviced in May 2015





Although new from stem to stern, the 456 GT incorporated elements familiar to generations of Ferrari cognoscenti - front-mounted four-cam V12, rear transaxle, tubular steel spaceframe chassis and all-independent suspension - while making an appearance for the first time were electronically-controlled adaptive suspension and a six-speed gearbox (there was also an optional automatic). Essentially a de-tuned version of that powering the 550 and 575, the new 5.5-litre V12 unleashed no less than 442bhp at a lowly 6,250rpm yet remained smooth and tractable from idling speed to red-line thanks to its state-of-the-art engine management system. F40 excepted, the 456 was the most powerful road car developed by Ferrari up to that time, yet despite delivering supercar performance this relatively unstressed engine has proven to be very reliable.

For the 456, Pininfarina worked its magic once more to create a subtly beautiful curvaceous body contrasting with the hard edges of its predecessor. Although bereft of extraneous aerodynamic devices, the 456 remained stable up to its maximum of around 190mph, a figure that made it the world's fastest production four-seater passenger car.

Acclaimed on its debut, the 456's styling has not dated and is a tribute to Pininfarina's farsightedness in creating one of most successful designs of modern times.

An air-conditioned interior, sumptuous Connolly leather trim, perfectly weighted power steering and Porsche-rivalling build quality all combined to make the 456GT a worthy competitor for Bentley, Aston Martin and Mercedes-Benz.

This rare and sought after manual transmission example was delivered new in Italy and has remained there for the majority of its life. Originally purchased by a company for the use of its director, it transitioned to that director from company ownership in 2008 and remained with this same custodian until 3 years ago. Over the course of its life it is reported to have normally been maintained by official Ferrari specialists Motor Service in Modena, who were responsible for a partial respray and renewal of the leather covering on the dashboard in 2008. Its odometer records 12,000kms from new, but this is not documented and its refurbishment coupled to its general condition suggests that this figure may be higher, and we have been advised that the brakes might need attention before taken on the road after a period of inactivity.

It is offered with Italian registration documents, all books and original tools, and copies of the service invoices (the last service was carried out in May 2015 which included the important change of all belts including the timing belt). With useable room in the rear, the 456 GT is one of the most practical of Ferrari Grand Tourers.

£45,000 - 55,000
€52,000 - 63,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

278

1961 BENTLEY S2 CONTINENTAL FLYING SPUR SALOON

Coachwork by H J Mulliner

Registration no. to be advised

Chassis no. BC18CZ

- One of 71 right-hand drive cars
- Delivered new in the UK
- Extensively restored
- Much recent work by P&A Wood



This magnificent Bentley S2 Continental features the elegant, H J Mulliner-designed, 'Flying Spur' four-door coachwork, and is one of 71 with right-hand drive out of a total of 125 completed in this style on the S2 chassis. 'BC18CZ' has benefited from extensive restoration, including - very unusually - an engine recently re-manufactured by Bentley Motors.

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

Having relied exclusively on six-cylinder engines since civilian production resumed at the war's end, Rolls-Royce secured its long-term future by turning to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine. Power-assisted steering was now standard and there was no longer the option of a manual gearbox, Rolls-Royce's own four-speed automatic transmission being the sole offering.

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

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



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

One of the last of its type built by H J Mulliner, this Bentley S2 Continental Flying Spur was delivered new in the UK on 10th November 1961, and according to the copy chassis card on file was first owned by one W S Lawson, Esq of Langton Manor, Knaresborough. However, the copy of the original logbook shows that the Bentley was first registered to supplying dealer H R Owen and then (from December 1962) to Donkin Properties Ltd of London W1.

The current owner purchased the Continental from a Bentley Drivers' Club colleague in Australia where the car had recently been restored. 'BC18CZ' has been stripped to bare metal and then repainted in its original Circassian Blue; all metal brightwork has been re-chromed; the interior re-trimmed in high quality leather; the carpets and headlining renewed; all woodwork restored to 'as new' condition; all major mechanical elements overhauled; new tyres fitted all around; and a brand new engine installed.

In 2013 a handful of new (original type) V8 engines were made by Bentley Motors at the request of HM The Queen, one of which was acquired for this car and fitted. P&A Wood were involved in the project, carrying out the finishing works and providing the necessary engine warranty. This new engine carries the original engine number with the approval of Bentley Motors. Fewer than 2,500 miles have been covered since the new engine was fitted.

In addition to the costs of the renovation carried out in Australia, the vendor has spent around £100,000 with P&A Wood over the last three years getting the car just right (bills on file). P&A Wood also carried out a full service in May 2016, and the car has an MoT valid until May 2018.

The owner now lives in Jersey and spends most of the winter in the Caribbean, so the Continental is rarely used; indeed, it has covered only some 2,800 miles in the last three years. This rare car is genuinely in stunning condition and worthy of the closest inspection.

£180,000 - 240,000

£210,000 - 280,000

279

**1966 ASTON MARTIN DB6
4.2-LITRE SPORTS SALOON**

Registration no. NYB 939E
Chassis no. DB6/2726/R

- Last of the original 'DB' Aston Martins
- Four-speed ZF automatic transmission
- Power steering
- Extensively restored in the mid-1990s





This DB6 was first registered in August 1966 as '7 LPX' and was originally owned by a Mr A B Davies. Two subsequent owners are listed on the accompanying copy guarantee form, which records the original colour scheme as Oystershell with red interior trim. Items of non-standard equipment listed are as follows: Borg Warner automatic transmission; chrome wheels; heated rear screen; 3-car hubcaps; and a power operated aerial.

During the 1970s, the Aston was exported to the USA. No history of the car in the USA has been found apart from an AMOC plaque on the glove compartment lid indicating ownership by a 'Bud Lee', and plates indicating that the last US owner was a Mr Douglas E Garret in Oregon in 1989. These plates remain with the car.

By then in a rather neglected state, the Aston was re-imported into the UK by Marksdales Classic Cars, and sold on to R P and D Walton, who stored the car until 1995 before commencing a comprehensive restoration. The latter involved replacing of body sills and a stripping the suspension, braking, and steering systems using numerous new parts, including stainless steel brake pipes. A stainless steel exhaust system was fitted also. The exterior was re-sprayed and a full re-trim of the interior carried out. Restoration bills are on file.

In 1996, the DB6 was sold to its current owner, now re-registered as 'NYB 939E' as it was believed at that time that the car was built in 1967. The indicated mileage at this time was 61,845. For a time the Aston was registered as '9177 BT' but has now reverted to the previous registration.

The car has been regularly maintained during the current ownership, and in 2005 a complete engine rebuild to 4.2-litre unleaded specification was carried out by marque specialists Chris Shenton Engineering, including lightweight pistons and some gas flowing. In December 2006, the original Borg Warner three-speed automatic gearbox was replaced with a ZF four-speed 'box by Graham Whitehouse Autos, which also involved overhauling the rear axle overhaul and replacing the prop shaft, bell housing, and gearbox oil cooler. Invoices for the engine and gearbox work are on file.

During the current ownership, various components have been replaced including brake servos, fuel pump, exhaust manifold, headlamps, battery and battery master switch, and the distributor cap, while the contact breaker ignition system has been replaced with an Aldon Ignitor electronic set-up. In addition, the front discs have been skimmed and a set of four chrome/stainless steel wire wheels fitted (the original set of powder-coated wire wheels with nearly new tyres comes with the car). We are advised by the private vendor that the general condition of the bodywork is very good, although as it is 19 years since the car was repainted there are some paint blemishes and stone chips, and some of the chrome plating shows its age. Although overhauled in 2011, the tachometer is currently unserviceable, and the passenger door electric window is weak. There is no interior light in the boot.

Offered with MoT to October 2017 and a V5C Registration Certificate, this previously restored and sensibly upgraded DB6 should require relatively little 'TLC' to bring it back to the peak of perfection.

£160,000 - 200,000
£180,000 - 230,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

280 N

1951 SIATA DAINA 1.4-LITRE COUPÉ PROJECT

Coachwork by Stabillimenti Farina

Registration no. not UK registered

Chassis no. SL 0186

- *Ultra-rare Italian sports-racer*
- *One of a believed six coupés surviving*
- *Matching numbers and highly original*
- *Eligible for the Targa Florio, Mille Miglia, Colorado Grand, etc.*
- *Offered for restoration*
- *Extensive history file*



Founded in 1926 in Turin, Italy by Giorgio Ambrosini, SIATA (*Società Italiana Auto Trasformazioni Accessori*) began life as a tuning firm specialising in the modification of FIATs. When the company, now renamed SIATA Auto Spa, eventually introduced its first production car in 1949, FIAT components, in this case sourced from the Topolino, were the logical choice for the new Amica cabriolet. During the 1950s and on into the '60s a variety of US engines including Crosley, Ford and Chrysler V8s was adopted in addition to FIAT's home-grown motors.

The Milanese firm's next effort, based on the FIAT 1400, was the Rallye, a traditionally styled roadster bearing more than a passing resemblance to the MG TD. Not all SIATA's designs were so obviously plagiarised, the series of FIAT 8V 2-litre V8-powered coupés of the 1950s, equipped with a variety of stylish Italian coachwork from the likes of Stabillimenti Farina, Vignale and Bertone and arguably the firm's finest creations, being particularly striking.

SIATAs of the 1960s continued to be FIAT based, the TS 1500 Coupé being the most noteworthy, and then in 1968 the firm returned to the MG theme with its swansong model, the Spring. A two-seat sports roadster constructed on the rear-engined FIAT 850S floorpan, the Spring lasted until 1970, with a brief revival by ORSA in 1973.



SIATA's Daina model of the early 1950s was based on the FIAT 1400 and built in both Convertible and Coupé forms, most of the former being bodied by Stabilimenti Farina and the latter by Bertone. Later cars were designated 'SL' (Scatolato Lamiera – literally: sheet metal box). The Daina used the FIAT 1400 overhead-valve engine, modified by SIATA with a special cylinder head, pistons and twin-carburettor inlet manifold. A 1,500cc unit was available as an option. SIATA was active in racing from its earliest days, and a Daina Convertible driven by Dick Irish and Bob Fergus won its class in the inaugural Sebring 12 Hours race of 1952, finishing 3rd overall ahead of many larger-engined cars.

One of six Daina coupés believed to survive, this very rare and exciting 'barn find' was first registered in Rome, Italy before being exported to Mexico early in its life, remaining there until it was brought back to Europe in 2017 (EU taxes have been paid). The car's vast history file is quite exceptional, containing many original documents including the purchase invoice from 1951 and the subsequent first registration in Rome.

'0186' is a matching-numbers example with Farina body numbers stamped on all parts, sitting on its original Borrani wire wheels and retaining its original Weber carburettors. We are advised that the original engine is in good condition but in need of a complete rebuild, together with all the original ancillaries and engine-bay components, which are usable.

The floor pans and chassis have been reconditioned, and the bodywork is in bare aluminium and has no filler. All glass is present together with the original Perspex rear window, and all the original lights are on the car. The interior is original and 100% complete, as is the dashboard, while the original carpets are there to provide a template for new ones. Other original items, such as the wiring loom, are serviceable.

Never restored and preserved in corrosion-free condition thanks to the dry Mexican climate, this SIATA Daina represents a 'blank-canvas' opportunity for the fortunate next owner to determine the restoration's extent and detail finish. Enticingly, it is eligible for the world's most prestigious motoring events including the Targa Florio, Mille Miglia, and Colorado Grand.

£115,000 - 125,000
€130,000 - 140,000

281

1958 PORSCHE 356A 1600 COUPÉ

Registration no. 646 UYT

Chassis no. 102310

- Sold new in the USA
- Professionally restored in the UK in 2016
- 12-volt electrics
- All restoration bills and photographs available
- Excellent condition





Although Ferdinand Porsche had established his independent automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. The work of Ferry Porsche, the Type 356 was based on the Volkswagen designed by his father, Ferdinand and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 litres; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its rounded windscreen and 15" - down from 16" - wheels. At the same time, a 1,600cc engine replaced the old 1.5-litre unit and would be standardised on the successor 356B model.

This Porsche 356A Coupé was sold new in the USA where the vendor purchased it in 2014 from Mr Jonathan Marshall in Tuscon, Arizona. Mr Marshall was a gold miner, based in the Tuscon Hills, and the current vendor bought the car from him via his mechanic friend at Hill Valley Motors, Tuscon. Previously, Mr Marshall's father had owned the Porsche for some 25 years.

After the Porsche was imported into the UK, it was kept in storage for a period before being taken to Longmynd Classics of Shropshire for a full bare-metal, 'last nut and bolt' restoration, which was completed in December 2016 at a cost of £71,648. The car was restored to its original colour (Ruby Red), with a caramel brown leather interior and German square-weave carpets. All panels have the original stampings; the wheels are correctly date-stamped; and the engine is a period-correct Type 616/1 1,600cc unit that pulls very strongly. The car is fitted with a Sebring-style exhaust, which liberates a little more power and has a very sporty sound, while the electrics have been up-rated from 6 to 12 volts.

All restoration invoices and hundreds of restoration photographs are available, and this beautiful car also comes with current MoT and a V5C Registration Certificate.

£75,000 - 95,000
£86,000 - 110,000

282

Originally owned by Peter Sellers

1978 PORSCHE 911 TYPE 930 TURBO COUPÉ

Registration no. WUD 798T

Chassis no. 9308700256

- *Exceptionally well documented*
- *Present ownership since 1987*
- *Recent engine top-end rebuild (guaranteed until 2018)*
- *Porsche Certificate of Authenticity*



The beautiful Porsche 911 Turbo offered here was purchased new in 1978 by actor and comedian, Peter Sellers. This is the first occasion it has been on the market since 1987, when it was purchased by the current owner, and provides a unique opportunity to acquire a car once owned by one of movie-making's greatest comic actors.

Born in 1925, Peter Sellers first came to prominence on radio in *'The Goon Show'*, graduating to a succession of memorable film roles including that of militant trade-unionist Fred Kite (in *'I'm All Right Jack'*) and the lead in *'Dr Strangelove'*. But his most famous creation is the bumbling, accident-prone Inspector Clouseau in the hugely successful series of *'Pink Panther'* films. Sellers led a very colourful private life, with four marriages, and was also a passionate car enthusiast, owning numerous classics including an Aston Martin DB4GT and a Ferrari 500 Superfast.

This Porsche is one of the last cars that Peter Sellers owned prior to his death in 1980. Its history is very well documented, with a most substantial file showing all major works carried out over the last 30-or-so years.

The current odometer reading is 143,100 miles, although it should be noted that the engine was fully rebuilt in 1988 at 50,199 miles, while in March of this year a top-end rebuild was carried out by a marque specialist at 142,651 miles at a cost of £6,500.

This Porsche 911 Turbo was delivered on the 27th January 1978 by Maltin Car Concessionaires, who were well known at the time for supplying celebrity owners. The accompanying driver's manual records Peter Sellers' address as 114 Roebuck House, Stag Place, London SW1, and there is a photograph in the file showing what is believed to be this car with him in a London Street, most likely in 1978.

Special-order equipment requested by Peter Sellers included chrome parts in black, something clearly shown in the aforementioned photograph. Sellers also specified the optional sports seats, rubber buffers on bumper horns, headlamp rings coloured, climate control, and a sunroof. The car has been subject to some modifications over the years, such as the additional wing mirror and indicator, and a limited-slip differential.



As documented in the history file, the car was acquired by the current owner in 1987, and the following year was sent away for the aforementioned full engine rebuild, which included upgrading the cams to 'SC' specification together with a new K27 turbocharger. The original crankcases were renewed at the same time, the replacements being un-stamped. The cost of the rebuild was £4,590, a not insignificant sum at that time. Around 93,000 miles have been covered since then.

The 2016 top-end rebuild included renewing all the studs; de-coking the pistons and fitting new rings; and all the other works one would expect. Importantly, this work carries a 24,000-mile, two-year warranty. We are advised by the vendor that mechanically the car is exactly as it should be, having been well maintained and subject to several rebuilds. The interior is said to be in good overall condition, although there are areas where there is scope for improvement. The front seats are in excellent order, while some material at the base of the rear seat backs has detached and will need repair. There are also areas of the dashboard that need some attention.

The body is showing its age, with the paint exhibiting some crazing and general wear; indeed, there is no evidence to suggest the car has been repainted during its life, and it is believed it still has the same paintwork as when Peter Sellers took delivery. The car starts on the button and is said to drive very well: the gear change sharp and the engine running cleanly and pulling as a Turbo should.

In addition to the aforementioned driver's manual, the car comes with a Porsche service booklet and a 1978 Porsche Turbo technical data booklet. The history file is extensive, with numerous invoices and a large quantity of MoT certificates dating back as far as 1982. There is also a Porsche Certificate of Authenticity, MoT to April 2018, and a V5 registration document.

This is a very rare opportunity to acquire well documented example of the iconic Porsche 911 Turbo, previous owned by a major celebrity, who even 37 years since his death is still immensely popular. An opportunity not to be missed.

£60,000 - 80,000
€69,000 - 92,000

283

1951 JAGUAR XK120 ROADSTER

Registration no. 550 CXD

Chassis no. 660661

- Landmark Jaguar sports car
- Fully rebuilt by Twyford Moors Classic Cars
- Aluminium body
- Five-speed gearbox; rack-and-pinion steering; disc brakes





"No, it's not a racing car," was an answer that had to be given several times to small boy admirers of the Jaguar XK120 while it was with *The Autocar* for Road Test. Perhaps there are others who do not appreciate that this stupendous car of the sleek appearance is primarily a very fast, tractable touring car and not "a racer", even though examples of the model have appeared with great success in sports car events, notably the Production Car Race at Silverstone last August.' – *The Autocar*, 14th April 1950.

The car offered here has been fully restored from the remains of an original Jaguar XK120 roadster that was first registered as 'DHH 522' on 1st February 1951, as confirmed in the accompanying buff logbook. It is not known if this number can be re-issued. The current registration has been with the car since the early 1960s.

Little is known of the early history of this car prior to its purchase in 1962 by one Ian Cowan from Caterham Cars for the princely sum of £100. Mr Cowan commenced a long-term programme of modifications, culminating in a 'fastback' design to accommodate his children, with rack and pinion steering, disc brakes, and a powerful XK150 S engine, all from a written off car in the days when XKs were relatively cheap.

Following its acquisition by the current owner, '550 CXD' was despatched to Twyford Moors Classic Cars together with a new aluminium bodysell with the brief to create a totally new XK capable of track and race use. No expense has been spared, and the car features virtually every available improvement to make it most exciting to campaign. Features include rack-and-pinion steering, Sigma 3.4-litre engine, five-speed gearbox, special braking system, and much more. A full build specification is included in the file.

The car has been finished in appropriate California Sage Green, with a two-tone green interior trimmed by one of the most highly regarded specialists in the business, Mike Thomas. However, the current owner now considers the finished result too precious to be raced in earnest, and feels that it is appropriate to pass on the risk to someone else! Virtually 'as new' in all respects, the car comes with the aforementioned logbook, V5C registration document, and Heritage Certificate. Included in the sale are an un-restored hood frame, side screens, and assorted drum brake components. A truly stunning car.

£100,000 - 120,000
£110,000 - 140,000

284 N

**1965 JAGUAR E-TYPE 'SERIES 1' 4.2-LITRE
ROADSTER WITH HARDTOP**

Chassis no. 1E1298

- *Sold new in the Republic of Ireland*
- *One private owner from new*
- *Genuine circa 54,000 miles recorded*
- *Registered in the Republic of Ireland*





'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.'

Today, the E-Type's 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. For many enthusiasts, it is the 4.2-litre 'Series 1' that is considered the best of all E-Types, combining the advantages of the larger engine with the stylistic purity of designer Malcolm Sayer's original conception.

The 298th right-hand drive 4.2-litre roadster off the production line (the chassis number sequence commenced with '1001'), this 'Series 1' E-Type was sold new in the Republic of Ireland and was delivered finished in Opalescent Silver Blue with dark blue interior trim and blue hood. Its accompanying Jaguar Heritage Trust certificate shows that the E-Type was sold via distributor Frank Cavey in Dublin, and the private vendor advises us that he bought the car new from Murphy & Gunn, a dealership that had registered the car and used it as a demonstrator (see registration document). The dealer's sticker – 'Murphy & Gunn, another satisfied customer' – is still in the rear window. Re-sprayed some 30 years ago, this one-owner car has covered circa 54,000 miles from new and is presented in generally very good condition. A rare opportunity to acquire an unmolested, low-mileage, one-owner example of the iconic Jaguar E-Type in – arguably – its most desirable form.

£70,000 - 100,000
€81,000 - 120,000

285

1980 LAGONDA SERIES 2 SALOON

Registration no. to be advised

Chassis no. LOOR 13047

- *Single-family ownership from new*
- *Maintained by Aston Martin Works and Chris Shenton Engineering*
- *Very well maintained*
- *Exceptional history file*





Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid 1970s, a mere handful of which was constructed. When the concept re-emerged as an entirely new product type, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork designed by William Towns - the man responsible for the DBS - the new Lagonda saloon, designated 'Series 2', used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of digital LCD instrumentation and touch-button switch gear. Problems with this advanced concept would delay production until April 1978, by which time a simplified arrangement had been adopted. The interior though, was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, Wilton carpeting and walnut veneer, all hand-finished by skilled craftsmen in the best Aston Martin tradition.

Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory. Various alterations were made to the Lagonda as time progressed, including BBS wheels, US safety bumpers as standard, revised seats, opening rear windows, and repositioned switches. In January 1986, Weber-Marelli fuel injection was introduced, with maximum power increasing to 300bhp on what was now known as the 'Series 3'. Vacuum fluorescent instrumentation was introduced early the following year.

'13047' has always been maintained by Aston Martin Works, while marque specialist Chris Shenton has also looked after the car. Significant works carried out include overhauling the gearbox (2006); installing a 'new-old-stock' dashboard (2009); repainting the bonnet (2009); fitting a new rear bumper (2013); and replacing the sills (2016). In March 2017 the car was returned from Works Service in Newport Pagnell after 3 years work and a £24,000 repair invoice. In addition, in 2006 Lincoln Scott fitted a new headlining and new carpets, refurbished the wood veneer and re-Connollyed the upholstery. Totalling in excess of £150,000, every bill from 1985 to the present day is in the most comprehensive history file, which also contains most of the MoT certificates issued during the car's life; close inspection is recommended.

Offered with MoT to February 2018 and a V5 registration document, '13047' represents a rare opportunity to acquire one of these spectacular motor cars, which has enjoyed single-family ownership and been maintained by Aston Martin Works.

£50,000 - 70,000

€57,000 - 80,000

No Reserve

1999 FERRARI 550 MARANELLO COUPÉ

Registration no. T205 GBT

Chassis no. ZFFZR49B000114351

- *Delivered new to Denmark*
- *Two owners*
- *Circa 27,500 kilometres from new*
- *Service history*
- *Recent major service (cam belts, etc)*



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

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



Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car.

Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights.

In 2004, *Evo* magazine published a 'Greatest Driver's Cars' feature that pitted the 550 Maranello against the Porsche 911 GT3, Honda NSX-R and Pagani Zonda C12S. The Ferrari won. 'As with all great cars, there's no one facet that dominates the experience,' declared the respected British motoring journal. 'Yes, the engine is mighty, but the chassis is its equal.'

There's never been a supercar that's so exploitable and so rounded in its capabilities.' Left-hand drive chassis number '114351' was supplied new in Denmark (as confirmed by Ferrari UK) and later exported to Japan. First registered in the UK in May 2016, the Maranello was fully serviced and checked by Stratstone Ferrari, Manchester in June 2016, including a change of cam belts, etc. Details of previous services are on file.

The car currently displays a total of circa 27,500 kilometres (approximately 17,000 miles) on the odometer and is described by the vendor as in generally good/excellent condition, with the interior's original plastic wrapping still intact. This highly desirable Ferrari Gran Turismo comes complete with its original tool kit, instruction manuals, and leather-bound Ferrari wallet, while accompanying paperwork consists of a factory data sheet, MoT to May 2018, a V5C registration document, and the aforementioned service history.

£70,000 - 90,000
£80,000 - 100,000

2009 ARIEL ATOM 3 300

Registration no. GX59 BHP

Chassis no. AA09H2022HNRAM636

- *Breathtaking performance – 300bhp*
- *The ultimate track-day weapon*
- *Two former keepers*
- *8,450 miles from new*
- *Recent full service*



'The whole essence of the Atom is about performance without compromise, total driver involvement and, above all, having fun.' - Ariel Motor Company.

Based in Somerset, England, Ariel is responsible for one of the most exciting sports cars of recent years - the Atom. At the core of this remarkable car is its chassis, a welded tubular-steel spaceframe with high side rails and integral roll-over bars for maximum passenger protection. Stripped of components, the bare frame looks like a work of modern sculpture and indeed, an example is on display at the Design Museum in London. The bodywork, what little there is of it, is made up of moulded composite panels, wind tunnel-developed to generate front and rear downforce. The twin seat likewise is a single composite moulding, generously proportioned to provide sufficient room for two adults.

Inspired by the current generation of monoposto race cars, the state-of-the-art suspension features inboard, pull-rod operated Bilstein dampers and full adjustability for road or track. Other race-derived features include adjustable front/rear brake bias, twin master cylinders, hydraulic clutch, 1.5-turn competition steering rack, and adjustable alloy control pedals.

'Unique', 'shatteringly fast', 'it really does feel like a single seater', and 'the closest thing I've seen to a four-wheel motorcycle', are just a few of the countless praises bestowed on the Atom by unanimously enthusiastic road-testers, but perhaps the most apt summation of this incomparable vehicle is simply, 'as close as you can get to a racing car on the road'.

This Atom 3 300 gets its name from the 300bhp produced by its supercharged 2.0-litre Honda i-VTEC engine. The car has had two previous keepers and has belonged to the current (third) owner since August 2013. Unequaled as a track-day weapon, it is offered fully serviced and in generally good condition, having covered only 8,450 miles from new. Accompanying documentation consists of a V5C Registration Certificate and current MoT, while a custom-made Classic Additions waterproof cover and a second set of wheels are included in the sale.

In 2006, this model's predecessor, the Atom 2 300, won *Autocar's* 0-100 mph challenge in a staggering time of 6.86 seconds, and then braked to a standstill in 3.8 seconds. The fortunate purchaser of this car is clearly in for an exciting ride.

£35,000 - 40,000
€40,000 - 46,000

288

1964 FORD CORTINA GT MKI 2-DOOR RALLY SALOON

Registration no. SKH 773B
Chassis no. Z77D052460R

- *Replica of the 1964 Alpine Rally works car*
- *Fully restored in the 2000s*
- *Repainted in Alan Mann Racing livery*
- *Recently serviced*



This car was built from a bare bodyshell by an ex-Ford SVO engineer as an accurate replica of David Seigle-Morris's works Cortina GT as used on the 1964 Alpine Rally, incorporating many period fittings and modifications. Strong and rust-free, the car is an original pre-airflow two-door model, manufactured in February 1964.

The engine is a genuine 1500 GT unit that has been rebuilt. It incorporates a Kent camshaft (Cosworth A2 profile), 0.060" oversize AE pistons, and a new big-valve cylinder head: ported and polished to 'Stage 3' and fitted with hardened exhaust seats for running lead-free fuel. Twin Weber 40DCOE-2 carburetors supply the mixture, which is sparked by Lumenition Magnatronic ignition. The gearbox is a rebuilt original three-rail unit with original GT remote shift, fitted with the preferred 2000E ratios.

Lowered by 1" at the rear, the suspension features GasSpax adjustable rear dampers and Leda top-adjustable wedged Lotus front struts with heavy duty lowered springs. Braking is looked after by 9" discs and M16 callipers at the front and standard drums at the rear. Trimmed in black, the interior boasts period bucket seats and an original rear bench, and is fully instrumented and equipped for rallying. Alternator electrics and twin fuel tanks complete the picture.

Fewer than 50 miles had been covered since the total restoration when the Cortina was purchased by the immediately preceding owners. The latter then covered fewer than 1,200 miles over a three-year period, used the car only for a couple of classic touring events, before offering it for sale at Bonhams' Goodwood Revival auction in September 2012 (Lot 107).

Since then the current owner has repainted the Cortina in the livery of Alan Mann Racing, a company that has enjoyed a long and glorious association with the Ford Motor Company that included running the works team on a number of occasions. In addition, the engine, gearbox, and rear axle were serviced; new gas shock absorbers fitted all round; a new wiring harness installed, and the suspension joints and bushes replaced. Only some 1,000 miles have been covered on the road since this most recent restoration.

'SKH 773B' comes complete with a replica magnetic 'Rally des Alpes' plate; magnetic yellow number panels for shows, etc; and some Cibié Oscar stone guards. The accompanying file contains an original Cortina GT owner's handbook and spares list; period rally advertisements; copy of the model's original FIA homologation papers; various magazine articles; and all paperwork relating to the Brantz tripmeter. The car is offered with a V5C registration document and the previous owners' detailed description of its specification, which is essential reading for prospective purchasers.

£28,000 - 34,000
£32,000 - 39,000

1992 PORSCHE 944 TURBO CABRIOLET

Registration no. J85 KLR

Chassis no. WPOZZZ95ZMN130523

- One of an estimate 100 UK-supplied cars
- Full service history
- Restored in 2015
- 72,878 miles from new



Introduced in 1985, the turbocharged version of the Porsche 944 represented a welcome improvement to an already much admired model. The 944 was the third of Porsche's family of front-engined sports cars and had been launched in normally aspirated form in 1981; it was closely related to the first of the line – the 924 – and constructed along similar lines. Beneath the bodywork (50mm wider than the 924's) was a 2.5-litre, 163bhp overhead-camshaft 'four' - in effect half of the 928's V8 bored out - fitted with twin balancer shafts. The rear transaxle - a five-speed unit this time - was retained, while the 924-type running gear was suitably up-rated to cope with the 944's superior performance.

In appearance the Turbo did not look that different from the original 944, Porsche limiting the styling revisions to a new front end and flush-fitting windscreen, changes which, together with a rear under-tray, brought about improved aerodynamics. The engine was strengthened to cope with the extra power generated by the KKK turbocharger and produced 220bhp – some 35% more than the un-blown unit – which was good enough for a top speed of over 150mph, matching the performance of the 3.2-litre 911 Carrera.

Appropriate upgrades were made to the gearbox, differential, suspension, wheels and brakes while power-assisted steering and the 928-type instrumentation were standardised. 944 Turbo production ceased in 1991, by which time around 51,000 had been made.

Offered here is a rare right-hand drive Turbo Cabriolet, delivered new in the UK via AFN Porsche (London) Ltd. It is estimated that only 100 such cars were supplied to the UK, with 87 believed to survive. The fully stamped service booklet and a detailed list of parts purchased for a restoration (carried out in 2015) testify to the fact that this car has been very well cared-for and has wanted for nothing. The last (short) service was carried out in July 2014 at 72,609 miles, with only a couple of hundred miles covered since then.

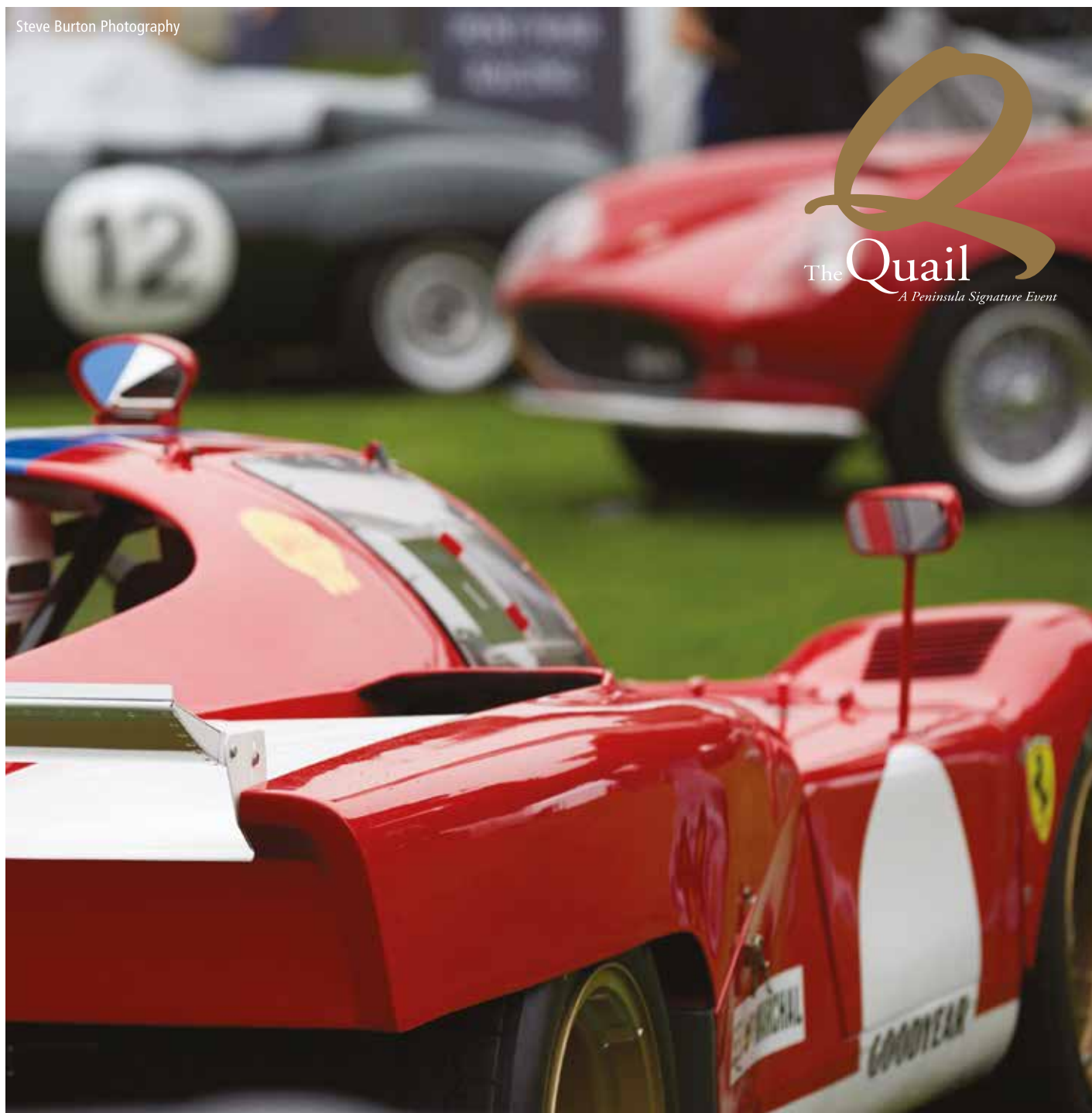
Finished in Cobalt Blue Metallic with matching interior and hood, this rare and beautiful Porsche soft-top comes with MoT to November 2017, a V5C document, and the aforementioned service history.

£30,000 - 35,000

€34,000 - 40,000

END OF SALE

Steve Burton Photography



CALLING ALL CARS!

The Quail, A Motorsports Gathering • Friday, August 18, 2017 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 15th Annual *The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection! *The Quail's* 2017 Featured Classes include: Mid-Engine Marvels and Originals. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports 1945-1960, Post-War Sports 1961-1975, The Great Ferraris, Supercars, Custom Coachwork, and Sports and Racing Motorcycles.

To enter a vehicle from your private collection, obtain an application by visiting signatureevents.peninsula.com or by calling +1 (831) 620-8879.

FOLLOW US!

Facebook.com/PSE.TheQuailEvents • Twitter.com/TheQuailEvents
Instagram.com/TheQuailEvents • YouTube.com/QuailSignatureEvents

THE PENINSULA
SIGNATURE EVENTS

Friday August 18
Carmel, California

The Factory Prototype
Concorso d'Eleganza Villa d'Esté Class Winner
1956 MASERATI A6G/54
GRAN SPORT SPIDER
Coachwork by Frua

INQUIRIES

+1 (415) 391 4000, West Coast
+1 (212) 461 6514, East Coast
motors.us@bonhams.com

QUAIL LODGE AUCTION

FINAL CONSIGNMENTS INVITED



Bonhams

International Auctioneers and Appraisers – bonhams.com/quail

© 2017 Bonhams & Butterfields Auctioneers Corp. All rights reserved. Bond No. 57BSBGL0808



*Ex-Team Cunningham
24 Hours of Le Mans and Bridgehampton 500 entry*
1963 JAGUAR E-TYPE LIGHTWEIGHT COMPETITION



*FCA Platinum Award Winning
Superb Restoration by Wayne Obry's MPI
Presented in Factory Delivered Livery*
1972 FERRARI 365 GTS/4 DAYTONA SPIDER
Design by Pininfarina - Coachwork by Scaglietti



Beautifully presented
1957 MERCEDES-BENZ 300SL ROADSTER



*FCA Platinum Award Winning
Desirable Covered Headlights*
**1963 FERRARI 400 SUPERAMERICA COUPE
AERODINAMICO**
Coachwork by Pininfarina
Ferrari Classiche Certified



*Matching Numbers
Highly Original and Preserved Condition*
1966 FERRARI 275 GTS
Coachwork by Pininfarina
Ferrari Classiche Certified



*With period racing history
Just one owner from new*
1959 AC ACE BRISTOL



*Delivered new to Switzerland
Exquisite restoration to factory specifications*
1957 PORSCHE 356A 1600 SUPER SPEEDSTER
Coachwork by Reutter



*Just one owner from new
Highly original with less than 19,000Kms*
1985 AUDI SPORT QUATTRO S1
Offered Without Reserve

GOODWOOD REVIVAL SALE

Important Collectors'
Motor Cars and Automobilia
Saturday 9 September 2017
Chichester, Sussex

Entries now invited



The ex-Georges Fillipinetti and in current ownership since 1975
1952 BENTLEY R-TYPE CONTINENTAL SPORTS SALOON

*The Peter Riley/Tony Ambrose
1961 Acropolis Rally Class Winner, ex-Rauno Altonen*
**1961 AUSTIN-HEALEY 3000 MK I WORKS RALLY
TWO SEATER – XJB 871**



*The Ex-John Willment Racing Team,
Driven by Jack Sears to the 1963 British Saloon Car Championship*
1963 FORD GALAXIE 500 'BML 9A'

THE JACK SEARS COLLECTION

Bonhams is pleased to announce the collection of the late Jack Sears, winner of the inaugural British Saloon Car Championship, renowned motoring enthusiast and true gentleman.

For a full listing of vehicles please contact the department.

ENQUIRIES

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

Catalogue

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



Bonhams

bonhams.com/motorcars

GOODWOOD REVIVAL SALE

THE HEALEY COLLECTION

Saturday 9 September 2017
Chichester, Sussex

ENQUIRIES

+44 (0) 20 8963 2842
toby.wilson@bonhams.com



A selection of properties from the estates of the Late Donald M Healey CBE,
the Late Geoffrey C Healey and from the Healey Works, Warwick.

Bonhams

THE BEAULIEU SALE

**Collectors' Motor Cars,
Motorcycles and Automobilia**

Saturday 2 September 2017
The National Motor Museum
Beaulieu, Hampshire

Entries now invited

**1931 ROLLS-ROYCE PHANTOM II
CONTINENTAL TOURING SALOON**

Coachwork by H J Mulliner & Co

No Reserve

ENQUIRIES

Motor Cars

+44 (0) 20 7468 5801

ukcars@bonhams.com

Motorcycles

+44 (0) 20 8963 2817

motorcycles@bonhams.com

Automobilia

+44 (0) 20 8963 2842

automobilia@bonhams.com



Bonhams

bonhams.com/motorcars



THE CHANTILLY SALE

— 10.09.17 —

ENTRIES NOW INVITED

Exceptional Collectors' Motor Cars

Sunday 10 September 2017
Château de Chantilly, France

Bonhams is delighted to announce its return to the magnificent Château de Chantilly. Timed to tie in with the Chantilly Arts & Elegance Richard Mille Concours this will be an evening event for a limited number of very special collectors' motor cars. Held in the breathtaking grounds of the Château, this sale will prompt memories of some of the great black tie evening auctions of the past.

ENQUIRIES

Europe

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

UK

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

USA

+1 212 461 6515
+1 415 503 3285
usacars@bonhams.com

1966 CITROËN DS21 LE CADDY CABRIOLET

Coachwork by Carrosserie Henri Chapron



Bonhams

bonhams.com/chantilly

The Padua Auction
Importanti automobili da collezione

28 ottobre 2017
Padova, Auto e Moto d'Epoca
Bonhams è lieta di annunciare l'asta inaugurale che si terrà nell'ambito della fiera "Auto e Moto d'Epoca" a Padova.

La partecipazione alla vendita è limitata ad una selezione di 60 automobili esclusive.

INFORMAZIONI

Italia

+39 333 564 3610

gregor.wenner@bonhams.com

UK

+44 (0) 20 7468 5801

ukcars@bonhams.com



Bonhams

bonhams.com/motorcars

FINE CLOCKS

Thursday 29 June 2017, 2pm
New Bond Street, London

A UNIQUE, MONTH GOING ASTRONOMICAL, PERPETUAL CALENDAR REGULATOR WITH PLANETARIUM

Roland Jarvis

£6,000 - 8,000

plus buyer's premium and other fees *

VIEWING

25 - 29 June

ENQUIRIES

+44 (0) 20 7468 8364
clocks@bonhams.com



Bonhams

LONDON

bonhams.com/clocks

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

**FINE WATCHES
AND WRISTWATCHES**

Consignments now invited

INQUIRIES

+1 212 461 6530
watches.us@bonhams.com

HEUER. MONACO.

A fine stainless steel manual wind
chronograph wristwatch
Circa 1972



Bonhams

NEW YORK

bonhams.com/watches

2017
SEASON

THE VINTAGE SPORTS-CAR CLUB PRESENTS

PRESCOTT VINTAGE SPEED HILL CLIMB

A ROUND OF THE VSCC SPEED CHAMPIONSHIP
PRESCOTT HILL, NR CHELTENHAM, GLOUCESTERSHIRE

ADMISSION
SAT £25 ON THE DAY
SUN £25 ON THE DAY
WEEKEND £40
OR BOOK IN ADVANCE AND SAVE*
CHILDREN U16 GO FREE!

TRACK
ACTION
FROM 9AM
EACH DAY

AND DON'T
MISS THE VSCC
'LONG COURSE'
HILL CLIMB
ON SAT 23 SEPT

SAT 5 - SUN 6 AUG

THE WORLD'S PREMIER PRE-WAR HILL CLIMB SINCE 1938

PLUS: MUSIC | PICNICS | AUTOJUMBLE | TRADE AREA | VINTAGE CAR PARK | CAMPING
CHILDREN'S BICYCLE RACES | ENTERTAINMENT | FREE PARKING

FOR MORE INFORMATION AND HOW TO JOIN VISIT www.VSCC.co.uk OR FOLLOW US  

***ADVANCE BOOKINGS**

NON-MEMBERS IN ADVANCE SAT £20 / SUN £20 / WEEKEND £30 VSCC MEMBERS IN ADVANCE SAT £15 / SUN £15 / WEEKEND £25
BOOK AT vsc.co.uk OR CALL 01608 644999



THE OLD POST OFFICE | WEST STREET | CHIPPING NORTON | OXFORDSHIRE OX7 5EL
t +44 (0)1608 644777 e info@vsc.co.uk f The Vintage Sports-Car Club @vintagecarclub



OUR PRINCIPAL ASSOCIATES:

Bonhams
HAGERTY
CLASSIC CAR INSURANCE



The Endurance Rally Association
Home of the Peking to Paris Rally



The Endurance Rally Association returns to South East Asia for a 27-day adventure. From the start in Singapore we travel north through Malaysia and Thailand before heading east into Cambodia and Vietnam and on to the finish in Ho Chi Minh City, formerly known as Saigon. **4 February to 2 March 2018**



A 'hum-dinger' of a third running of the iconic Trans-America Challenge. A three-week blend of competitive historic rallying and road trip. 8,000 kilometres of deserts, mountains, flat plains, small towns and big cities with rest days in Nashville, New Orleans, Santa Fe and Aspen. **27 May to 17 June 2018**



f T: +44(0) 1235 831221 E: admin@endurorally.com
www.endurorally.com

Supported by:

Bonhams

Bonhams

LONDON TO BRIGHTON

VETERAN CAR RUN 2017

SUPPORTED BY

HISCOX

BOOK YOUR PLACE IN MOTORING HISTORY

SUNDAY 5 NOVEMBER 2017 STARTING IN HYDE PARK, LONDON

ADVANCE ENTRIES CLOSE FRIDAY 28 JULY 2017

WWW.VETERANCARRUN.COM

CONTACT VCRADMIN@GOOSE.CO.UK

OR +44 (0) 1483 524 433



A Royal Automobile Club Event



Bonhams HISCX

YOUR LONDON AIRPORT
Galwick

Harrods

ABELS
THE ART OF MOVING

visitBrighton

Chopard

HAGERTY
CLASSIC CAR INSURANCE

HATTINGLEY VALLEY
ENGLISH SPARKLING WINE

DRIFT BRIDGE GROUP
HONDA
Radwell & Gatwick

RAC

TOTAL
COMMITTED TO BETTER ENERGY

RENAULT

BONHAMS RESTAURANT

New Bond Street, London

If you're visiting Bonhams headquarters, why not take advantage of lunch in our Michelin starred restaurant.

ENQUIRIES

+44 (0) 20 7468 5868

reservations@bonhams.com

OPENING TIMES

Monday to Friday 9am - 5pm

Lunch: 12noon - 2.30pm

Dinner: Wednesday, Thursday
& Friday, from 7pm



Bonhams

RESTAURANT

bonhams.com/restaurant

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 or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. *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*

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific *Sale* Information page at the front of the catalogue.

Payment by credit card, company debit cards and debit cards issued by a non-UK bank will be subject to a 2% surcharge on the total value of the invoice.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1,000 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, shown beside the *Lot* number, 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

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances

where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

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

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness

measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

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.
- Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

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

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* 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		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.	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> .
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):	9	THE SELLER'S LIABILITY		
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	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> .	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.
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;	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.		
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;	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> ,	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.
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;	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> ;		
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;			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.
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;	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;	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.
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;			10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
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	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.	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
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.			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.
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.	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.	10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
		10	MISCELLANEOUS	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> .
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	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .	10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

4 COLLECTION OF THE LOT

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

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

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
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.	9.3.1	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	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	7.4	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.
7.1.1	to terminate this agreement immediately for your breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	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> .
7.1.2	to retain possession of the <i>Lot</i> ;	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:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the <i>Sale of Goods Act 1979</i> and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	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	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8.1.2	deliver the <i>Lot</i> to a person other than you; 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.
7.1.5	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;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	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> .
7.1.6	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10	OUR LIABILITY
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.2	The discretion referred to in paragraph 8.1:	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the <i>Misrepresentation Act 1967</i> or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.2.1	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	10.2	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:
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;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2.1	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
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	9	FORGERIES		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 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 “indemnify” is construed accordingly.

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

“Section 12 Implied terms about title, etc

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

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

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

--	--	--	--

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) ☐

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐ I will collect from Park Royal or bonded warehouse ☐ Please include delivery charges (minimum charge of £20 + VAT) ☐

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

Bonhams

Sale title: The Goodwood Festival of Speed Sale	Sale date: 30 June 2017
Sale no. 24120	Sale venue: Goodwood, Chichester, Sussex
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
General Bid Increments:	
£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private buyer <input type="checkbox"/>	I am registering to bid as a trade buyer <input type="checkbox"/>
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□	Please tick if you have registered with us before <input type="checkbox"/>

Please note that all telephone calls are recorded.

THE BONHAMS MOTORING NETWORK

UK (Head office)

101 New Bond Street
London, W1S 1SR
Tel: (020) 7447 7447
Fax: (020) 7447 7400

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck
Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
stephen.cleminson@
bonhams.com

Cheshire & Staffordshire
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
chris.shenton@
bonhams.com

Somerset / Dorset
Mike Penn
The Haynes
Motor Museum
Sparkford, Nr. Yeovil
BA22 7UI
Tel: (01963) 440 804
Fax: (01963) 441 004

Devon / Cornwall
Jonathan Vickers
Bonhams
36 Lemon Street
Truro, Cornwall
TR12NR
Tel: (01872) 250 170
Fax: (01872) 250 179
jonathan.vickers@
bonhams.com

Hampshire
Michael Jackson
West Winds
Cupernham Lane
Romsey, Hants
SO51 7LE
Tel: (01794) 518 433
mike.jackson@
bonhams.com

East Anglia Motorcycles
David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel /Fax:
(01507) 481 890
david.hawtin@
bonhams.com

Motor Cars
Robert Hadfield
95 Northorpe
Thurlby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
robert.hadfield@
bonhams.com

Midlands
Bob Cordon-Champ
Highcliffe
2 Cherry Orchard
Lichfield, Staffordshire
WS14 9AN
Tel/fax: (01543) 411 154
robert.cordonchamp@
bonhams.com

Roger Etccl
10 High Street
Whittlebury
TOWCESTER
Northamptonshire
NN12 8XJ
Tel: (01327) 323 006
Mob: 07786 330 191
roger.etccl@
bonhams.com

Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
richard.hudson-evans
@bonhams.com

Home Counties
Colin Seeley
3 Whiteoak Gardens
The Hollies
Sidcup Kent
DA16 8WE
Tel: (020) 8302 7627
colin.seeley@
bonhams.com

Herts, Beds & Bucks
Martin Heckscher
April Cottage,
Cholesbury, near Tring,
HP23 6ND
Tel: (01494) 758 838
martin.heckscher@
bonhams.com

Lancashire, Cumbria, Yorkshire & Northern Counties
Mark Garside
Knarr Mill
Oldham Road
Delph, Oldham
OL3 5RQ
Tel: (01457) 872 788
Mob: 07811 899 905
mark.garside@
bonhams.com

Alan Whitehead
Pool Fold Farm
Church Road
Bolton,
BL1 5SA
Tel: (01204) 844 884
Fax: (01204) 401 799

Wales
Mike Worthington-Williams
The Old School House
Cenarth
Newcastle Emlyn
Carmarthenshire
SA38 9JL
Tel: (01239) 711 486
(9am-5pm)
Fax: (01239) 711 367

European (Head office)

Paris
4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
Fax: +33 1 42 61 10 15
eurocars@bonhams.com

European Representatives

Germany
Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +491716209930
Fax: +49 8924207523
thomas.kamm@
bonhams.com

Hans Schede
An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Fax: +49 211 407764
hans.schede@
bonhams.com

Italy
Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@
bonhams.com

Denmark
Henning Thomsen
Tel: +45 4051 4799
henning.thomsen@
bonhams.com

The Netherlands
Koen Samson
De Lairesestraat 154
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
koen.samson@
bonhams.com

Norway / Sweden
Pascal Nyborg
Tel: +47 9342 2210

USA (Head offices)

San Francisco
Mark Osborne
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 503 3353
Fax: +1 415 391 4040
motors.us@
bonhams.com

Los Angeles
Nick Smith
7601 Sunset Boulevard
Los Angeles
CA 90046
Tel: +1 323 436 5470
Fax: +1 323 850 5843
nick.smith@
bonhams.com

New York
Rupert Banner
580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
Fax: +1 917 206 1669
rupert.banner@
bonhams.com

USA Representatives

Southern California
464 Old Newport Blvd.
Newport Beach,
CA 92663
Tel: +1 949 646 6560
Fax: +1 949 646 1544

David Edwards
Tel: +1 949 460 3545
david.edwards@
bonhams.com

Midwest and East Coast
Evan Ide
78 Henry St
Uxbridge, MA 01569
Tel: +1 917 340 4657
evan.ide@
bonhams.com

Midwest
Tim Parker
+1 651 235 2776
tim.parker@
bonhams.com

Northwest
Tom Black
2400 N.E. Holladay
Portland, OR 97232
Tel: +1 503 239 0227

Rest of the World

Australia
97-99 Queen Street
Woollahra
Sydney NSW 2025
+61 2 8412 2222
+61 2 9475 4110 fax
info.au@bonhams.com

New Zealand
John Kennedy
Craighall
Puruatanga Road
Martinborough 5711
New Zealand
Tel: +64 6 306 8228
Mob: +64 21 042 5396
jlk@talktalk.net

Japan
Ryo Wakabayashi
Tokyo, Japan
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
ryo.wakabayashi@
bonhams.com

Hong Kong
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.
com

Beijing
Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922
Fax: +86 10 6528 0933

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
singapore@
bonhams.com

Bonhams Specialist Departments

19th Century Paintings

UK
Charles O' Brien
+44 20 7468 8360
U.S.A
Madalina Lazen
+1 212 644 9108

20th Century British Art

Matthew Bradbury
+44 20 7468 8295

Aboriginal Art

Francesca Cavazzini
+61 2 8412 2222

African, Oceanic & Pre-Columbian Art

U.S.A
Fredric Backlar
+1 323 436 5416

American Paintings

Kayla Carlsen
+1 917 206 1699

Antiquities

Francesca Hickin
+44 20 7468 8226

Antique Arms & Armour

UK
David Williams
+44 20 7393 3807
U.S.A
Paul Carella
+1 415 503 3360

Art Collections, Estates & Valuations

Harvey Cammell
+44 (0) 20 7468 8340

Art Nouveau & Decorative Art & Design

UK
Mark Oliver
+44 20 7393 3856
U.S.A
Frank Maraschiello
+1 212 644 9059

Australian Art

Merryn Schriever
+61 2 8412 2222
Alex Clark
+61 3 8640 4088

Australian Colonial Furniture and Australiana

+61 2 8412 2222

Books, Maps & Manuscripts

UK
Matthew Haley
+44 20 7393 3817
U.S.A
Catherine Williamson
+1 323 436 5442

British & European Glass

UK
John Sandon
+44 20 7468 8244
U.S.A.
Suzy Pai
+1 415 503 3343

British Ceramics

UK
John Sandon
+44 20 7468 8244

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

UK
carpets@bonhams.com
U.S.A.
Hadji Rahimipour
+1 415 503 3392

Chinese & Asian Art

UK
Asaph Hyman
+44 20 7468 5888
U.S.A
Dessa Goddard
+1 415 503 3333
HONG KONG
+852 3607 0010
AUSTRALIA
Yvett Klein
+61 2 8412 2222

Clocks

UK
James Stratton
+44 20 7468 8364
U.S.A
Jonathan Snellenburg
+1 212 461 6530

Coins & Medals

UK
John Millensted
+44 20 7393 3914
U.S.A
Paul Song
+1 323 436 5455

Contemporary Art

UK
Ralph Taylor
+44 20 7447 7403
U.S.A
Jeremy Goldsmith
+1 917 206 1656

Entertainment Memorabilia

UK
Katherine Schofield
+44 20 7393 3871
U.S.A
Catherine Williamson
+1 323 436 5442

European Ceramics

UK
Sebastian Kuhn
+44 20 7468 8384
U.S.A
Peter Scott
+1 415 503 3326

Furniture

UK
Thomas Moore
+44 20 8963 2816
U.S.A
Andrew Jones
+1 415 503 3413

European Sculptures & Works of Art

UK
Michael Lake
+44 20 8963 6813

Greek Art

Olympia Pappa
+44 20 7468 8314

Golf Sporting Memorabilia

Kevin Mcgimpsey
+44 131 240 2296

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

UK
India Phillips
+44 20 7468 8328
U.S.A
William O'Reilly
+1 212 644 9135

Indian, Himalayan & Southeast Asian Art

H.K.
Edward Wilkinson
+85 22 918 4321
U.S.A
Mark Rasmussen
+1 917 206 1688

Islamic & Indian Art

Oliver White
+44 20 7468 8303

Japanese Art

UK
Suzannah Yip
+44 20 7468 8368
U.S.A
Jeff Olson
+1 212 461 6516

Jewellery

UK
Jean Ghika
+44 20 7468 8282
U.S.A
Susan Abeles
+1 212 461 6525
HONG KONG
Graeme Thompson
+852 3607 0006

Marine Art

UK
Veronique Scorer
+44 20 7393 3962
U.S.A
Gregg Dietrich
+1 917 206 1697

Mechanical Music

Jon Baddeley
+44 20 7393 3872

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

Modern, Contemporary & Latin American Art

U.S.A
Alexis Chompaisal
+1 323 436 5469

Modern & Contemporary Middle Eastern Art

Nima Sagharchi
+44 20 7468 8342

Modern & Contemporary South Asian Art

Tahmina Ghaffar
+44 207 468 8382

Modern Design

Gareth Williams
+44 20 7468 5879

Motor Cars

UK
Tim Schofield
+44 20 7468 5804
U.S.A
Mark Osborne
+1 415 503 3353
EUROPE
Philip Kantor
+32 476 879 471

Automobilia

UK
Toby Wilson
+44 8700 273 619
Adrian Pipiros
+44 8700 273621

Motorcycles

Ben Walker
+44 8700 273616

Native American Art

Ingmars Lindbergs
+1 415 503 3393

Natural History

U.S.A
Claudia Florian
+1 323 436 5437

Old Master Pictures

UK
Andrew Mckenzie
+44 20 7468 8261
U.S.A
Mark Fisher
+1 323 436 5488

Orientalist Art

Charles O'Brien
+44 20 7468 8360

Photography

U.S.A
Judith Eurich
+1 415 503 3259

Prints and Multiples

UK
Lucia Tro Santafe
+44 20 7468 8262
U.S.A
Judith Eurich
+1 415 503 3259

Russian Art

UK
Daria Chernenko
+44 20 7468 8334
U.S.A
Yelena Harbick
+1 212 644 9136

Scientific Instruments

Jon Baddeley
+44 20 7393 3872
U.S.A.
Jonathan Snellenburg
+1 212 461 6530

Scottish Pictures

Chris Brickley
+44 131 240 2297

Silver & Gold Boxes

UK
Ellis Finch
+44 20 7393 3973
U.S.A
Aileen Ward
+1 323 436 5463

South African Art

Giles Peppiatt
+44 20 7468 8355

Sporting Guns

Patrick Hawes
+44 20 7393 3815

Travel Pictures

Veronique Scorer
+44 20 7393 3962

Urban Art

Gareth Williams
+44 20 7468 5879

Watches & Wristwatches

UK
Jonathan Darracott
+44 20 7447 7412
U.S.A.
Jonathan Snellenburg
+1 212 461 6530

Whisky

UK
Martin Green
+44 1292 520000
U.S.A
Erin McGrath
+1 415 503 3363
HONG KONG
Daniel Lam
+852 3607 0004

Wine

UK
Richard Harvey
+44 (0) 20 7468 5811
U.S.A
Kate Wollman
+1 415 503 3221
Erin McGrath
+1 415 503 3363
HONG KONG
Daniel Lam
+852 3607 0004

UNITED KINGDOM

London
101 New Bond Street ●
London W1S 1SR
+44 20 7447 7447
+44 20 7447 7400 fax

Montpelier Street ●
London SW7 1HH
+44 20 7393 3900
+44 20 7393 3905 fax

**South East
England**

Guildford
Millmead,
Guildford,
Surrey GU2 4BE
+44 1483 504 030
+44 1483 450 205 fax

Isle of Wight
+44 1273 220 000

Representative:
Brighton & Hove
Tim Squire-Sanders
+44 1273 220 000

West Sussex
+44 (0) 1273 220 000

**South West
England**

Bath
Queen Square House
Charlotte Street
Bath BA1 2LL
+44 1225 788 988
+44 1225 446 675 fax

Cornwall – Truro
36 Lemon Street
Truro
Cornwall
TR1 2NR
+44 1872 250 170
+44 1872 250 179 fax

Exeter
The Lodge
Southernhay West Exeter,
Devon
EX1 1JG
+44 1392 425 264
+44 1392 494 561 fax

Tetbury
Eight Bells House
14 Church Street
Tetbury
Gloucestershire
GL8 8JG
+44 1666 502 200
+44 1666 505 107 fax

Representatives:
Dorset
Bill Allan
+44 1935 815 271

**East Anglia and
Bury St. Edmunds**
Michael Steel
+44 1284 716 190

Norfolk
The Market Place
Reepham
Norfolk NR10 4JJ
+44 1603 871 443
+44 1603 872 973 fax

Midlands

Knowle
The Old House
Station Road
Knowle, Solihull
West Midlands
B93 0HT
+44 1564 776 151
+44 1564 778 069 fax

Oxford
Banbury Road
Shipton on Cherwell
Kidlington OX5 1JH
+44 1865 853 640
+44 1865 372 722 fax

**Yorkshire & North East
England**

Leeds
The West Wing
Bowcliffe Hall
Bramham
Leeds
LS23 6LP
+44 113 234 5755
+44 113 244 3910 fax

North West England

Chester
2 St Johns Court,
Vicars Lane,
Chester,
CH1 1QE
+44 1244 313 936
+44 1244 340 028 fax

Manchester
The Stables
213 Ashley Road
Hale WA15 9TB
+44 161 927 3822
+44 161 927 3824 fax

Channel Islands

Jersey
La Chasse
La Rue de la Vallee
St Mary
Jersey, JE3 3DL
+44 1534 722 441
+44 1534 759 354 fax

Representative:
Guernsey
+44 1481 722 448

Scotland

Edinburgh ●
22 Queen Street
Edinburgh
EH2 1JX
+44 131 225 2266
+44 131 220 2547 fax

**Bonhams West
of Scotland**
Kirkhill House
Broom Road East
Newton Meams
Glasgow
G77 5LL
+44 141 223 8866
+44 141 223 8868 fax

Representatives:
Wine & Spirits
Tom Gilbey
+44 1382 330 256

Wales

Representatives:
Cardiff
Jeff Muse
+44 2920 727 980

EUROPE

Belgium
Boulevard
Saint-Michel 101
1040 Brussels
+32 (0) 2 736 5076
belgium@bonhams.com

Denmark
Henning Thomsen
+45 4178 4799
denmark@bonhams.com

France
4 rue de la Paix
75002 Paris
+33 (0) 1 42 61 10 10
paris@bonhams.com

Germany - Cologne
Albertusstrasse 26
50667 Cologne
+49 (0) 221 2779 9650
cologne@bonhams.com

Germany - Munich
Maximilianstrasse 52
80538 Munich
+49 (0) 89 2420 5812
munich@bonhams.com

Greece
7 Neofytou Vamva Street
Athens 10674
+30 (0) 210 3636 404
athens@bonhams.com

Ireland
31 Molesworth Street
Dublin 2
+353 (0) 1 602 0990
ireland@bonhams.com

Italy - Milan
Via Boccaccio 22
20123 Milano
+39 0 2 4953 9020
milan@bonhams.com

Italy - Rome
Via Sicilia 50
00187 Roma
+39 0 6 48 5900
rome@bonhams.com

The Netherlands
De Lairessestraat 154
1075 HL Amsterdam
+31 (0) 20 67 09 701
amsterdam@bonhams.com

Portugal
Rua Bartolomeu Dias nº
160. 1º
Belem
1400-031 Lisbon
+351 218 293 291
portugal@bonhams.com

Spain - Barcelona
Teresa Ybarra
+34 930 156 686
barcelona@bonhams.com

Spain - Madrid
Nunez de Balboa no 4-1A
28001 Madrid
+34 915 78 17 27
madrid@bonhams.com

Switzerland - Geneva
Rue Etienne-Dumont 10
1204 Geneva
+41 (0) 22 300 3160
geneva@bonhams.com

Switzerland - Zurich
Andrea Bodmer
Dreikönigstrasse 31a
8002 Zürich
+41 44 281 9535
zurich@bonhams.com

MIDDLE EAST

Israel
Joslynnne Halibard
+972 (0)54 553 5337
joslynnne.halibard@
bonhams.com

NORTH AMERICA

USA

San Francisco ●
220 San Bruno Avenue
San Francisco
CA 94103
+1 (415) 861 7500
+1 (415) 861 8951 fax

Los Angeles ●
7601 W. Sunset Boulevard
Los Angeles
CA 90046
+1 (323) 850 7500
+1 (323) 850 6090 fax

New York ●
580 Madison Avenue
New York, NY
10022
+1 (212) 644 9001
+1 (212) 644 9007 fax

Representatives:
Arizona
Terri Adrian-Hardy
+1 (602) 684 5747
arizona@bonhams.com

California
Central Valley
David Daniel
+1 (916) 364 1645
sacramento@bonhams.com

California
Palm Springs
Brooke Sivo
+1 (760) 350 4255
palmsprings@bonhams.com

California
San Diego
Brooke Sivo
+1 (323) 436 5420
sandiego@bonhams.com

Colorado
Julie Segraves
+1 (720) 355 3737
colorado@bonhams.com

Florida
Jon King
Palm Beach
+1 (561) 651 7876
Miami
+1 (305) 228 6600
Ft. Lauderdale
+1 (954) 566 1630
florida@bonhams.com

Georgia
Mary Moore Bethea
+1 (404) 842 1500
georgia@bonhams.com

Illinois
Ricki Blumberg Harris
+1 (773) 267 3300
chicago@bonhams.com

Massachusetts
Amy Corcoran
+1 (617) 742 0909
boston@bonhams.com

Nevada
David Daniel
+1 (775) 831 0330
nevada@bonhams.com

New Jersey
Alan Fausel
+1 (973) 997 9954
newjersey@bonhams.com

New Mexico
Michael Bartlett
+1 (505) 820 0701
newmexico@bonhams.com

Oregon
Sheryl Acheson
+1(503) 312 6023
oregon@bonhams.com

Pennsylvania
Alan Fausel
+1 (610) 644 1199
pennsylvania@bonhams.com

Texas
Amy Lawch
+1 (713) 621 5988
texas@bonhams.com

Virginia
Gertraud Hechl
+1 (540) 454 2437
virgina@bonhams.com

Washington
Heather O'Mahony
+1 (206) 218 5011
seattle@bonhams.com

Washington DC
Gertraud Hechl
+1 (540) 454 2437
washingtonDC
@bonhams.com

CANADA

Toronto, Ontario ●
Jack Kerr-Wilson
20 Hazelton Avenue
Toronto, ONT
M5R 2E2
+1 (416) 462 9004
info.ca@bonhams.com

Montreal, Quebec
David Kelsey
+1 (514) 894 1138
info.ca@bonhams.com

SOUTH AMERICA

Brazil
+55 11 3031 4444
+55 11 3031 4444 fax

ASIA

Hong Kong ●
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.com

Beijing
Suite 511
Chang An Club
10 East Chang An Avenue
Beijing 100006
+86(0) 10 6528 0922
+86(0) 10 6528 0933 fax
beijing@bonhams.com

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
bernadette.rankine@
bonhams.com

Taiwan
Summer Fang
37th Floor, Taipei 101 Tower
Nor 7 Xinyi Road, Section 5
Taipei, 100
+886 2 8758 2898
+886 2 8758 2897 fax
summer.fang@
bonhams.com

AUSTRALIA

Sydney
97-99 Queen Street,
Woollahra, NSW 2025
Australia
+61 (0) 2 8412 2222
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

Melbourne
Como House
Como Avenue
South Yarra
Melbourne VIC 3141
Australia
+61 (0) 3 8640 4088
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

AFRICA

Nigeria
Neil Coventry
+234 (0)7065 888 666
neil.coventry@bonhams.com

**South Africa -
Johannesburg**
Penny Culverwell
+27 (0)71 342 2670
penny.culverwell@bonhams.com

Polygon

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



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

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

- > **Polygon Transport**
Unit 2H, Marchwood Industrial Park
Normandy Way
Marchwood
Southampton
SO40 4BL

Tel +44 (0)2380 871555
Fax +44 (0)2380 862111
Email polygon@polygon-transport.com
Web www.polygon-transport.com

Valued Polygon clients

Bonhams



Beaulieu





Index

Lot	Year	Model	Lot	Year	Model
211	1936	Alfa Romeo 6C 2300 Twin Supercharged Special	215	1972	Ferrari 365 GTB/4 'Daytona' Berlinetta
212	1947	Alfa Romeo 6C 2500 S Project	275	1973	Ferrari 365GT4 2+2 Berlinetta Project
287	2009	Ariel Atom 3 300	246	1974	Ferrari Dino 246 GT Spyder
260	1954	Aston Martin DB2/4 3.0-Litre Sports Saloon Project	271	1986	Ferrari 328 GTB Coupé
224	1957	Aston Martin DB 2/4 MkII, Prototype MkIII DP193	264	1988	Ferrari F40 Berlinetta
241	1959	Aston Martin DB4 'Series 1' Sports Saloon	222	1989	Ferrari Testarossa Coupé
279	1966	Aston Martin DB6 4.2-Litre Sports Saloon	258	1992	Ferrari 348tb Coupé
201	1955	Austin A30 Rally Car	230	1998	Ferrari F355 GTB Coupé
221	1955	Austin Healey 100 BN2	286	1999	Ferrari 550 Maranello Coupé
237	1931	Bentley 8-Litre Sedan de Ville	250	2011	Ferrari 599 GTO Coupé
247	1955	Bentley S-Type Continental Sports Saloon	277	1994	Ferrari 456 GT Coupé
225	1959	Bentley S-Type Continental Sports Saloon	288	1964	Ford Cortina GT MkI 2-Door Rally Saloon
278	1961	Bentley S2 Continental Flying Spur Saloon	204	1964	Ford Mustang Fastback Coupe
217	1985	Bentley Continental Convertible	274	1908	Hotchkiss 16/20hp Type T Roi des Belges
256	1996	Bentley Continental T Coupé	232	1973	ISO Grifo 5.8-Litre Series II Coupé
249	1923	Bugatti Type 23 Brescia Modifié Torpedo	283	1951	Jaguar XK120 Roadster
244	1930	Bugatti Type 46 5.3 litre Weymann Sportsman's Saloon	261	1953	Jaguar XK120 Fixed-head Coupé
273	1962	Chevrolet Corvette C1 Competition Coupé	228	1962	Jaguar E-Type 'Series 1' Roadster
207	1937	Citroën	263	1962	Jaguar E-Type 3.8-Litre Series 1 Coupé
235	1964	Daimler 2½-Litre V8 Vicarage Convertible	284	1965	Jaguar E-Type 'Series 1' 4.2-Litre Coupé
238	1990	De Tomaso Pantera GT5-S Coupé	210	1970	Jaguar E-Type Series 2 Coupé
202	1981	DeLorean DMC12 Coupé	265	1971	Jaguar by Beacham E-Type 4.2-Litre V8 Roadster

Lot	Year	Model
216	1932	Lagonda 2 -Litre Type CB T4 Continental Tourer
235	1980	Lagonda Lagonda Series 2 Saloon
233	1974	Lamborghini Jarama S Coupé
227	1958	Lancia Aurelia B20 GT 2½-Litre Series VI Coupé
262	1961	Lancia Flaminia 2.5-Litre Convertible with Hardtop
269	1989	Lister-Jaguar XJ-S Le Mans 7.0-Litre V12 Convertible
219	1960	Maserati 3500 GT Coupé
248	1965	McLaren M1B Group 7 'Can-Am' Sports-Racer
220	1911	Mercedes Simplex 28/50hp 'Roi des Belges' Tourer
239	1961	Mercedes-Benz 190 SL Roadster
206	1962	Mercedes-Benz 190 SL Roadster
226	1962	Mercedes-Benz 300 SL Roadster with Hardtop
255	1995	Mercedes-Benz SL 72 AMG Coupé/Roadster
242	1979	MG Midget 1500 Roadster
209	1933	Morgan Super Sports Roadster
208	1970	Morris Minor 1000 Rally Car
270	1967	Pontiac GTO Convertible
251	1952	Porsche 356 'Pre-A' 1600 Coupé
223	1955	Porsche 356 'Pre-A' Speedster with Hardtop
203	1957	Porsche 356A 1.7-Litre Rally Car
218	1957	Porsche 356A Carrera Speedster
281	1958	Porsche 356A 1600 Coupé

Lot	Year	Model
257	1967	Porsche 911S 'Sunroof' Coupé
245	1973	Porsche 911 RS Lightweight
253	1974	Porsche 911 Type 935 Replica
276	1975	Porsche 911 2.7-Litre Group 4 Replica Coupé
267	1975	Porsche 911S 2.7-Litre Coupé
214	1978	Porsche 911 SC 3.0-Litre Coupé
282	1978	Porsche 911 Type 930 Turbo Coupé
272	1980	Porsche 911 SC 3.0-Litre Group 4 Replica Coupé
268	1982	Porsche 911 Type 930 Turbo Coupé
289	1992	Porsche 944 Turbo Cabriolet
231	1993	Porsche 911 Turbo 3.6-Litre Type 964 Coupé
229	1993	Porsche 911 Turbo 3.6-Litre Type 964 X88 Coupé
259	2000	Porsche 911 GT3 Coupé
236	2005	Porsche 911 Type 996 Turbo S Coupé
254	2010	Porsche 911 Type 997 GT2 RS Coupé
234	1914	Rolls-Royce 40/50hp Silver Ghost Open Tourer
240	1934	Rolls-Royce 20/25hp Coupé
243	1965	Rolls-Royce Silver Cloud III Coupé
280	1951	SIATA Daina 1.4-Litre Coupé Project
252	1956	Talbot Lago T14 LS Special Coupé
266	1967	Volkswagen MPTV T1 Camper/Microbus
205	1970	Volkswagen Type 2 Microbus



£ 1793

Bonhams

101 New Bond Street
London
W1S 1SR

+44 (0) 20 7447 7447

+44 (0) 20 7447 7400 fax



International Auctioneers and Valuers – bonhams.com/cars

