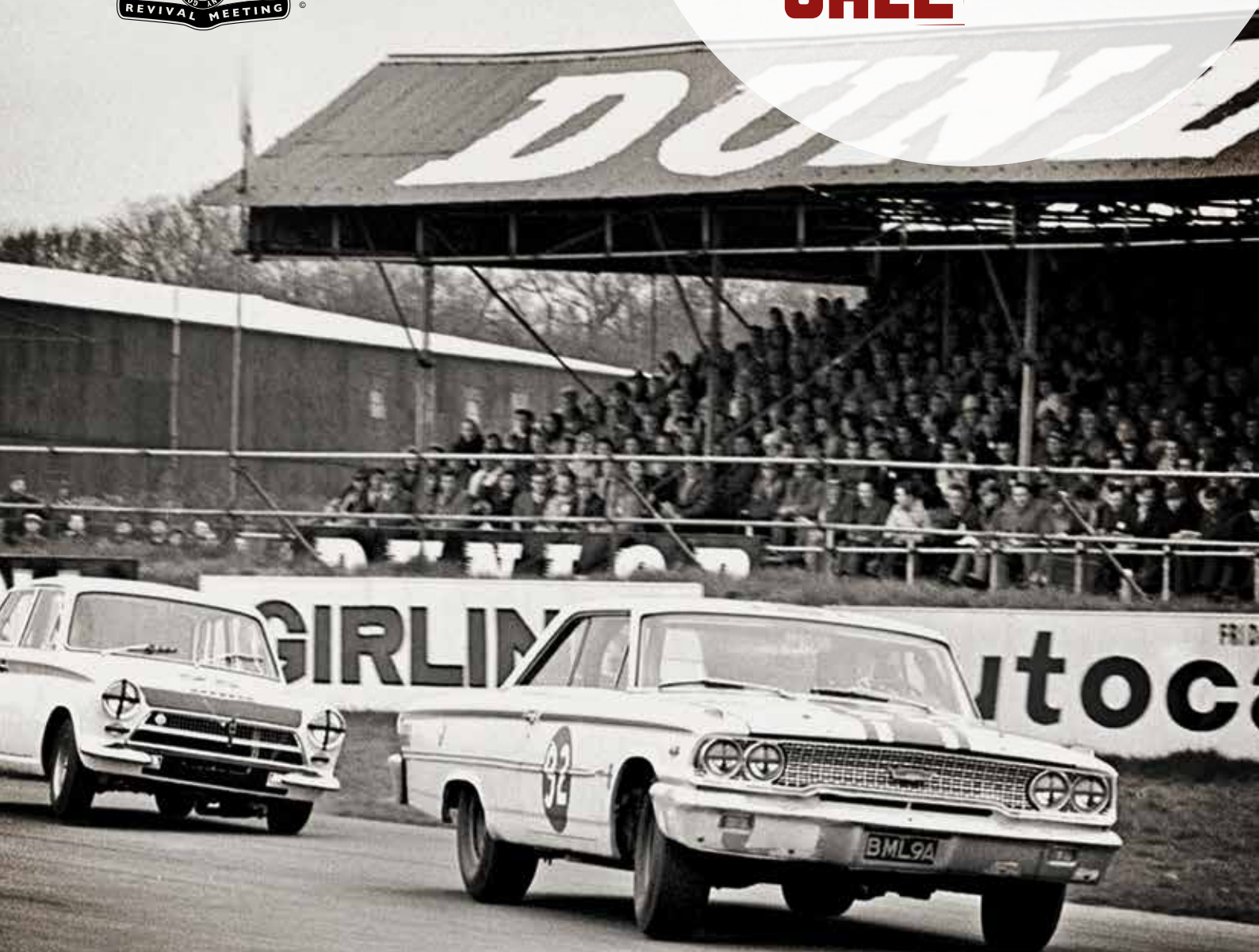


Collectors' Motor Cars
and Automobilia
Saturday 9 September 2017
Goodwood Revival
Chichester, Sussex



GOODWOOD REVIVAL SALE



Bonhams





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



GOODWOOD REVIVAL SALE

Collectors' Motor Cars and Automobilia

Saturday 9 September 2017 at 11:00 and 13:00
Chichester, Sussex

VIEWING

Friday 8 September
09:00 to 17:00
Saturday 9 September
from 08:30

SALE

Saturday 9 September:
Automobilia 11:00
Motor Cars 13:00

SALE NUMBER

24122

CATALOGUE

£30.00 + p&p
(admits two)

BIDS

+44 (0) 20 7447 7447
+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 7 September. Thereafter bids should be sent directly to bids@bonhams.com

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

Live online bidding is available for this sale

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

ENQUIRIES

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

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

ENQUIRIES ON VIEW AND SALE DAYS

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

IMPORTANT INFORMATION

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

CUSTOMER SERVICES

Monday to Friday 08:30 - 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 217
Back cover: Lot 290

PLEASE NOTE

The Bonhams marquee has moved, we are located outside of the ticketed event area. To access the 'Over the Road' attractions and the Motor Circuit you will now require an event ticket.

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

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

Bonhams 1793 Limited

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

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

Bonhams 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,
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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.

Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.
Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank
Account/Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 3% surcharge
- credit cards: Visa and Mastercard. Please note there is a 3% 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 and buyer's premium.
* VAT on imported items at 5% on hammer price and buyer's premium.
• Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

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

NOVA (Notification of Vehicle Arrivals)

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

EU Imports

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

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

Non-EU Imports

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

Vehicles imported under Temporary

Admission (TA)

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

Vintage Sports-Car Club Eligibility Documents

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

The Veteran Car Club of Great Britain Dating Plates and Certificates

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

Professional Catalogue Photography

Simon Clay
Tom Wood
Neil Fraser
Roger Dixon

Motor Car Preparation

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

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. We will also need to confirm your identification so please bring a passport or drivers licence with you. Credit/debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

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

Telephone bidding

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

Absentee/Commission bidding

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

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

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, contain credit/debit card details and fax/post to us no later than the morning of the sale day.

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 vehicles. It is also advised that the vehicles 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 and motorcycles 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.

Important changes to V5C Registration Document procedures

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

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

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

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

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

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

How can I pay?

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

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

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

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

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

Payment by card

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

Payment by cheque

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

Bank transfer

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

Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

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. Storage and handling charges may also be payable by the Buyer as detailed on the specific "Collections" page.

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 the auction and immediately after the auction. Vehicles remain at the sale venue until 12 noon Monday 11 September 2017. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers - Polygon Transport - are present at every sale and can quote a price to deliver the vehicle to you. Polygon's contact details are listed in the sale catalogue.

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

Richard Stafford
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richard.stafford@bonhams.com

Administrators

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Mainland Europe Motor Cars

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Additional contacts

Automobilia

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toby.wilson@bonhams.com

Motorcycle Department

Ben Walker
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ben.walker@bonhams.com

Administrator

Andrew Barrett
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andrew.barrett@bonhams.com

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+44 (0) 20 7447 7430 fax

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

Buyers/Sellers Accounts US

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

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 12 noon on the day after the sale. All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyers expense.

Bonhams Guildford office located at:
4 Millmead Guildford, GU2 4BE
Monday to Friday 9am to 1pm and 2pm to 4.30pm by appointment only and will be available for collection from 10.30am Tuesday 12 September 2017 by appointment only.

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

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

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

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

All lots marked with a ♦♦♦ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects.

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instruction from the client before Bonhams will release the lot(s).

All purchases are at buyers risk from the fall of the hammer.

Motor Cars

Vehicles must be collected from the sale venue by 12 noon on Monday 11 September 2017, at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility (please see Guide for Buyers).

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

Removal and Storage of Vehicles

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

Vehicle Removal charges

£240 + VAT per vehicle

Vehicle Storage charges

First 14 days

£14 + VAT per motor car per day

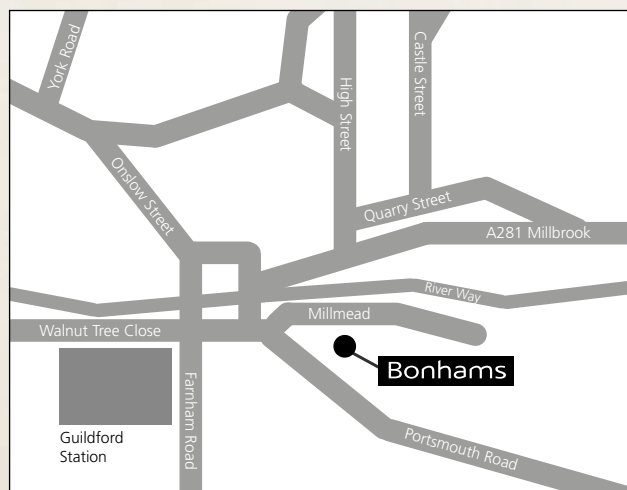
Thereafter

£10 + VAT per motor car per day

Transport and Shipping

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

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



Directions to Goodwood Revival

The Bonhams marquee has moved, we are located outside of the ticketed event area. To access the 'Over the Road' attractions and the Motor Circuit you will now require an event ticket.

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

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

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

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

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

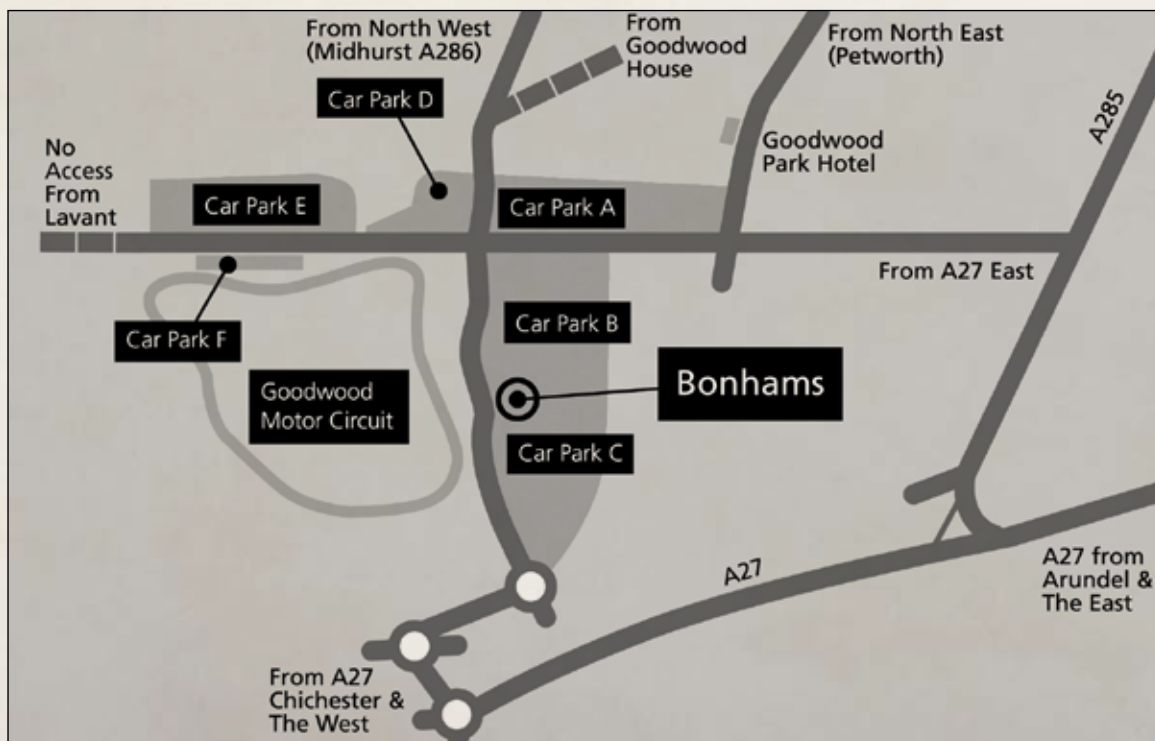
From Petersfield, Haslemere follow the A272 to Midhurst. From Midhurst follow the A286 towards Chichester. Just south of the village of Singleton take the left hand fork towards Goodwood Racecourse. At the T junction by Goodwood Racecourse turn left as directed by the AA road signs towards the A285.

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

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

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

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



AUTOMOBILIA INCLUDING THE HEALEY COLLECTION

Lots 1 - 199

at 11.00am

Images of each lot can be found at:
www.bonhams.com/24122





1

1 ♦

A QUANTITY OF BUGATTI BOOKS AND LITERATURE,

including Hugh Conway & Maurice Sauzay: Bugatti Magnum, blue cloth hard covers, in slip-case with brass plaque numbered 1712; Franco Zagari: Bugatti - La Gloire; H G Conway: Grand Prix Bugatti; David Venables: Bugatti - A Racing History; Pierre Dumont: Bugatti - Thoroughbreds from Molsheim; Jonathan Wood: Bugatti - The Man and the Marque; Alfred Wurmser: Lucien Wurmser - Mekanicien de Grand Prix (French text); Philippe Dejean: Carlo - Rembrandt - Ettore - Jean Bugatti (French text); Le Livre de Bord d'un Pilote de Grand-Prix, Volume 1 - GP de 1926 a 1931 (French text), limited edition (727/1,000), together with photocopy of English translation by David Waldron; and other books and literature relating to Bugatti racing, cars and designs, including three bound volumes with leather spines of Pur Sang issues, 1969-1977; three bound volumes of Bugantics from 1932 to 1954, and a quantity of later loose issues.

(Qty)

£1,000 - 1,200

€1,100 - 1,300

2 ♦♦

ASSORTED MOTOR RACING BOOKS, LITERATURE AND FERRARI ITEMS AND COLLECTABLES,

comprising a good library of classic motor racing books, including McLaren - The Art of Racing, published by Prestel (unopened); Sir Malcolm Campbell: The Romance of Motor Racing; Mike Hawthorn: Challenge Me The Race; Bailey & Skilleter: Mike Hawthorn Golden Boy; Juan Manuel Fangio: My Twenty Years of Racing; and many other titles, together with assorted Lotus ephemera and Team Lotus World magazines, Autocourse 1983/84, 2000/01 and others, a small selection of race programmes including Le Mans 1965, assorted periodicals and magazines, a leather-cased Ferrari tool kit by Schedoni, a good selection of Schedoni leather Ferrari instruction book and handbook covers, and other leather goods in original presentation boxes, other boxed Ferrari gifts, a Ferrari gilet 1996 licensed product (size Large), and other items including Ferrari spare parts, exhaust pieces, bonnet catches and others.

(Qty)

£1,500 - 1,900

€1,700 - 2,100



2



2



2



2



2

3♦

ASSORTED FERRARI REFERENCE BOOKS, PUBLICATIONS AND EPHEMERA,

including Ferrari 1947-1997 published by Giorgio Nada, limited edition of 1000 in slip case; Gianni Rogliatti: The Ferrari; Hans Tanner: Ferrari, 3rd edition; Prunet & Vann: Fantastiques Ferrari, in slip case; Gianni Rogliatti: Le Ferrari, large format; Simon Khachadourian: Superfast - The Ferrari Paintings of Dexter Brown, limited collector's edition 25/50, leather bound in slip case; Dominique Pascal: Ferraris at Le Mans; and many other titles, together with Ferrari Yearbooks for 1965, Italian text, and 1967, Italian text with Luigi Chinetti stamp to front cover and signed dedication by Chinetti to inside of flyleaf, 1978 re-print of 1963 year book, 1977 reprint of 1957 year book, two cards signed by Luca di Montezemolo with envelopes, other ephemera and printed material including sales brochures, press packs and magazines, a comprehensive Ferrari library. (Qty)

£1,100 - 1,300

€1,200 - 1,400



3



3

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 168/250, 420 numbered pages, well illustrated, in good clean condition, complete with slipcase and in original carton packaging.

£1,000 - 1,200

€1,100 - 1,300

5•

GEOFFREY GODDARD & DOUG NYE: FERRARI IN CAMERA; A SIGNED DELUXE LEATHER-BOUND EDITION, PUBLISHED BY PALAWAN PRESS,

bound in blue Morocco leather with tooled spine and rear cover, and engraved title plate to front cover numbered 095, of a limited run of 100 editions published in 1995, subtitled 'From Ascari to Villeneuve', 359 numbered pages well illustrated with many images taken by renowned motorsport photographer Geoffrey Goddard, the inside rear page signed by both authors and numbered 95, in good clean condition, contained within yellow buckram library box, (some light scuffing and marks to box).

(2)

£1,500 - 2,000

€1,700 - 2,200

5



6•

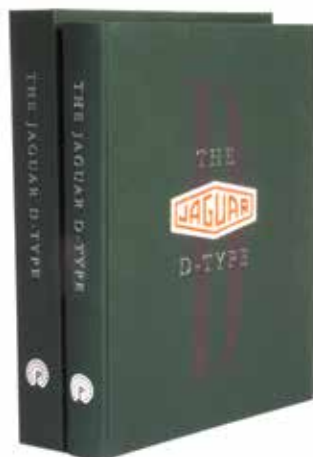
GEOFFREY GODDARD & DOUG NYE: FERRARI IN CAMERA; A LIMITED EDITION TITLE PUBLISHED BY PALAWAN PRESS,

published 1995, dark-blue cloth-bound hard covers, numbered 172/1000, well illustrated with photographs by Goddard, 359 numbered pages, white mark to front cover, complete with slip case.

£1,000 - 1,200

€1,100 - 1,300

4



6





8

8 •

A COMPLETE RUN OF FERRARI YEARBOOKS, 1949-2007,

run consecutively from 1949 through to 1967, 1968/69/70 (one volume), together with 1975 hardback edition, 1975 paperback edition, and 1977, 1978, 1979, and from 1989 through to 2007, the 1961 and 1962 editions, both signed by Phil Hill, Stirling Moss and Luigi Chinetti, Italian text, (various conditions), majority contained in seven matching red library slip cases, remainder loose.

(Qty)

£10,000 - 15,000

€11,000 - 17,000

9 • ♦

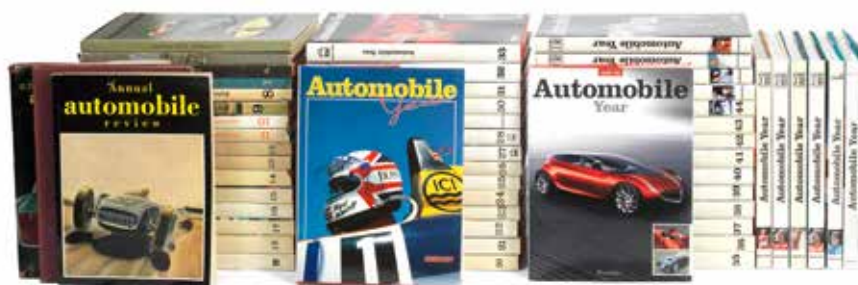
ASSORTED FERRARI YEARBOOKS, FERRARISSIMA AND OTHER ANNUALS, FERRARI SUBJECT PUBLICATIONS AND REFERENCE BOOKS,

the yearbooks for 1993 to 2007 (with two duplicate editions for 2004); Ferrarissima numbers 1-25, Multiple language text, 1984-1995 first series published by Automobilia in limited edition of 5000; Official Ferrari magazine, assorted issues from 1-22 (not a complete run), with some duplicates; the reference books including Bluemel & Pourret: Ferrari 250 GTO; Piero Casucci: Enzo Ferrari 50 Years of greatness and others.

(Qty)

£1,100 - 1,300

€1,200 - 1,400



7



9

7 • ♦

AUTOMOBILE REVIEW/AUTOMOBILE YEAR; ANNUALS 1 TO 55 (1953/54 TO 2007/08),

a complete run of 55 annuals, majority with dust-jackets (save for first two annuals) and in good order.

(55)

£1,000 - 1,500

€1,100 - 1,700

Offered from the Library of the Late Robin Stelfox (1920-2013), motorsport enthusiast and racing driver, competing in Triumph TR3s in GT Class racing at Brands Hatch between 1958 and 1961.



10 •

A SUPERB COLLECTION OF FERRARI SALES BROCHURES, 1947-1970,

a near complete run of each model produced by the Ferrari factory during this period, contained in binders with acid free sleeves, bound as two Volumes with slip covers:- Volume one comprising 39 publications and a post-card, comprising 166 Sport 166 Corsa (hole punched), Italian text; 166 Inter (hole punched), Italian text; 166 Millemiglia, Italian text (not listed in Merritt); 166 Inter 2+2, Italian text; 166 Millemiglia, Italian text; 212 Inter, Italian text; '30 anni di esperienze', Italian text; 212 Inter, Italian text; 250 Millemiglia (date stamped Mai 1954 on front cover), Italian text; 250 Europa/ 500 Mondial/ 750 Monza, Italian text; 375 Millemiglia, Italian text; 250 Europa /375 America, French text; 250 Granturismo Boano (coupe), English text (small tear to front cover); 250 Granturismo Boano (coupe 2) fold-out, English text (staple holes and tear to front cover); 410 Superamerica, English text; 500TR, Italian text; 250 Testa Rossa, Italian text; 250 Granturismo, English text; (Luigi Chinetti dealer's stamps, hand written with prices, old staple marks); 250 Granturismo coupe Pininfarina, Italian text; 250 Granturismo coupe Pininfarina, English text; 250 Granturismo Berlinetta and Spyder, English text; 250 California, English text; 410 Superamerica Coupe Pininfarina, English text; 250 Granturismo cabriolet Pininfarina, English text; 250 Granturismo cabriolet Pininfarina 2+2, English text; 250 Granturismo Berlinetta, English text; 250 Granturismo Berlinetta (swb), English text; 250 Granturismo Spyder California (swb), English/French text, (damage and paper loss to lower edge of both covers); 250 Granturismo



Spyder California (swb 2), English text; 250GT Berlinetta (Lusso) Pininfarina, Italian/English/French text (folded, hand writing on covers); 250LM, Italian/English/French text; 275 GTB, Italian/English/French text; 275 GTS, Italian/English/French text; 330GT, Italian/English/French text; 275GTB4, Italian/English/French text (folded); 330 GTS, Italian/English/French text; 330 GTC, Italian/English/French text., with an Auto Becker Ferrari 250 Granturismo Spyder brochure, German text, a Ferrari 212 Inter sales brochure from Brooklands of Bond Street, English text and a 410 Superamerica 'post-card', and a loose 250 GTE 2+2 series 3 (not listed in Merritt), large format, with typed list of publications:- Volume two comprising 9 publications, comprising 365GT 2+2, Italian/English/French text; 365 GTB4, Italian/English/

French text; Dino 246GT, Italian/English/French text (picture cover); Dino 246GT, English text, (red cover); 365GTC4, Italian/English/French text; Dino 426GTS, Italian/English/French text; 365GTB4, Italian/English/French text; 365GT4 2+2, Italian/English/French text, and Dino 206GT; with typed list of publications. Together with some duplicates 365 GT 2+2, 365GTC4, 330GTS and Dino 246GT, loose in acid free sleeves, and 25 unbound later sales brochures including 328 range, 512 BB, 348, Mondial Quattrovalvole, F40, F50, 360 Modena, 550 Maranello, 400i, Testarossa and others. (Qty)

£20,000 - 30,000

€22,000 - 33,000

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.



10A

10A ⁰⁰⁰

A LARGE AND COMPREHENSIVE COLLECTION OF FERRARI THEMED PRINTING BLOCKS AND PLATES,

comprising copper printing plates, some with multiples, for assorted printing colours, lino cuts, cut and cast light alloy plates, heavy cast white metal plates, many mounted on wooden blocks and machine etched 'Formica' plastic, includes magazine front covers, press and publicity images, technical illustrations including exploded diagrams, wiring diagrams, cut-away chassis illustrations, late 1950's to 1960's, images include Ferrari 156 F1 'Sharknose', Ferrari 250GTO, Ferrari 275 GTS Spyder, many drivers, circuits and general publicity shots.

(Qty)

£4,000 - 6,000

€4,400 - 6,600

11

A SIGNED MIKE HAWTHORN PHOTOGRAPH AND A QUANTITY OF 1960 MONACO GRAND PRIX ORIGINAL PRESS PHOTOGRAPHS,

the Hawthorn image by M. Werner (stamped to reverse), 7" x 9", monochrome, signed in dark blue ink, the 1960 Monaco Grand Prix collection, over 140 7" x 9" monochrome images, race scenes featuring Moss in Lotus Climax, Innes Ireland in (and out of) his Lotus-Climax exhausted after pushing the car round the circuit, Phil Hill and von Trips in Ferraris, McLaren in Cooper-Climax, Bonnier in BRM, and others, also including some start line and pit scenes.

(Qty)

£1,500 - 2,000

€1,700 - 2,200



11 (part)



12 (part)



12 (part)

12

A GOOD COLLECTION OF AUTOGRAPHED PHOTOGRAPHS AND PROMOTIONAL PHOTO CARDS OF MOTOR RACING DRIVERS, CARS AND MOTORSPORT PERSONALITIES, 1950S,

approximately thirty-nine in all, mounted in a scrap book, including signatures of Mike Hawthorn (x2), Peter Collins (x2), Stirling Moss (x2), Les Leston, Jack Brabham, David Murray, Ivor Bueb, Duncan Hamilton, Jack Fairman, Tony Brooks, Ron Flockhart, Roy Salvadori, Sheila Van Damme and others, together with a copy of "Motor-Racing Drivers Past and Present 1956," inscribed and dated by the editor 1957, various letters accompanying the autographed photos, including Stirling Moss, approximately eighteen in all and various press cuttings from the period.

(Qty)

£2,400 - 3,000

€2,600 - 3,300



13 (part)



13 (part)



13 (part)



13 (part)

13

THREE ALBUMS OF MOTOR RACING PHOTOGRAPHS BY HENRIK JANSEN,

approximately 150 mainly 3" x 5" monochrome photographs contained in three vinyl albums, depicting various pre and post-War British race events from mid-1930s to mid-1950s, including 1937 and 1938 Donington and Silverstone Grand Prix, Brooklands, and other International, speed trials and hill-climb events, depicting many drivers including, Prince Bira, Raymond Mays, Hermann Lang, Bernd Rosemeyer, Fangio, Freddie Dixon, Villolosi, De Graffenried, Mike Hawthorne, Stirling Moss, Roy Salvadori, and others, and featuring racing marques including ERA, Alfa Romeo, Bugatti, Maserati, Auto Union Silver Arrows, BRM, Ferrari, Talbot, Jaguar, Mercedes-Benz, Cooper Bristol, and other marques, together with some assorted larger format loose photographs.

(Qty)

£1,000 - 1,500

£1,100 - 1,700

Henrik Larsen was a wartime photographer for the Ministry of Defence.

14

A 1956 MONACO GRAND PRIX RACE POSTER,

lithographic poster printed by ADIA of Nice, featuring race scene artwork after J.Ramel, 118 x 78cm, some light wrinkling and slight discolouration towards upper left and right edges, framed and glazed.

£1,000 - 1,500

£1,100 - 1,700

15

A 1954 'COPPA DIEGO CAPELLI' RACE POSTER,

colour poster printed by Zincografica of Firenze, Italy, with artwork after T.Geic featuring a speeding sports car, for the IV Trofeo Internazionale della Sardegna event held on 29th June organised by the Automobile Club di Cagliari, old fold marks, 98 x 69cm, framed and glazed.

£1,000 - 1,500

£1,100 - 1,700



14



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16
TWO GOODWOOD RACE POSTERS FOR 1955 AND 1956,

comprising 1955 'Goodwood International Nine-Hour Car Race' with artwork after Roy Nockolds, for the event held on August 20th, and a 1956 'Goodwood Trophy' race poster for the event held on Saturday 8th September, offered together with a 1956 British Grand Prix Silverstone race poster, each 75 x 50cm, framed and glazed.

(3)
£1,000 - 1,200
€1,100 - 1,300

17^{AR}
WALTER GOTSCHKE (1912-2000), 'DONINGTON GRAND PRIX 1937', signed watercolour depicting Bernd Rosemeyer's C Type Auto Union chasing Rudolf Caracciola's Mercedes W125, 21 x 29cm, mounted, framed and glazed, the reverse of the frame applied with signed card from 'Walter' with hand-written dedication and description, dated 12 Marz 1983.

£2,500 - 3,000
€2,800 - 3,300

The 'Silver Arrows' took the top five places at the chequered flag. The winner was Rosemeyer in his Auto Union, completing the 250 mile 80 lap race in a time of 3 hours 1 minute 2.5 seconds. He was followed to the flag by von Brauchitsch's and Caracciola's Mercedes and his Auto Union teammates Muller and Hasse.

18 ARR
GRAHAM TURNER (BRITISH, 1964-), TWO MOTOR RACING ORIGINAL ARTWORKS, each signed and dated '93, gouache and watercolour on paper, the first depicting Jean-Pierre Wimille on his way to victory in the Alfa Romeo 158 Alfetta at the 1948 French Grand Prix, 36 x 46cm, the second depicting Alberto Ascari in the Scuderia Ferrari 125 V12S on his way to victory at the 1949 Swiss Grand Prix, 32 x 45cm, each mounted, framed and glazed.

(2)
£1,000 - 1,500
€1,100 - 1,700

19[◇]

**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.

£1,800 - 2,400

€2,000 - 2,600



18



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

a limited edition numbered 017 of 25 examples, completed in 2017, 'lost wax' cast bronze sculpture from the artist's 'Knights 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.

(2)

£1,500 - 2,500

€1,700 - 2,800



20



21

21[◇]

**GREGORY PERCIVAL (BRITISH 1964-),
'TALLY-HO', A BRONZE SCULPTURE IN
TRIBUTE TO BATTLE OF BRITAIN PILOTS,**

produced June 2017, a limited edition sculpture signed and numbered 011 of 25 examples, commemorating The Battle of Britain's Spitfire pilots Douglas Bader, Alan Smith, Johnnie Johnson and Hugh 'Cocky' Dundas, incorporating four 'lost wax' polished cast bronze sculptures of the RAF Supermarine Spitfire MkIIa fighters, 18cm wingspan, taking to the air peeling off in formation from RAF Westhampnett at the Goodwood airfield in July 1941 with Wing Leader Bader's 'Dogsbody' Spitfire leading the way, the base formed from moulded polished glass clear resin representing the flowing flight trails, measuring approximately 72 x 46 x 35cm overall, offered with Certificate of Issue from the artist.

(2)

£2,000 - 3,000

€2,200 - 3,300

22

A 'SECTOR CLOCK' BY SMITHS, 1942,
14-inch circular re-painted tinplate Arabic dial (faded with some crazing), the outer border colour-segmented dial with blue, yellow and red triangles, within a glazed spun brass bezel (rear catch replaced), the single-train timepiece movement, stamped "123; MADE IN ENGLAND; SMITH 1942; Coventry (in key shape); Astral; AM beneath a crown", with platform escapement (top advance-retard



22

adjuster cover missing), the mahogany dial surround stamped verso with both "SMITH 1942" and "GRVI" beneath a crown, (rear movement casing missing with hardboard replacement), 45cm diameter, with one key.
(2)

£2,000 - 3,000

€2,200 - 3,300



23



24



26

**23
A 1:6 SCALE MODEL OF A DE HAVILLAND GIPSY MAJOR FOUR CYLINDER AERO ENGINE,**

also known as the Gipsy IIIA, four-cylinder, air-cooled, inline engine used in a variety of light aircraft produced in the 1930s, including the famous de Havilland DH82A Tiger Moth biplane, mounted on a wooden base with Perspex cover, together with a de Havilland aeroplane ID plate numbered 3183 for a DH82A Tiger Moth.

**£1,000 - 1,500
€1,100 - 1,700**

Many Gipsy Major engines still power vintage aircraft types worldwide today.



25



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**24
A SIGNED COLIN MCRAE AND NICKY GRIST PROMOTIONAL 1999 MARTINI FORD WORLD RALLY CHAMPIONSHIP OPEN FACE HELMET BY SPARCO,**

signed on each temple in black pen, the helmet, white with sponsors logos, black snap-on peak with short tinted visor, red lining, with helmet bag and letter of authenticity from Philip T Baker at SA 1 Management stating this helmet was worn by Colin McRae at the shakedown for the UK round of the 1999 World Rally Championship.

**£1,500 - 1,800
€1,700 - 2,000**

25

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.

**£1,200 - 1,600
€1,300 - 1,800**

26

A PAIR OF SIGNED MICHAEL SCHUMACHER FERRARI OVERALLS BY OMP FOR THE 2003 FRENCH GRAND PRIX,

red and white with sponsorship patches and embroidery, German flag and driver's name embroidered on belt, marked 'Frankia 2' and dated 06/07/2003 to the label on the back of the belt, very slight signs of wear, signed across the white chest panel in black marker pen.

**£1,500 - 2,500
€1,700 - 2,800**

According to information provided by the vendor this pair of Michael Schumacher overalls were donated by "Jean" at Ferrari (possibly Jean Todt) to the British Red Cross for sale at a charity auction in 2003.

27

A PAIR OF SIGNED RUBENS BARRICHELLO FERRARI OVERALLS BY OMP FOR THE 2003 FORMULA 1 SEASON,

red and white with sponsorship patches and embroidery, German flag and driver's name embroidered on belt, marked 'Barrichello' Control A Control 2 and dated 06/07/2003 to the label on the back of the belt, very slight signs of wear, (zip pull tab missing on top zip slider), signed across the white right chest panel in black marker pen.

**£1,000 - 1,500
€1,100 - 1,700**

According to information provided by the vendor this pair of Rubens Barrichello overalls were donated by "Jean" at Ferrari (possibly Jean Todt) to the British Red Cross for sale at a charity auction in 2003.



28



29

28
A BLUE COTTON RACING SUIT USED AND DESIGNED BY SIR STIRLING MOSS, LATE 1950S, TOGETHER WITH AN EXPIRED BRITISH PASSPORT 1975-1985, signed by the driver, the suit with button neck and press-stud front bib with zip, elasticated wrist cuffs and button ankles, zipped front lower leg pockets, with sewn on BRDC cloth patch, together with re-print of a photograph of Moss with Hawthorn, and a later image of Moss at the signing of the suit, with a certificate of authenticity; the passport issued 27 March 1975 for 10 years, signed by the driver, with black and white photograph on page 3, cancelled 27 March 1985, upper corner of front cover cut.

(Qty)

£2,500 - 3,500

€2,800 - 3,900

29

A 1956 XXIII MILLE MIGLIA HANGING RACE BANNER,

double-sided cloth banner, stencil painted with Mille Miglia emblem and race title in red on white, some staining and minor tears in places, possible old repair to lower quarter section, 137 x 82cm, hanging from original wooden pole, believed to have hung at the Brescia main square during the event.

£1,000 - 1,500

€1,100 - 1,700



31



37



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A LOUIS VUITTON SUITCASE, CIRCA 1920, the black Vuittonite case applied with travel labels, with leather handle, nickelled lock and catches branded with 'L.V.' initials, with beige cloth-lined interior, the inside of the lid bearing paper label with ink stamped number 792685, the case measuring 60 x 37 x 17cm.

£1,000 - 1,500

€1,100 - 1,700

31

A LOUIS VUITTON SHOE TRUNK, CIRCA 1910, AND A MOYNAT GLADSTONE BAG,

the brown leather case with leather handle and branded brass lock and catches, the lid opening to reveal red-felt lined interior with wooden divider and with lift-out wooden felt-lined tray with similar wooden divider, the inside of the lid bearing Louis Vuitton paper label and ink-stamped number 186975, the front of case with branded initials 'P.D.B', and measuring 61 x 34 x 25cm overall, together with a circa 1910 Moynat brown leather Gladstone type bag, with brass lock and leather-covered brass handles, 46cm wide.

(2)

£1,500 - 2,500

€1,700 - 2,800

32

A MOYNAT WARDROBE TRUNK, CIRCA 1920, AND A GLADSTONE BAG,

the standing wardrobe trunk with black leather-cloth exterior applied with travel labels, with nickelled locks, catches and reinforced corners, single leather handle, the upper section detaching to reveal light tan cloth lined interior with wooden hangers and Moynat branded canvas sprung strap, the removable section with three compartments and zip-fastened cloth screen, the case measuring 66 x 47 x 19cm overall, offered together with a Moynat black leather Gladstone-type bag, 1910s, with brass catch and leather-covered handles, 37cm wide.

(2)

£1,000 - 1,500

€1,100 - 1,700



33

33[◇]

A SIX PIECE LEATHER LUGGAGE SET FOR FERRARI MONDIAL T, BY SCHEDONI, ITALIAN,

light tan leather, comprising three suitcases, a holdall, a vanity case and a documents case with combination locks, each with protective drawstring cloth bags marked with Ferrari Cavallino emblem.

(6)

£1,800 - 2,400

€2,000 - 2,600

36



34

A UNIQUE MCLAREN F1 LEATHER GOLF BAG,

issued as part of the accessories with McLaren F1 chassis 024, fine grain black leather with embossed grain effect comprising club section with leather dividers, two zipped pockets one with tee holders to front, a large zipped accessories pouch, carrying strap and handle, red leather section under handle embossed 024, plain black leather McLaren F1 symbol on the front, together with three black embossed leather matching club head covers, unused as new.

(4)

£1,200 - 1,400

€1,300 - 1,500

34



35

35^{†◇}

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.

£1,500 - 2,500

€1,700 - 2,800



38



36

A GENTLEMAN'S VANITY CASE BY FINNIGANS OF BOND ST. LONDON, WITH STERLING SILVER ACCESSORIES, 1938,

the brown leather suit-case with handle, brass locks and catches, the lid with gilt-embossed initials 'H.R.W.', opening to interior with brown watered-silk interior and containing interior lift-out case, fitted with three glass jars and two bottles, shoe and clothes brushes, and a hand-mirror, each with sterling silver lids or handles by Padgett & Braham Ltd of London, hallmarked 1938, strap for hand-mirror broken, some old marks and scuffs to case, measuring 51 x 33 x 17cm overall, together with two keys.

£800 - 1,000

€880 - 1,100

37

A LADIES' VANITY CASE BY HERMES, POST-WAR,

dark-blue leather case with large loop handle, gilded locks and catches, the lined interior with three internal pockets, leather band for storage of bottles and jars, and mirror to inside of lid, 31cm wide, and with Hermes beige cloth drawstring bag, offered together with a French circa 1930 case, black textured leather-cloth exterior with gilded locks and catches and blue watered silk lined interior, 46 x 30 x 14cm, with key.

(3)

£1,000 - 1,500

€1,100 - 1,700

38†

A LEATHER CASED TRAVELLING DRINKS SET BY FINNIGANS OF LONDON, 1911,

oval brown leather case with handle and strap with buckle, opening to interior fitted with central glass flask surrounded by four smaller corner flasks, each with sterling silver caps hallmarked Finnigans Ltd of London and with engraved initials R.A.S', similarly branded with initials to lid of case, 14cm high.

£1,500 - 2,000

€1,700 - 2,200



39



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39†

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.

£1,500 - 2,000

€1,700 - 2,200

40† ♦

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.

£1,500 - 2,000

€1,700 - 2,200



42



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41
A CHRISTOPHER DRESSER CASED TEA-SET FOR TWO PERSONS BY JAMES DIXON & CO. LTD, CIRCA 1913,

retailed by H J Linton, 30 Rue Feydeau, Paris, textured black leather-cloth case with replacement leather handle, with double front doors with brass catch opening to tan suede-lined interior with compartments fitted with electro-plated wicker-handled kettle, stand and tea-pot, one containing burner, the other containing sugar bowl and milk jug, with spirit flask, glass milk bottle and food tin, and with two Royal Worcester china tea-cups with saucers, the spoons and sugar tongs housed in the doors, the case 37 x 16 x 22cm and with impressed initials 'J.A.' to upper corner.

£2,000 - 3,000

€2,200 - 3,300

42†
A CASED 'CORACLE' PICNIC SET FOR FOUR PERSONS BY G W SCOTT & SONS, CIRCA 1925,

dark brown leather-cloth case with impressed crocodile effect texture, with handle, nickelled locks and catches, the lid opening to reveal interior fitted with two Thermos flasks with crocodile effect covering, two glass drinks bottles, a smaller wicker-covered drinks bottle, three food tins, four ceramic tea-cups, and four drinking tumblers, with saucers, circular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 51 x 33 x 16cm.

£2,000 - 3,000

€2,200 - 3,300

43†

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

black leather-cloth case with handle, with polished nickel locks and catches, the tapered lid opening to reveal interior with wicker framework, fitted with central cocktail shaker containing two drinks bottles (one missing) and nested drinking tumblers, two Coracle ceramic based food boxes, butter and preserves jars, and four stacking glass tumblers, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 42 x 33 x 17cm.

£2,500 - 3,500

€2,800 - 3,900

44† ♦

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

the black leather-cloth case with geometric pattern design, with nickelled handles, locks and catches, with lid and fall-front opening to interior with wicker framework, fitted with two vacuum flasks, a wicker covered drinks bottle, a smaller bottle, two Coracle ceramic based food containers, a set of four Mintons bone china tea-cups and accompanying saucers with gilt-edged decoration, four rectangular enamel plates, a small food tin, a ceramic preserves jar, and four stacking glass tumblers in wicker cases and condiments pots, with cutlery housed behind leather straps in the lid, the case measuring 57 x 23 x 29cm.

£3,000 - 4,000

€3,300 - 4,400

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.



44



45

45†

AN EARLY CASED TEA SET FOR TWO PERSONS BY A. DAVIES & CO., OF 379 THE STRAND, LONDON, CIRCA 1905,

textured black leather-cloth case with handle, nickelled lock and catch, the lid and fall-front opening to interior with wooden compartments fitted with wicker-handled kettle with burner and stand, glass milk bottle, gilt-lined milk jug and sugar bowl, tea-caddy, and gilt-handled bone china tea-cups and saucers, the fall front containing tea spoons and with two serviettes behind strap bearing gilt-tooled manufacturer's Royal Warrant emblem, complete with key, the case measuring 29 x 18 x 15cm.

£4,000 - 5,000

€4,400 - 5,500

46† ♦♦

AN IMPRESSIVE WICKER-CASED PICNIC SET FOR SIX PERSONS BY G W SCOTT & SONS, CIRCA 1920,

the wicker case with two leather handles and straps with buckles, with lid and fall-front opening to red cloth-panelled interior with wire framework fitted with central copper kettle with wicker-covered handle and ornate stand with burner, two large wicker-covered glass bottles, two Thermos flasks, two ceramic-based food containers, six ceramic tea-cups with saucers, a cased set of six nested drinking tumblers, a ceramic preserves jar, and a set of six enamel circular plates, with cutlery housed behind leather straps in the lid, the case measuring 73 x 26 x 32cm.

£5,000 - 7,000

€5,500 - 7,700



46

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.



47† ∞

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

large black leather-cloth case with nickelled handles, lock and catches, with lid and fall-front opening to interior with wicker framework, fitted with central copper kettle with woven wicker handle, with ornate stand and burner, two Thermos flasks, two wicker-covered drinks bottles, two Coracle ceramic based food containers, another food tin, a set of six Bisto gilt-edged china cups and accompanying saucers, Coracle ceramic butter and preserves jars, six stacking glass tumblers in wicker frames, condiments jars, and six enamel rectangular plates, with cutlery housed behind leather straps in the lid, complete with key, the case measuring 76 x 27 x 33cm.

£30,000 - 35,000

€33,000 - 39,000



51



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52



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53

48^Ω

A BUGATTI WRISTWATCH BY JEAN PERRET, SWISS,

chromed bezel in the shape of a Bugatti radiator, with black leather strap, un-worn, with original sale tag, in presentation box with unissued guarantee booklet

£800 - 1,200

€880 - 1,300



48

49[†]

A ROLLS-ROYCE RADIATOR PEN HOLDER BY CRESTA OF ITALY,

chromed case with wooden back panel, in the form of a radiator with shutters, radiator badge and miniature Spirit of Ecstasy mascot, 20cm high.

£1,000 - 1,500

€1,100 - 1,700



49

50[†]

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.

£1,000 - 1,500

€1,100 - 1,700

53[†]

A BOXED MERCEDES-BENZ RADIATOR DECANTER BY CLASSIC STABLE LTD,

chromed surround with wire mesh grille, radiator badge and complete with mascot, 23.5cm high, contained within fitted burgundy velvet presentation box.

£1,000 - 1,500

€1,100 - 1,700

54[†]

A BENTLEY RADIATOR DECANTER BY RUDDSPEED, BRITISH,

chromed with green wire mesh grille, with red enamelled badge and 'dog-bone' cap, 20cm high.

£1,000 - 1,500

€1,100 - 1,700

51[†]

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.

£1,000 - 1,500

€1,100 - 1,700

52[†]

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.

£1,000 - 1,500

€1,100 - 1,700

55

A FINE FARMAN COMPANY 'CONQUETE DE L'AIR' 'ICARUS' BRONZE DESKPIECE BY GEORGE COLIN, CIRCA 1911,

detailed cast bronze, depicting the mythical winged figure Icarus poised to take flight from a rocky outcrop, signed 'Colin George' to rear of drapery, marked 'Bronze' and bearing Contenot & Lelievre, Paris foundry stamp, to rear of base and further stamped '24 4452', measuring



55

36cm high overall with wingspan of 37cm, mounted on original black marble plinth.

£2,000 - 3,000

€2,200 - 3,300

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



56



57

56
ASSORTED GOODWOOD EVENT BADGES, LAPELS, PASSES AND PENDANTS,
enamel BARC member's lapel badges for 1953-55, 1960 and 1964 (lacking cords), four pre-66 card and paper passes, other later paddock passes for Revival events with eight metal Revival passes on chain, cords and ribbons, five enamel March Enclosure passes on cords, five enamel Cartier passes (four on cords), seven Festival of Speed badges and passes, seven small lapel pins, six Goodwood Aero club badges, 18 Goodwood race programmes, together with modern Goodwood event books and ephemera, a 7 August 1939 Brooklands mechanic's pass and some card horse racing tags and passes.

(Qty)
£1,000 - 1,500
£1,100 - 1,700

57†
A CASED SET OF 36 VINTAGE MOTORCAR STERLING SILVER INGOTS, BY JOHN PINCHES, 1970S,

produced to commemorate the Beaulieu National Motor Museum Collection, the wooden case with lid opening to blue felt-lined interior, fitted with 36 ingots struck with image in bas relief of a pre-War, vintage or veteran motorcar including Alfa Romeo, Auto Union, Bentley, Bugatti, Hispano-Suiza, Maserati, Mercedes-Benz, Rolls-Royce, and others, each ingot hallmarked London, 52mm wide and weighing approximately 70gms, the case measuring 41cm wide, together with key.

(2)
£1,000 - 1,500
£1,100 - 1,700



58



59

58 ∞ ∞

A UNIQUE '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 with pear shaped cut-outs, circular 6mm toughened glass table top 111.5cm diameter, the bespoke table 120cm diameter overall and 42cm high.

£3,000 - 4,000
£3,300 - 4,400

59
A BRITISH AUTOMOBILE RACING CLUB GOODWOOD REG PARNELL TROPHY RACE ROSEBOWL, 1966,

silver plate, engraved with presentation details won by D J Cole, on presentation stand with mesh cover, 28cm high overall, together with three 1962 Goodwood cups awarded in 1962 and an ashtray won in 1960 with enamel badges and engraved details.

(5)
£1,000 - 1,500
£1,100 - 1,700

60†

A STERLING SILVER ROLLS-ROYCE DESK BAROMETER BY SAUNDERS & SHEPHERD, PRESENTED AS A CHRISTMAS GIFT 1933,

hallmarked London, 1933, in the form of a Rolls-Royce radiator, with square silvered dial and machined decoration to front face, fitted with town cap, the front of base with engraved initials 'J.H.K.', 13.5cm high.

£2,000 - 3,000
£2,200 - 3,300

This desk barometer was one of a series commissioned and presented by Rolls-Royce Ltd as a Christmas gift for 1933 to selected dealers and distributors of UK Rolls-Royce motor cars, and part of a set of 11 different Christmas gifts in total presented in the years 1926-1937.

61†

A 'VISCOUNT WAKEFIELD OF HYTHE TROPHY' MINIATURE REPLICA IN STERLING SILVER, 1938,

hallmarked London by Skinner & Co, in the form of a draped female in victory pose above a wheel, above a base with decorative design in relief and engraved to base 'Viscount Wakefield of Hythe Trophy - Miniature Replica 1938 - 2nd Mrs H.Wood', 19cm high.

£1,000 - 1,500
£1,100 - 1,700

It is understood that the full size trophy, on which this miniature replica is based, was present by Lord Wakefield in 1929 to the Women's Automobile & Sports Association, and is in permanent residence at the RAC Motor Sports Association.



62



63



64

62

A 1932 BRIGHTON & HOVE MOTOR CLUB SPEED TRIALS WINNERS SILVER TROPHY, AWARDED TO SIR MALCOLM CAMPBELL,

sterling silver twin-handled trophy hallmarked London, 1926, engraved with race and recipient's details, awarded to Campbell for first place in the Class 1E category, the trophy 13.5cm high.

£1,000 - 1,500

€1,100 - 1,700

After a 1925 police ban on motor racing on public roads was lifted in 1932, this was the first Brighton & Hove Motor Club Speed Trials event after the hiatus. Held on the 17th September 1932, records show that Sir Malcolm Campbell won the trials in the 'unlimited' class in his Supercharged Sunbeam Tiger, achieving a speed of 76.27mph, beating John Cobb head-to-head into second place in his 12-Cylinder Delage over the half mile from a standing start along Madeira Drive, with T.S. Fotheringham in the Supercharged Bugatti in 3rd place.

63

A 1913 BARC BROOKLANDS EASTER HANDICAP SILVER TROPHY, AWARDED TO MALCOLM CAMPBELL,

twin-handled sterling silver trophy by William Comyns & Sons, hallmarked London 1912, engraved with race details and awarded to Campbell for 3rd place in his Darracq at The Easter Private Competitors Handicap race held on 24th March 1913, the trophy 10.5cm high.

£1,200 - 1,600

€1,300 - 1,800



60

Campbell started scratch, at the Brooklands Circuit, in his 10½ Litre Darracq listed in the race programme as "Blue Bird", achieving a fastest lap of 92.57mph and finishing 3rd behind winner Cadbury in the V-radiator Vauxhall, and W.R. McBain's 1907 Grand Prix Lorraine-Dietrich 'Saucy Soapbox'.

64

A 1924 L.D.M.C. SPEED TRIAL WINNER'S TROPHY AWARDED TO CAPTAIN WOOLF BARNATO,

EPNS twin-handled trophy, engraved with race and recipient's details, presented to Barnato for a Fastest Time of the Day of 23 seconds over the half-mile course in the Hispano-Suiza at the Littlehampton & District Motor Club event held at Arundel on 26th October 1924, the trophy 20cm high overall.

£1,000 - 1,500

€1,100 - 1,700



61

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.



ROB 110

65

65

**UK VEHICLE REGISTRATION NUMBER
'ROB 110',**

held on DVLA V778 Retention Document
expires 19/07/2027.

£8,000 - 10,000

€8,800 - 11,000



ROB 111

66

66

**UK VEHICLE REGISTRATION NUMBER
'ROB 111',**

held on DVLA V778 Retention Document,
expires 30/10/2026.

£8,000 - 10,000

€8,800 - 11,000



1 ETC

67

67

**UK VEHICLE REGISTRATION NUMBER
'1 ETC',**

held on DVLA V778 Retention Document,
expires 24/07/2025.

£25,000 - 35,000

€28,000 - 39,000



GY 7

68

68

**UK VEHICLE REGISTRATION NUMBER
'GY 7',**

held on DVLA V778 Retention Document,
expires 12/07/2025.

£18,000 - 24,000

€20,000 - 26,000



7 JY

69

69

**UK VEHICLE REGISTRATION NUMBER
'7 JY',**

held on DVLA Retention Document, expires
04/03/2026.

£18,000 - 24,000

€20,000 - 26,000



7 Y

70

70

**UK VEHICLE REGISTRATION NUMBER
'7 Y',**

held on DVLA V778 Retention Document,
expires 20/07/2027.

£60,000 - 100,000

€66,000 - 110,000



1 PUD

71

71

**UK VEHICLE REGISTRATION NUMBER
'1 PUD',**

held on DVLA V778 Retention Document,
expires, 10/08/2025.

£22,000 - 28,000

€24,000 - 31,000



72. Peter Blond in the D-Type at the 1956 Aintree 100 (Archive image not for sale with Lot)

72

A FINE STERLING SILVER MODEL OF A JAGUAR D-TYPE BY THEO FENNELL OF LONDON, 1991,

depicting the mid-1950s D-Type Short Nose sports racer, with hinged bonnet opening to reveal detailed engine compartment, detailed cockpit with glass windscreen, and passenger compartment with removable cover, hallmarked behind driver's cockpit, 25cm long, mounted on a black ebonized base and contained within fitted Theo Fennell Jeweller's presentation case with hinged doors and lid, the case 38cm wide, (some old tape adhesive residue to case).

£6,000 - 8,000

€6,600 - 8,800

According to information supplied by the vendor, it is believed this silver model was based upon the 1956 Jaguar D-Type, Chassis XKD 518, Registration Number KDB 100, depicting the car purchased by Peter Blond in 1956 for £3,000, from Bernie Ecclestone, based in Warren Street, and raced by Peter at various events including the British Empire Trophy race that year, finishing 6th in class, and at the Daily Herald International Trophy finishing 6th overall and first in class.

73

A SCRATCH BUILT PYLON RACING MODEL OF AN EARLY 1930S SUPERCHARGED MG J4,

wood and metal construction with green painted coachwork, black upholstered cockpit, steering wheel and aero screen, rubber Dunlop tyres on 'spoked' wheels, the rear axle with differential and remains of drive shaft, space for engine, 39cm long overall.

£1,000 - 1,500

€1,100 - 1,700

74

A SCRATCH BUILT MODEL OF A MASERATI GRAND PRIX CAR, 1950S,

based upon a 250F, shaped wooden body, painted red with number 34, polished alloy floor pan, tubular metal axles and wheels with rubber tyres, windscreen (cracked) and carved wooden driver, 44cm long.

£1,000 - 1,500

€1,100 - 1,700

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72



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75

A SCRATCH BUILT MODEL OF 'OKV 3' 1954 D-TYPE JAGUAR, MODELLED LATE 1950S,

shaped wooden body, painted British racing green with number 3, polished ribbed alloy floor pan, tubular and threaded metal axles, with Dunlop wheels with knock offs and 1066 Solid Racing Cord 6.00 x 16 rubber tyres, and wrap around Perspex windscreen, 46cm long.

£1,000 - 1,500

€1,100 - 1,700



76

76

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).

£2,000 - 3,000

€2,200 - 3,300

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.



77

77

A SCRATCH-BUILT WOODEN SCALE MODEL OF A GRAND PRIX BUGATTI BY PHILIP MILLER,

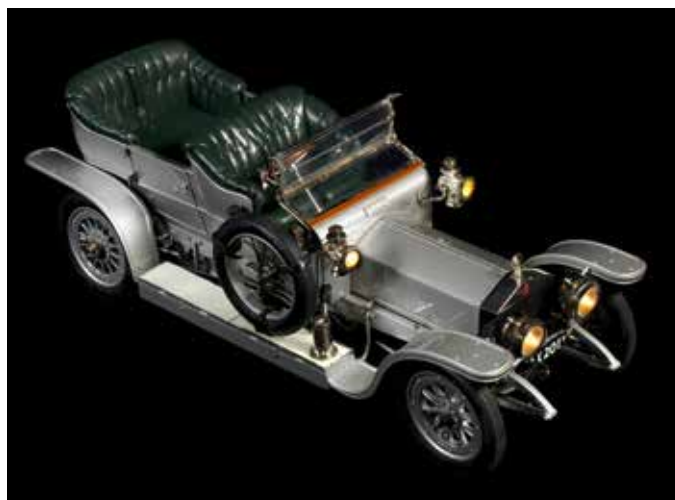
approximately 1:8 scale, handmade in various woods and wooden veneers, varnished, featuring rolling wheels, articulating front steering, with leather bonnet and spare wheel straps with brass buckles and other fittings, some sun bleaching to front end, 55cm long, mounted to a wooden base.

£1,000 - 1,500

€1,100 - 1,700



78



79



80



81

78

FOUR AUTOSPORT AWARDS TABLE DECORATION MODELS,

each from the McLaren table, all models under Perspex covers, depicting cars driven by Mika Hakkinen, comprising 1995 MP4/10 (crazing to paint) on battery powered rotating base number 77/130, 1997 MP4/12 (un-numbered), 1998 MP4/13 with metal plaque signed by 1998 Formula 1 World Champion Mika Hakkinen numbered 1 of 130 also signed on the Perspex cover 'The Flying Finn '98' and 2000 MP4/15, the largest 32cm diameter, together with a promotional Porsche 959 con rod magnifying glass and stand and a Williams 1992 Formula 1 World Champions model of the Renault V10 RS 03 engine in a Perspex case 13 x 9 x 9cm.

(7)

£1,000 - 1,500

€1,100 - 1,700

79†

A FINELY DETAILED 1:12 SCALE MODEL OF THE 1907 'AX 201' ROLLS-ROYCE SILVER GHOST, BY FRANKLIN MINT,

die-cast model from the Connoisseur's Series Premier Edition, depicting the famed Barker-bodied 'Roi de Belges' Tourer, with bonnet opening to reveal detailed engine, with opening doors and running boards, rubber tyres, leather seats, working steering and detailed interior, fitted with AA badge, other accessories, and with illuminating head, side and rear lamps, powered by batteries in the running board, 39cm long, contained within original polystyrene packing.

£1,000 - 1,500

€1,100 - 1,700

80

A 1:12 SCALE MODEL OF THE 1979 24 HEURES DU MANS "ECURIE FRANCORCHAMPS" FERRARI 512 BB LM, CUSTOMISED MASTA MINIATURES MODEL,

the team Burleys car, painted in oil spattered raced condition, on display base with Perspex display case.

£3,000 - 4,000

€3,300 - 4,400

Car number 61 was driven by Nick Faure, Steve O'Rourke, Bernard de Dryver and Jean Blaton "Beurlys" to 12th place in the overall race and 5th in class.

81

A FINE 1:8 SCALE HANDBUILT MODEL OF A JAGUAR XK 120 ROADSTER, BY KARSTEN SCHMIDT,

kerbside model with resin body, with finely detailed cockpit and dashboard, with black leather seats, solid rubber tyres, depicting the open two-seater car finished in primrose livery, measuring 54cm long, mounted on a display base with title plaque under a Perspex case, measuring 64 x 31 x 20cm overall, with certificate of authenticity and with carton packing box.

(3)

£1,800 - 2,200

€2,000 - 2,400



82



83



85



84

82[◇]

A FINE 1:8 SCALE HANDBUILT MODEL OF THE 1954 PORSCHE 550 SPYDER PANAMERICANA, BY KARSTEN SCHMIDT, limited edition numbered 04 of 10, kerbside model of the car, resin body, with detailed cockpit and dashboard, solid rubber tyres, the whole finished in silver-coloured race livery with decals and wearing the race number 55, depicting the car as driven to 3rd place by Hans Herrmann at the 1954 Carrera Panamericana, measuring 43cm long, mounted on a display base with title plaque under a Perspex case, measuring 64 x 31 x 21cm overall, with certificate of authenticity and with carton packing box.

(3)

£2,200 - 2,500

€2,400 - 2,800

83

A 1:8 SCALE LIMITED EDITION MODEL OF MICHAEL SCHUMACHER'S MALAYSIAN GRAND PRIX WINNING FERRARI F2001 BY AMALGAM MODELS,

number 43 of 100 models, depicting the Formula 1 single seater in race livery and sponsors' logos and wearing race number 1 as driven to victory by Schumacher, 56cm long, mounted on a display base with title plaque under a Perspex display case, measuring 65 x 32 x 21cm overall, together with Certificate of Authenticity.

(2)

£1,200 - 1,500

€1,300 - 1,700



86

84

A 1:8 SCALE LIMITED EDITION MODEL OF A FERRARI F1-2000 BY AMALGAM MODELS,

number 29 of 100 models, depicting the Formula 1 single seater in race livery and sponsors' logos, 55cm long, mounted on a display base with title plaques under a Perspex display case (crack to case), measuring 65 x 32 x 21cm overall, together with Certificate of Authenticity.

(2)

£1,200 - 1,500

€1,300 - 1,700

85^{◇◇}

A 1:8 SCALE MODEL FERRARI F430 16M, LIMITED EDITION MODEL BY AMALGAM,

number 34 of 199, kerbside model, with Rosso Corsa coachwork with carbon fibre details, black and red interior with fine detailing, clear rear panel covering the V8 engine, mounted on a black base with maker's plaques and Perspex display case and Amalgam certificate of authenticity.

£2,200 - 2,700

€2,400 - 3,000

86

A 1:8 SCALE MODEL OF A FORD GT40 'CUSTOMER' ROAD CAR BY JAVAN SMITH,

limited edition of only 25 models built, scratch built 'kerbside' model presented on a Perspex plinth and enclosed within a display case, complete with signed authenticity certificate and Limited Edition Certificate showing number 4/25,

Dimensions: 600mm x 270mm x 200mm high

For homologation purposes, refined road versions of the GT40 were built and sold to private clients by Ford Advanced Vehicles at Slough, England. 'Refined', merely meant the addition of interior door cards, heater, radio, glass windscreen and wire wheels. Just 31 examples were built.

£2,500 - 3,000

€2,800 - 3,300



87



88



89



89 (Archive image not for sale with the lot.)

87

A 1:8 SCALE MODEL OF A FORD GT40 MK1 'GULF' LIVERIED LE MANS CAR BY JAVAN SMITH,

limited edition of only 25 models built, scratch built 'kerbside' model presented on a Perspex plinth and enclosed within a display case, complete with signed authenticity certificate and Limited Edition Certificate showing number 2/25, Dimensions: 600mm x 270mm x 200mm high

This model represents the fabulous Ford GT40 MK1 in the iconic Gulf Oil livery as seen at the worlds Sports Car races during the mid 1960's, shown as the 1969 Le Mans winning car in the hands of Jacky Ickx and Jackie Oliver.

£2,500 - 3,000
£2,800 - 3,300

88

A 1:8 SCALE MODEL OF A 1966 FORD GT40 MKII BY JAVAN SMITH,

limited edition of only 25 models built, scratch built 'kerbside' model presented on a Perspex plinth and enclosed within a display case, complete with signed authenticity certificate and Limited Edition Certificate showing number 5/25, Dimensions: 600mm x 270mm x 200mm high

This model represents the 1966 Le Mans winning GT40, entered by Shelby American and driven by Bruce McLaren and Chris Amon. New for 1966, the MKII was given a larger 'Big Block' engine with a revised engine cover to aid cooling, the large 'periscopes' on the engine cover were for rear brake cooling.

£2,500 - 3,000
£2,800 - 3,300

89

A TINPLATE CLOCKWORK MODEL OF A CITROËN KEGRESSE CIRCA 1926, FORMERLY THE PROPERTY OF THE KEILLER FAMILY,

numbered V.5, painted grey with registration number 2273-W, clockwork powering rear half-track driving wheels, (rubber tracks perished and absent), front axle and steering mechanism on front axle replaced, (remains of original tinplate front axle and steering linkage detached), 35cm long overall, (playworn, over-painted repaired strengthening plates added to sides of main chassis plate under seat), with key and assorted photocopies relating to Keiller and Kégresse.

(2)
£1,500 - 2,000
£1,700 - 2,200

Alex Keiller of Morven was a wealthy man thanks to his family's World famous Dundee Marmalade. In 1922-23, the first successful crossing of the Sahara desert using five Citroën Kégresse vehicles, sparked the interest of Mr Alex Keiller who went on to purchase a standard 10hp 68mm x 100mm Citroën, equipped with endless band drive, in 1923, which he used for Estate Work and use on Scottish Moors and Mountains. See 'The Motor', November 27 1923, which recounts the tale that as the Estate Work was so successful it was decided that the Kégresse should be 'tested properly' by driving it to the top of Morven Hill, a 2,826ft high mountain, on a snowy day, he tackled the slopes, in some case over a 1 in 3 gradient, accompanied by two observers. The journey was so without driving incident that the observers casually shot game on the ascent. When Mr Keiller purchased his Citroën Kégresse he was presented with this model, which can be seen in archive photographs of the Keiller Greig's Garage at Craigendarroch.



90

90

A RARE CLOCKWORK TINPLATE MODEL OF AN ALFA ROMEO P2, BY CIJ, FRENCH, CIRCA 1929,

type 2 version, in original blue French National racing colour paintwork and wearing number 2, with wire mesh grille, louvered bonnet with remains of one leather strap, the other detached but present, the spoked wheels with brake drums, treaded Pneu Michelin solid rubber tyres and knock-off spinners, with opening filler caps, exhaust, and with front wheel steering and operational hand-brake, 52cm long, some general wear commensurate with age, in operational condition at time of cataloguing and offered with replacement key and in later wooden crate.

(3)

£2,200 - 2,800

€2,400 - 3,100

91

A 1989 FERRARI F640 SINGLE SEAT CHILD'S CAR,

modern, pull start 50cc 2 BHp petrol engine with drive to rear axle, (20 mph max speed can be governed down to walking pace), welded steel box section chassis, with rose jointed lever arm steering gear and adjustable tubular pedals for throttle and brake, bucket seat, quick-release steering wheel, the chassis with attached black floor pan, front and rear wings, removable red GRP body decorated with number 21, Fiat, Ferrari, Magnetti Marelli, Agip and Marlboro logos, with Goodyear logos on front wings, approximately 200cm long x 135cm wide, differing width front and rear wheels shod with tyres, overall approximately 26cm diameter front and 31cm rear wheels.

£3,500 - 4,500

€3,900 - 5,000

92

A JAGUAR E-TYPE ELECTRIC CHILD'S CAR, 2016,

approximately half-scale, modern, powder coated steel box section chassis, GRP body shell finished in Old English White (Jaguar Colour), with plastic windscreen and opening boot, powered by mains rechargeable 140 Watt electric motor, capable of up to 10 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 12" alloy wheels with pneumatic tyres, 200 cm long x 90 cm wide.

£4,000 - 5,000

€4,400 - 5,500



91



92



93



93

A MERCEDES 300SLR ELECTRIC CHILD'S CAR SIGNED BY SIR STIRLING MOSS OBE, 2016,

hand-made in the UK, 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 10 mph (restrict-able), with constant use range of up to 7 miles, (terrain dependent), 3-5 house

re-charge time, 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, two-piece 12" alloy wheels with pneumatic tyres, 200 cm long x 90 cm wide. Signed on the bonnet by Sir Stirling Moss, sold together with certificate of authenticity and a photograph of the signing.

(Qty)

£4,000 - 5,000

€4,400 - 5,500

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.



94

94 ◇◇◇

AN ELECTRICALLY-POWERED '1918 STUTZ BEARCAT ROADSTER' CHILD'S CAR,

of recent construction, approximately half-scale, steel chassis with aluminium and wooden body, with rack and pinion steering and spring beam axle, powered by a 24 Volt electric motor with variable forward and reverse speeds and achieving a speed of approximately 8mph, fitted with 300 x 12 wire-spoked wheels and fitted with dual rear hydraulic disc brakes, finished in Pillar-Box Red paintwork with black wings and running boards, featuring rumble seat, functioning front and rear lights and spare wheel, the two batteries rechargeable by a standard car charger, measuring approximately 213cm long, 92cm wide and 92cm high overall.

£4,500 - 5,500

€5,000 - 6,100



95

95 ◇◇◇

AN ELECTRICALLY-POWERED 'TYPE 52 BABY BUGATTI' REPLICA CHILD'S CAR BY PUR SANG OF ARGENTINA, CIRCA 2005,

recreation based upon the original model of approximately 500 produced 1927-1936 by Ettore Bugatti for wealthy clientele and modelled on the Type 35 Grand Prix car, hand-crafted alloy body finished in black, fitted with a 12V electric motor powering the car to a reported 25kph, with cable steering and brakes, one of a limited number produced by Pur Sang and believed to be an exhibition example and showing little sign of use, measuring approximately 180 x 65 x 59cm overall.

£8,500 - 10,500

€9,400 - 12,000



96

96 ◇◇◇

A PETROL DRIVEN 1955 MASERATI 250F CHILD'S CAR,

modern construction, powered by 50cc Honda petrol engine, with self starter, box section chassis, with bolt-on monocoque body of alloy and steel construction, trimmed cockpit with engine turned dashboard, three instruments, 'Maserati' steering wheel to rack and pinion steering, inboard rear brakes and 30cm diameter spoked wheels fitted with pneumatic tyres, the car 227cm long and 100cm wide overall.

£10,000 - 14,000

€11,000 - 15,000

97

**A PETROL DRIVEN HALF SCALE
PORSCHE 935 CHILD'S CAR,**

modern construction, electric start 4 Hp Subaru Robin petrol engine, centrifugal clutch, with chain drive to rear axle fitted with differential, hydraulic disc brake, carbon fibre and aluminium honeycomb composite floor with bronze welded tubular chassis and roll hoop, rack and pinion steering, glass fibre two piece bodywork with lckx /Bell Martini Porsche graphics, the front end opening on gas struts for driver access, the tail end hinges from rear to allow access to engine, 250cm long x 70cm high overall.

£14,000 - 18,000

€15,000 - 20,000

According to information supplied by the vendor this car was built to suit a child from approximately 7 to 12 years of age and up to approximately 1.6m tall.



97

98†

**A CASED DISPLAY OF SILVER MOTORING
INGOTS, BY FRANKLIN MINT,**

circa 1980, fifty .925 silver hallmarked ingots set with emblems of British, European and American marques, including Aston Martin, Rolls-Royce, Bentley, Jaguar, Ferrari, Maserati, Alfa Romeo, Bugatti, Stutz, Duesenberg, and others, all contained within a fitted blue velvet lined wooden display case with hinged glazed lid, 29.5 x 60cm.

£2,000 - 3,000

€2,200 - 3,300



98

99

**ASSORTED FERRARI BADGES AND
COLLECTABLES IN GLAZED DISPLAY
CASE,**

the wooden 'jeweller's' case with curved fronted bevelled glass and hinged mirrored door to rear, lined in black material housing a model of a 1964 Ferrari 250 GTO, a locking knock-off hub spinner with Ferrari logo applied to centre, a knock-off hub spinner, a Ferrari gear lever knob, and assorted scripts and enamel badges.

(Qty)

£1,000 - 1,500

€1,100 - 1,700



99

100

**A 'ROLLS-ROYCE & BENTLEY OWNER
DRIVER CLUB' ENAMEL CAR BADGE, BY
PINCHES OF LONDON,**

chromed badge with scarlet enamel ground incorporating the Spirit of Ecstasy and Bentley Winged 'B' emblems, 11cm high, the tab stamped 304.

£1,000 - 1,400

€1,100 - 1,500



100



101

101
ASSORTED LAPEL BADGES INCLUDING 1956 MILLE MIGLIA AND BENTLEY,
 the Mille Miglia badge for 1956 in red enamel by S Johnson of Milan, the Bentley 'Winged B' badge in sterling silver with black enamel centre, by Birmingham Medal & Badge Co. hallmarked 1936 (with pin but lacking catch), together with a Prescott Bugatti Owners club badge in blue enamel, with 12 linked date bars 1964-1979, and other assorted lapel and pin emblem badges, some enamelled, including Porsche, Ferrari, Bugatti, Maserati, Bristol, AC, Jaguar, Lagonda, and others in the form of various road and race cars including Bugatti, Aston Martin, ERA, Bentley, Jaguar and others.
 (41)
£1,000 - 1,500
€1,100 - 1,700



102

102
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.
£1,000 - 1,500
€1,100 - 1,700

103†
A 'COILED SERPENT' MASCOT, 1920S,
 unsigned, nickelled bronze mascot, in the form of a coiled snake with raised head, fixed to a base marked 'Desmo', 19cm high, mounted on a turned wooden display base.
£1,000 - 1,500
€1,100 - 1,700



103



105

104
A 'L'ESPACE' MASCOT BY CHARLES SOUDANT, FRENCH, CIRCA 1921,
 signed to base and with Susse Freres of Paris markings and foundry stamp, and further stamped 'B P', nickel-plated bronze, depicting a kneeling winged female nude, smaller version of the mascot, 12cm high, 17cm wingspan, mounted on a wooden base.
£1,000 - 1,500
€1,100 - 1,700

105
A RARE 'EROTIQUE' MASCOT, BY E.SOUKANECH, FRENCH, 1920S,
 signed to base, bronze mascot depicting a standing female nude holding her hair and with one hand on her breast, 20cm high, mounted on an early radiator cap.
£1,000 - 1,500
€1,100 - 1,700

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



106



107



108



109

106[†]

AN 'ALSATIAN DOG' MASCOT BY E ILINSKY, FRENCH, 1920S,

signed and with Fumiere Et Cie foundry marking to base, nickelled bronze mascot in the form of a seated Alsatian dog with chain, 16cm high, mounted on a turned wooden display base.

£1,500 - 2,000
€1,700 - 2,200

107[†]

A RARE STRAKER-SQUIRE 'GODDESS' MASCOT, BRITISH, 1921-26,

unsigned, nickel plated bronze, in the form of a kneeling female nude, with riveted separately cast base lettered M on the underside, 13.5cm high, mounted on a wooden display base.

£1,500 - 2,000
€1,700 - 2,200

These mascots were fitted to the 6 Cylinder Straker-Squire cars. An example of this mascot is illustrated in Rob Wagner: Hood Ornaments; (page 31).

108

A RARE POLAR BEAR MASCOT, BY CHARLES SVEJSTRUP MADSEN (1883-1946), DANISH,

signed 'CSM' to side of base, by 'Roncestober' foundry numbered 197/331, nickel-plated bronze engraved with a monogram GW to front, 16cm long, with mounting stud and nut, mounted on polished marble display base.

£1,800 - 2,400
€2,000 - 2,600

109[†]

AN 'EAGLE' MASCOT BY CASIMIR BRAU FOR MESSIER CARS, AUSTRIAN, 1920S,

signed to base, nickelled bronze mascot in the form of an eagle taking flight from a globe, as fitted to Messier 30cv cars, 21cm high, mounted on a turned wooden display base.

£2,000 - 3,000
€2,200 - 3,300



110



111



112



113



114

110†

A FINE 'LEAPING LION' MASCOT BY CASIMIR BRAU, FRENCH, CIRCA 1925, signed to right side of base and marked 'Depose' to left side of base, nickelled bronze mascot with Art Deco styling, larger version of the mascot, 21cm long, mounted on a turned wooden display base.

£3,000 - 4,000

€3,300 - 4,400

111†

A RARE 'BOY RIDING PIG' MASCOT BY FRANZ BERGMANN, AUSTRIAN, CIRCA 1910,

signed 'Nam Greb' to base, cold-painted bronze with subtle gilt, green and brown hues, finely detailed mascot depicting a small boy with pointed hat, bag, and holding a four-leaf clover riding a rotund pig jumping over a Kilometre distance road marker, 14cm high, mounted on a Bakelite radiator cap and above a turned wooden display base.

£4,000 - 5,000

€4,400 - 5,500

112

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.

£1,500 - 2,000

€1,700 - 2,200

113†

A 'LONGCHAMP' GLASS MASCOT BY PERSONS MAJESTIC COMPANY OF WORCESTER, MASSACHUSETTS, 1930S, with moulded manufacturer's markings around the base, in the form of a horse's head in glass with pale green tint, modelled after the original design by Rene Lalique, fitted within original chromed radiator mount with rear outlet for wiring, 18.5cm high, mounted on a turned wooden base.

£2,000 - 3,000

€2,200 - 3,300

114†

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

moulded 'Lalique' with double-tailed 'Q' and 'France' to either side of base, with engraved catalogue number 'No.1135' to rear of base, depicting a standing cockerel with plumage, minor chip to tip of beak, 20.5cm high,

£2,000 - 3,000

€2,200 - 3,300



115

115†
AN EXTREMELY RARE 'TETE D'EPERVIER' MASCOT IN AMBER GLASS BY RENE LALIQUE, INTRODUCED 21ST JANUARY 1928,

moulded 'Lalique France' with double-tailed 'Q' to rear of neck, in the form of a hawk's head in deep amber hue, 6.6cm high.

£5,000 - 6,000
 €5,500 - 6,600

116♦
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
 €2,000 - 2,800

117
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.

£1,500 - 2,000
 €1,700 - 2,200



116



117



118

118
A LEATHER-CASED TOOL KIT FOR A FERRARI 400I,

black leather circular soft case designed to be stored in the spare wheel well, with central handle bisecting two kidney-shaped sections with zip fastenings, one section fitted with seven Chrom-Vanadium spanners (1 missing), a spark plug wrench, a pair of pliers, and four screwdrivers, all contained in two trays, and five spare bulbs (1 missing) in a plastic container, the other section fitted with first aid kit, including scissors, latex tourniquet, gauzes, cotton swabbing, and other first aid supplies, the case bearing Ferrari paper label number F. 101 500, and measuring 41cm diameter.

£1,000 - 1,500
 €1,100 - 1,700



119



119



120



121



122



123

119

HEUER MASTER-TIME AND AUTO-RALLYE DASHBOARD CLOCKS,

the Master-Time 8-Day clock, with matt black painted case, bezel and back-plate, with black dial and luminous Arabic numerals, Heuer label to reverse, the Auto-Rallye stopwatch, with chromed case and back-plate marked 'Heuer-Leonidas SA Swiss 16.8433', with black bezel and dial, with start-stop button at 12 o'clock and reset at 2 o'clock, each in seemingly working order at time of cataloguing.

(2)

£1,000 - 1,500

€1,100 - 1,700

120

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.

£1,200 - 1,600

€1,300 - 1,800

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.

121

A PAIR OF FERRARI 250 GTO EXHAUST STUBS, EARLY 1960S,

each chromed, used condition (with corrosion and loss at exhaust pipe connector), each 27cm long.

(2)

£1,400 - 1,800

€1,500 - 2,000

122[◇]

A SET OF FOUR CROMODORA FERRARI WHEELS WITH TYRES,

alloy 'star pattern' wheels, size, 7 1/2" x 15", to suit 365 GTB/4 Daytona, 365 GTC/4 and 365 GT4 2+2 models, fitted with hubs, hub-plates and valves, two fitted with Pirelli P5 215/70 VR 15 Cinturato tyres and two with Avon Turbospeed CR28 215/70R15 97V tyres, used condition.

(4)

£1,000 - 1,500

€1,100 - 1,700

123[◇]

A SET OF FOUR ASTON MARTIN V8 BBS WHEELS,

new/old stock, size 7J x 15H2 alloy wheels, further marked ET30 and 258, each complete with black plastic centre-hub and set of wheel nuts.

(28)

£1,000 - 1,500

€1,100 - 1,700



125



124

124

A MASERATI 6CM RADIATOR GRILLE,
chromed plated, some signs of use, 38 x 39cm,
offered together with two photographs of the
grille fitted to a 6CM.

(3)

£1,000 - 1,500

€1,100 - 1,700

125•

A ROLLS-ROYCE SILVER GHOST
RADIATOR,

40/50Hp, solid nickel surround, with core, fitted
with enamelled 'RR' radiator badge and cap,
with plaque to reverse numbered 'E52606',
58cm wide.

£2,000 - 3,000

€2,200 - 3,300

126

A HARD TOP FOR AN AUSTIN HEALEY
3000 MK 1 OR 2,

composite construction finished in Old English
White, fitted with Perspex rear screen and with
rear support struts, the interior with cream vinyl
lining, complete with rubber seal and brightwork
trim (stamped '4 06 61 2920'), measuring
132cm wide, some minor marks to brightwork
in places but in otherwise seemingly good
order, offered together with a wheeled display
stand.

£1,500 - 2,500

€1,700 - 2,800



126

THE HEALEY COLLECTION



THE FOLLOWING LOTS 127-198 ARE OFFERED FROM THE COLLECTION OF DONALD M HEALEY CBE, HIS SON GEOFFREY HEALEY AND THE HEALEY WORKS AT WARWICK.

127•

GEOFFREY HEALEY'S PERSONAL COPY OF 'AUSTIN HEALEY - THE STORY OF THE BIG HEALEYS',

light blue cloth-bound hard covers, lacking dust-jacket, the inside cover page hand-written 'G.C.Healey Scrap Copy' in blue ink, believed 1st edition of the title published by Wilton House Gentry 1977, section of pages 7-29 detached and page 7 with section cut-out and with Healey's annotations in ink to some pages, bookmarked in several places, some light staining to covers, and with publisher's order form for 'Healey -the Specials', offered together with a signed copy of Bill Emerson: The Healey Book - A Complete History of the Healey Marque, signed to title page with dedications by the author and photographer, with dust jacket and in cloth-covered slipcase (some fading).

(3)

£250 - 350

€280 - 390

128•

PERSONAL COPIES OF FIVE HEALEY BOOKS,

from the Healey library, all authored by Geoffrey Healey and comprising: Austin Healey - The story of the Big Healeys, 1st edition with dedication by Geoffrey Healey to Margot Healey; More Healeys - Frog-eyes, Sprites and Midgets, signed by Margot Healey; and a 2nd edition of the same title, with signed dedication from Geoffrey Healey to Margot; Healey - The Specials, 1st edition; and The Healey Story, 1st edition, with dedications to Margot Healey by family friends and associates.

(5)

£300 - 400

€330 - 440



127



128

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.



129



132



133

129•

THREE MOTORING BOOKS,

comprising Bill Emerson: The Healey Book - A Complete History of the Healey Marque; William Taylor: The Lotus Book - Series Two - The Complete History of Lotus Cars, a publishers proof special edition of 51, signed by Hazel Chapman and the author, in slip-case; and Franco Andreatini: Dorino Serafini - Storia e Leggenda di un asso Pesarese, Italian text. (3)

£250 - 350

€280 - 390

130•

NINE ASSORTED HEALEY REFERENCE BOOKS,

comprising Bill Emerson: The Healey Book; Geoffrey Healey: The Healey Story; Healey The Specials x 2; More Healeys Frog-eyes, Sprites and Midgets; Norman Burr: The Official Biography of John Chatham 'Mr Big Healey'; Anderson & Momen: Austin-Healey 100/100-6/3000 Restoration Guide; Herve Chevalier: Les Healey au Mans 1949-1970 (French Text) and McLavin & Tipping Voitures de Legende Austin Healey (French Text), together with Automobile Quarterly Volume XVII number 2 second quarter 1979 featuring an Austin-Healey article. (10)

£400 - 500

€440 - 550



130



134

131•

ASSORTED BOOKS FROM THE LIBRARIES OF DONALD AND & GEOFFREY HEALEY,

including Laurence Pomeroy: The Grand Prix Car 1906-1939, hand written G.C. Healey in frontispiece; Die Alpen edited by Hans Schmithals, published 1932 (German Text); three Touring Club Italiano guides for Sicilia 1933, Campania 1936 and Puglia, Luciana, Calabria 1937 (Italian Text); Tom Wisdom: Touring Abroad; Bishop & Locket: An Elementary Chemistry; R Dean-Averns: Automobile Chassis Design; BP Book of Motor Racing, 1958 (lacking spine, with hand-written annotations to racing lists for 1959); William H Fowler: Fowler's Mechanics' & Machinists' Pocket Book, 1941 (front cover loose) and Automobile Quarterly Volume XVII number 2 second quarter 1979 featuring an Austin-Healey article. (11)

£250 - 350

€280 - 390

132•

AUTOMOBILE ENGINEERING, IN SIX VOLUMES BY THE AMERICAN TECHNICAL SOCIETY,

published 1922, Volume 1 hand-written G C Healey, Perranporth, Kenilworth Road, Leamington Spa. British Hot Rod Association to the flyleaf, each with black Rexine covers, small 4to, together with 'The Institute of Automobile Engineers' Journal, February 1946. (7)

£200 - 300

€220 - 330



131

Geoffrey Healey was the founder of the British Hot Rod Association as announced in the December 1948 issue of Motorsport, page 526.

"Calling Youse Guys!

Buddies, it's Happened! That guy whose poppa makes motor cars in little old-world Warwick has gotten bit by the Hot Rod Bug and has formed a kinda club for those who prefer their autos souped-up and hot-rod like, yes-sir! In other words Geoffrey Healey, Donald Healey's son, has formed The British Hot-Rod Association. His appears to be the hottest rod so far, comprising, we understand, the first Healey chassis made, into which a 3.9 litre Mercury engine, with 1 7/32in. -choke Stromberg carburetter, has been installed. A 3-to-1 axle ratio 5.25 by 15 front and 6.40 by 15 rear tyres, and 11-in. Lockheed 2LS brakes figure in the specification and the weight is given as 17cwt. This car made f.t.d (fastest time of day) in the Nottingham S.C.C. driving tests but stripped some gearbox teeth, so Hot-Rodster Geoff, had to return home by train."

133•

'1000 MIGLIA VIAGGIO NELLA MEMORIA',

large format book published 1990 by Electra, hard cover, with English and Italian text, featuring the photography of Daniela Facchinato, no dust-jacket as published.

£60 - 100

€70 - 110

134

A TYPED SALES RECORD OF THE FIFTY AUSTIN HEALEY "100 'S'" MODELS, 1955,

typed on two light stock folded sheets, fo, full list detailing Customer, Colour, Country, Chassis No, Engine No, Body No., Date Completed and Date Dispatched, for the entire run of 50 production models built and distributed during 1955, including various companies, distributors and private individuals, the second page continuing in hand-written black ink, with chassis and engine number details for the five Works 100 'S' cars, 'NOJ 391', 'NOJ 393', 'OON 439', 'OON 440', and 'OON 441', and also the highly successful 'Endurance Record' and 'Sprint Record Car (Streamliner)' cars, and offered together with a photocopy of an earlier hand-written list with further details relating to the cars. (3)

£200 - 300

€220 - 330

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.

135

ITEMS OF CORRESPONDENCE INCLUDING CHEQUES SIGNED BY DONALD HEALEY,

six typed letterheads to Donald and Geoffrey Healey relating to business and other matters, including one from Denis Healey MP, signed on House of Commons paper, and three Lloyds Bank cheques signed by Donald Healey and a signed 1956 Christmas card featuring artwork image of the Streamliner at Bonneville after Roy Nockolds.

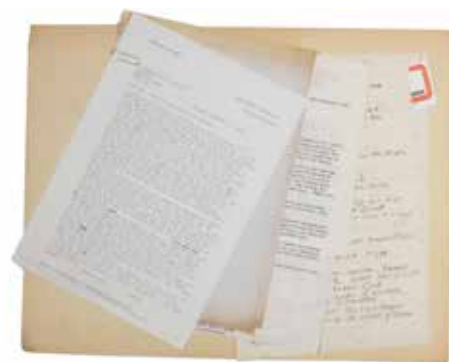
(Qty)

£200 - 300

€220 - 330



135



136

136

GEOFFREY HEALEY CORRESPONDENCE AND HANDWRITTEN NOTES RELATING TO THE AUSTIN HEALEY WORKS 'NOJ' LE MANS CARS,

comprising a typed 2-page letter from John Gray of Australia to Geoffrey Healey and Geoffrey's subsequent typed reply dated 1981, relating to 'NOJ 392's race history at the 1953 and 1954 Le Mans races and other technical and mechanical issues, a 1994 Fax from Geoffrey Healey to Dick Lunney relating to 'NOJ 391' and 'OON 441' and their outings at Le Mans, Mille Miglia and Sebring 1953-1956, seemingly clarifying information for a book that Geoffrey was authoring at the time and correcting an article (copy attached) written by Fred Hunter in 1994, and three hand-written sheets by Geoffrey Healey with notes on 'NOJ 393' and works, repairs and modifications carried out, all contained in a card folder.

£150 - 250

€170 - 280



137



139

137•

A CELEBRATORY DINNER MENU FOR DONALD HEALEY'S 1934 MONTE CARLO RALLY SUCCESSES IN A TRIUMPH "GLORIA",

two page cream card menu, with humorous caricature of Donald Healey and with hand-written dedication in pencil to front cover 'Our tribute to the man who ran the gauntlet of the "Red Lamps" - Most sincere jublations + admiration, Gloria', for the dinner held at the Triumph Cars showroom, Berkeley St. London, in honour of the Riviera Trophy win in the Light Car class, 'L'illustration Automobile Trophy 3rd overall, and other awards for Donald Healey in the 10Hp Triumph "Gloria", and all seven Triumph "Gloria" cars entered completing the event reaching Monte Carlo from Athens.

£150 - 250

€170 - 280



138

138

DONALD HEALEY'S DIARIES 1950-1966 - ANNOTATED,

pocket diaries initialled D.H. or D.M.H. on front, each with hand written personal, family and business appointments, locations, comments, addresses, phone numbers, contact details, travel arrangements, notes and some engineering sketches including an interesting sports car profile simple sketch (in the notes section for 1950), each diary reads like a Who's Who of the motor racing and motor industry at a fascinating time in the post-War era, the 1951 diary has Donald Healey business cards in front pocket.

(Qty)

£600 - 800

€660 - 880

Donald Healey gave all his diaries to his son Geoffrey so he could research and fact check the date information when he was writing his 'Healey' books.

139

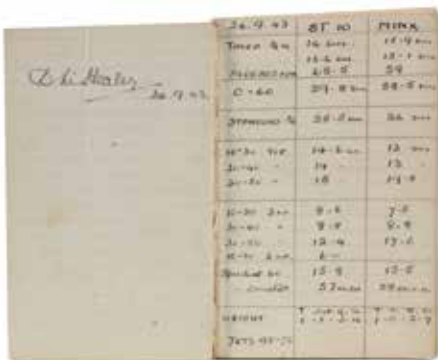
HANDWRITTEN LETTERS AND POSTCARDS FROM DONALD HEALEY TO GEOFFREY HEALEY,

mainly early-mid 1980s, including several letters from Donald to Geoffrey and pertaining to his activities during his trips and visits in the USA, and various postcards from Donald to Geoff or 'The Healeys', from the USA, Canada and France, some with greetings from 'Dad', and including a letter dated 1952, signed by Donald Healey.

(Qty)

£300 - 400

€330 - 440



141



142



143



144

140

A QUANTITY OF ASSORTED EPHEMERA FROM THE HEALEY ARCHIVE,

including several typed letters dated 1953 from Geoffrey Healey to G C Cooper of the Austin Motor Company Ltd., listing chassis numbers and other details for the Austin Healey '100' prototypes and special test cars, an invitation and four multiple signed menus for the Donald Healey Centenary Lunch held at The Heritage Motor Centre at Gaydon on 3rd July 1998, signed by many attendees, together with an accompanying cased commemorative medal for the event, a 1959 greetings card with artwork after Russell Brockbank featuring Austin Healey Sprite cars, together with other assorted letterheads, correspondence, and other ephemera, also including an empty bottle of Lord Calvert blended whiskey by the Calvert Distilling Co. of Louisville and Baltimore, once promoted by Donald Healey as M.O.D. Man of Distinction and with accompanying 1955 issue of Collier's and Life magazines, each with inside page featuring the advertisement.

(Qty)

£100 - 150

€110 - 170

141

DONALD HEALEY'S NOTEBOOK, SIGNED AND DATED 24.9.43 INSIDE FRONT COVER,

12 hand-written pages of data, notes, details of Saloon 1502, last entry dated 3-4-47, many pages unused, small 8vo.

£250 - 350

€280 - 390

142

FIVE OF GEOFFREY HEALEY'S NOTEBOOKS WITH HAND-WRITTEN ENGINEERING DATA OR PARTS NUMBER LISTS,

comprising '100S & Marine' with engineering data, 'Body' with parts lists, 'L & L2 Chassis' with parts lists and incomplete designs for a fitted bedroom in the back, 'T Type' with parts lists and U Model parts list to rear, and 'OOW 439' unwritten but with loose sheet of paper listing issues, the majority of the pages in each book unused, each 8vo.

(5)

£150 - 250

€170 - 280

143

DOCUMENTS FILES AND NOTES RELATING TO HEALEY EXPERIMENTAL, PROTOTYPE, SPECIALS AND WORKS CARS,

comprising A4 notebook with faded title 'X No's' subtitled 'X1-X999 Experimental Chassis, X1000-X1999 Power Curves etc, X2000-X2999 Engine Parts, X3000-X3999 Miscellaneous, X4000-X4999 Chassis Parts', hand-written notes, with two loose pages relating to cars tucked into the rear; a Healey Automobile Consultants Limited file 'Code Number Register for all work carried out in the Experimental Dept.', the typed pages sub divided into 'Experimental and Prototype Cars', 'Special Test Cars-Race Cars', 'Marine Experimental' and 'Miscellaneous', with hand-written corrections and notes; and two exercise books for X6 and X12 marked 'please return to G C Healey', each contains hand-written engineering notes and observations, X6 has two pages of notes relating to the petrol gauge on OON 440.

(Qty)

£400 - 500

€440 - 550

144

FOUR OF GEOFFREY HEALEY'S DRIVING LICENCES,

for 1940-1957, 1958-1965, both with signed and pasted renewals, 1968-1971 and 1971-1974 with signed and pasted renewals, with a 1968 MIRA General Driving Permit (top left corner damaged with loss) and 1964 British Racing Mechanics' Club membership card.

(6)

£250 - 350

€280 - 390

145

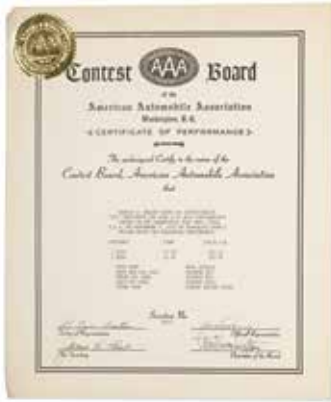
TWO AMERICAN AUTOMOBILE ASSOCIATION CERTIFICATES OF PERFORMANCE AWARDED TO AUSTIN HEALEY "100" AT BONNEVILLE, 1953 AND 1954,

printed and typed heavy-stock paper certificates awarded by the Contest Board of the AAA, Washington DC, for records attained by Austin Healey '100' cars on the 14mile 'straightaway' course at the Utah Salt Flats, the first for the 'Non-Stock' Austin Healey 100 driven by Donald Healey on 9th September 1953, achieving a time of 15.69 seconds and an average speed of 142.55mph over 1km, and 25.24 seconds and an average speed of 142.64mph over 1 mile from a flying start, the second for the 'Modified' Austin Healey 100S 'Streamliner', driven by Donald Healey on 22nd August 1954, achieving a time of 18.690 seconds and an average speed of 192.62mph over 1 mile from a flying start, each certificate with typed details and results, signed by the relevant officials and bearing the AAA gold-coloured embossed official sticker.

(2)

£1,000 - 1,500

€1,100 - 1,700



145



145



146



146

146

TWO AMERICAN AUTOMOBILE ASSOCIATION CERTIFICATES OF PERFORMANCE AWARDED TO AUSTIN HEALEY "100" AT BONNEVILLE, SEPTEMBER 1953,

printed and typed heavy-stock paper certificates awarded by the Contest Board of the AAA, Washington DC, for Class 'D' records attained by Austin Healey '100' cars around the 10 mile circular course at the Utah Salt Flats, the first for the 'Non-Stock' modified Austin Healey 100 driven by Donald Healey, George Eyston, J Gordon Bennett and Bill Spear on 14th September, establishing National distance and time records for 1,000Km, 1,000 miles, 2,000Km, 2,000 miles, 3,000Km, 6-Hours and 12-Hours categories, the second for the 'Stock' Austin Healey 100, driven by Donald Healey, George Eyston, Jackie Cooper, J Gordon Bennett and Roy Jackson-Moore on 15th-16th September, achieving Flying and Standing Start International records over 3,000 miles, 4,000Km, 5,000Km, and 24-Hours, each certificate with typed details and results, signed by the relevant officials and bearing the AAA gold-coloured embossed official sticker.

(2)

£1,000 - 1,500

€1,100 - 1,700

147

ASSORTED PRE AND POST-WAR MOTORING MAPS USED DURING DONALD AND GEOFFREY HEALEY'S EUROPEAN TOURS AND TRAVELS,

mainly folded cloth and paper maps, some vintage examples, covering various European countries and regions including a pre-War folded cloth map for Great Britain by Bartholomew's, A.A., Pneus Michelin and Carte Taride for France, Italian Touring Club and Automobile Club d'Italia including two in card pouches for Italy, Automobil-Club der Schweiz, Gulf and Freytag & Berndt for Switzerland, the Alps, and others, used by the Healeys during their various motoring adventures on the Continent, together with five folded paper maps

by Shell, Mobilgas and AAA used during their 1948 tour of America in the Healey Roadster, and a photocopy of an article from The Motor, relating to the tour.

(Qty)

£400 - 500

€440 - 550

148

AN ALLIED AIRCREW WARTIME SILK 'ESCAPE' MAP FORMERLY THE PROPERTY OF DONALD HEALEY,

1939 sheet C and D, double-sided, Holland, Belgium, France and Germany, together with five flying maps and The Annals of 100 Squadron by Major C Gordon Burge O.B.E., 4to, spine detached, and a 15 x 11 re-print of a 1916 photograph depicting Donald Healey in Royal Flying Corps uniform next to his Aircro DH2 'pusher' biplane.

(Qty)

£600 - 800

€660 - 880

An apprentice at Sopwith in 1914, and barely 16 years old when World War 1 started, Donald Healey volunteered (before the end of his apprenticeship) for the Royal Flying Corps (RFC) and earned his "wings" as a pilot in 1916. He went on night bombing raids and served on anti-Zeppelin patrols and also as a flying instructor. He was shot down by 'Friendly Fire' by the British anti-aircraft guns on one of the first night bomber missions of the war. After recuperation, he flew again but after other incidents he was invalided out of the RFC in November 1917 and spent the last year of the war checking aircraft components for the Air Ministry.



148



149

149

CAPTAIN G C HEALEY'S MILITARY FOOT LOCKER, CIRCA 1945,

pine, with engraved plaque to lid, containing Royal Electrical & Mechanical Engineers (REME) documents from the military career of Captain Healey, including REME training manual (written 2/Lt G C Healey), Army Training Memoranda, booklets relating to Defence, Armoured Fighting Vehicles, Medical Services, Infantry, Maintenance in the Field, Conventional Military Symbols, a School of Air Support folder with many related documents, A bound Field Service Pocket Book, two notebooks with hand written pages by G C Healey including the design for a boat and its interior fittings as well as wiring diagrams and military notes and a roll of maps of the Middle East.

(Qty)

£300 - 400

€330 - 440

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.



150

**150•
SALES BROCHURES AND OTHER
EPHEMERA,**

comprising sales brochures for 'The New Healey' 2.4 Litre Tickford 2-Door 4-Light Sports Saloon, Austin Healey Sprite MkII accessories, and Jensen Healey, a 1953 Mille Miglia Christmas card from the Franco Mazzotti Club, an accompanying postcard, a 1984 Mille Miglia entrants list brochure, and a 1961 Castrol Achievements booklet.

(7)
£150 - 250
€170 - 280

**151•
AUSTIN HEALEY COMMEMORATIVE
STAMPS AND FIRST DAY COVERS,**

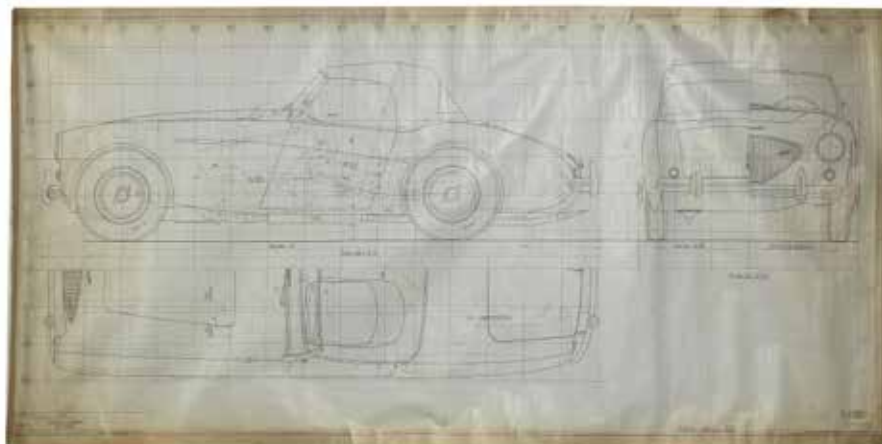
issued by the UK Royal Mail, 1996, comprising a framed and glazed full pane of 100 37p stamps, two further folded full panes and three postcards commemorating the Austin Healey marque, and a first day cover and four presentation stamp sets celebrating British sporting marques.

(Qty)
£100 - 200
€110 - 220

**152
SIX HEALEY TECHNICAL DRAWINGS,
1980-1991,**

majority 69 x 100cm, all rolled, pencil on drafting paper, comprising 1:1 scale Healey Sport Car Part number F2 906, dated 21 Nov 1980; 1:2 scale part number F2 907, undated; 1:1 scale part number F2 902 dated 1989; 1:4 scale profile proposed F2 Frogeye Healey part number F2 903; 1:5 scale engine and gearbox layout part number Z, dated October 1991, and a larger 1:4 scale profile and plan H 9001, dated 1990.

(6)
£150 - 250
€170 - 280



157

**153
AUSTIN-HEALEY 'SPRITE' TECHNICAL
ILLUSTRATIONS,**

comprising 1:4 scale pencil on drafting film illustration by GCH dated 1979 depicting 'Bugeye' Sprite modified for high speed runs at Bonneville USA, profile depicting tailfin, drawn for Gary Kohs at the Marketing Corporation of America, 48 x 102cm, together with a large Sprite Mk 1 Frogeye 1:4 scale seating plan blue print and a similar blueprint depicting 1:4 scale Sprite 2 seater sports tourer, dated 1957 and a photocopy of the same, all rolled with wear and tear.

(4)
£150 - 250
€170 - 280

**154
ASSORTED 'H1' TECHNICAL
ILLUSTRATIONS,**

including H1-102 pencil on drafting paper, showing BN4 Le Mans bonnet design, dated 1957, handwritten The Donald Healey Motor Co Ltd Warwick, 56 x 116 cm; a technical diagram numbered H1-102, folded and rolled; a technical illustration, pencil on drafting paper, information contour and wheel opening layout Austin-Healey 100 dated 1955; a front layout line drawing for H1-101 on drafting paper, and another for H1-100 depicting radiator layout, pencil on drafting paper, dated 1952, subtitled B.N.1, various conditions, rolled with wear and tear.

(5)
£200 - 300
€220 - 330

**155
THREE TECHNICAL ILLUSTRATIONS
NUMBERED H1-104,**

each pencil on drafting film, showing various plan, profiles front and rear views, the largest 76 x 124cm, one of the smaller examples marked '92 inch wheelbase coupe', various conditions, tears and wear to edges, one with lower section torn off but present.

(3)
£150 - 250
€170 - 280

**156
AN 'AUSTIN-HEALEY 100 1ST
PROTOTYPE' PROFILE TECHNICAL
DRAWING, DATE 1952,**

pencil line drawing on drafting film, depicting side view of car "prior to rear wing mods", 57 x 125cm, torn to right edge near handwritten title, rolled.

£150 - 250
€170 - 280

**157
A 1:4 SCALE TECHNICAL ILLUSTRATION
OF AUSTIN-HEALEY 100 2-DOOR 2-SEAT
ROADSTER,**

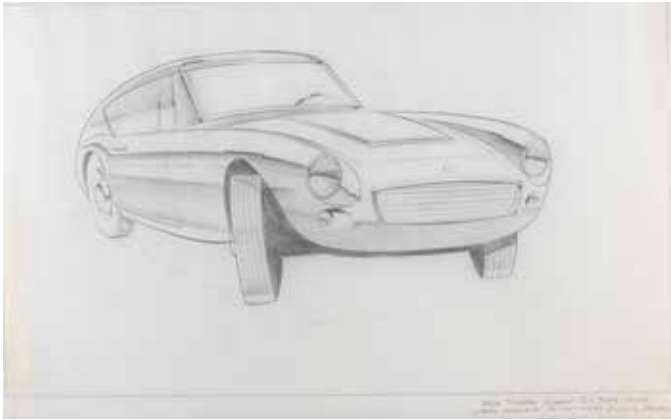
numbered B.N.1, in ink on waxed parchment, depicting side profile, front/rear view and plan section with dimensions, 75 x 152cm, the edges with old tape to rear, one small tear to centre.

£300 - 500
€330 - 550

**158
"DOUG THORPE'S SCHEME FOR 3000
COUPE....", A PENCIL DRAWING ON
DRAFTING PAPER,**

with hand written annotation "later modified to use more existing panels, without so many changes to front", 3/4 front view, 41 x 67cm, rolled.

£150 - 200
€170 - 220



158



160



163



164



165

159

A TECHNICAL DRAWING OF THE 100-6 RECORD BREAKER (LONG DISTANCE) 19-6-56,

pencil on drafting paper, tears to edges, 56 x 126cm, together with a technical drawing of a profile of K1-100 First scheme on drafting paper, tears to edges and some mothing, 50 x 77cm, both rolled.

(2)

£250 - 350

€280 - 390

160

TRIUMPH DOLOMITE 8CS BLUEPRINTS, 1934-35,

19 rolled blueprints (various conditions) including Chassis Layout dated 9 July 1935, Chassis Arrangement dated 19-10-35, Proposed Arrangement of Magneto Drive stamped 1935 and others, together with two other technical illustrations, blueprint chassis layout of Jaguar XK120 (label torn) and a Lancia Aurelia GT2500 drawing on tracing paper stamped Donald Healey Motor Co.

(21)

£150 - 250

€170 - 280

161

"GERRY COKER'S FIRST SKETCH FOR A COUPE TOP ON 100",

pencil drawing on paper, 25 x 39cm, pasted on card, slight foxing, hand written with title and annotated "Two versions of this were built on OAC1 and ONX113, together with other Coker concept artworks including one on tracing paper initialled GCC and dated 2.5.51, 28 x 51cm, four hand drawn concept profiles on paper, a profile blueprint of a Tickford Saloon on Healey 2.4 litre chassis, an Aero Screen Assembly drawing on tracing paper, dated 27.7.53 and an Austin photo-print depicting General Arrangement of Two Seat Sports Tourer, mounted on board, contained in a portfolio.

(Qty)

£200 - 300

€220 - 330

162

FOUR GERRY COKER DESIGNS,

each pencil line drawn car profile on drafting paper, comprising K1.101 Healey 100, K1/109 similar Healey 100, K1 110 Record car and K1 110 bob-tail coupe, the largest 59 x 126cm, all rolled, some moth eaten with wear and tear.

(4)

£150 - 250

€170 - 280

163

A DESIGN CONCEPT ARTWORK FOR AN AUSTIN HEALEY "100" 'TYPE' CONVERTIBLE,

unsigned, undated, ink and wash heightened with white on brown cartridge paper, a rear view aspect of a proposed model with soft-top roof and two-tone paintwork, 44 x 68cm.

£300 - 400

€330 - 440

164

A DESIGN CONCEPT ARTWORK FOR A 'JENSEN HEALEY PROTOTYPE',

unsigned, gouache on artists' board, colour artwork depicting a prototype of the two-seater convertible known as the 'X500', 55 x 75cm, with tracing paper overlay.

£350 - 450

€390 - 500

165

A WATERCOLOUR PROFILE HEALEY COACHWORK CONCEPT ARTWORK, DATED 18-11-55,

in red and black on tan card, 22 x 45cm, initialled L in lower right corner, date and pencil sizing marks to rear, together with a concept design sketch by Geoffrey Healey in pencil on paper, 27 x 54cm.

(2)

£250 - 350

€280 - 390



166

166^{AR}

ROY NOCKOLDS (BRITISH, 1911-1979), 'AUSTIN HEALEY 'NOJ 391' AT BONNEVILLE',

signed and dated 1953, watercolour and gouache on artists' board, depicting Donald Healey in the Austin Healey 100 'NOJ 391' at the Utah Salt Flats, Bonneville on his way to breaking various American Automobile Association records in September 1953, 44 x 74cm, glazed within wooden frame.

£1,500 - 2,000

€1,700 - 2,200

This image was reproduced for Christmas cards from the Healey Family in 1954.

167

DONALD HEALEY'S TIMINGS NOTEBOOK FOR THE AUSTIN HEALEY ENDURANCE RECORDS AT THE BONNEVILLE SALT FLATS, UTAH, 1953,

ring-bound notebook by the Allied Motor Company of Paris, with plain card stiff covers, 4to, the pages with printed timing charts in French and filled in with hand-written details in green ink and red ball-point, covering laps, split-times, average speeds, final times, driver names, records achieved and other notes and details, relating to the American Automobile Association officiated International Class 'D' records achieved in the Austin Healey '100' non-stock car driven over the 10-mile circuit by Donald Healey, Capt George Eyston, John Gordon Bennett, and Bill Spear, eventually breaking seven distance and time records at Bonneville on 14th September 1953, offered together with a folded timing strip with printed details relating to the following two-day endurance runs in the stock and 'unlimited' categories in the Austin Healey 100 on September 15th-16th, achieving further records including 24 Hours and 5,000Km.

(2)

£300 - 400

€330 - 440

The timings in this book, were all taken and hand-written by Geoffrey Healey.

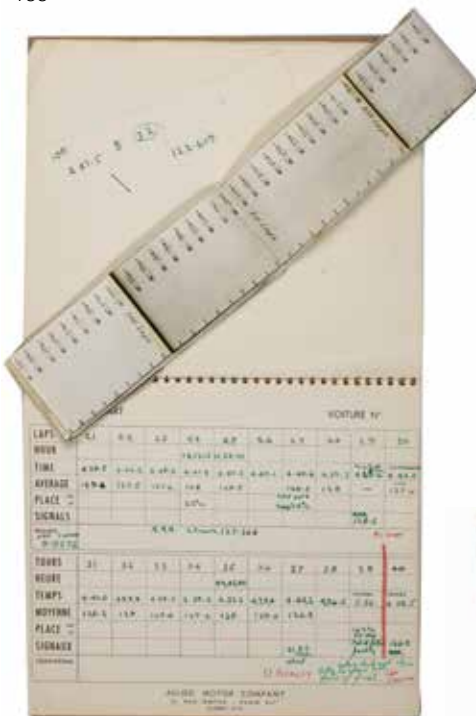
168

A 1949 'XVI MILLE MIGLIA' POSTER, ITALIAN,

lithographic printed by U.T.L.B. of Brescia, with artwork after P Caffa, depicting a view of the town's bell tower, old folds, some fading to colours, minor loss to left edge in places, 100 x 70cm, framed and glazed.

£800 - 1,000

€880 - 1,100



167



169



170 (part)



172

169

A 1954 MILLE MIGLIA SILK SCARF,

believed Italian, in cream silk and decorated in colour with circuit map of the course, folded, 89 x 89cm.

£400 - 500

€440 - 550

170

A 1953 MILLE MIGLIA SCARF AND A LE MANS SCARF,

white cotton scarves, the first for the 1953 Mille Miglia and decorated with monochrome motor racing 'headlines' collage design with red centre and border motifs, folded, 69 x 76cm, the second for '24 Heures du Mans', believed mid-1950s, and decorated with race scene artworks after Geo Ham, some light staining, folded, 78 x 70cm.

(2)

£400 - 500

€440 - 550



168

171

ASSORTED PHOTOGRAPHS FROM THE HEALEY ARCHIVE,

majority monochrome, assorted sizes, featuring publicity images, pit scenes and other images featuring Donald and Austin Healey cars including Sebring, Utah Salt Flats records, and images of other events and trips.

(Qty)

£200 - 300

€220 - 330

172

J PAUL NESSE (AMERICAN), A PLASTER MAQUETTE BUST OF DONALD HEALEY,

painted plaster bust signed and dated 1985 by the sculptor to left collar, depicting Healey with a jovial expression, mounted to a plaster base impressed with the Austin Healey emblem and with inscribed signature of Donald Healey and dated '85, the whole standing 22cm high overall.

£450 - 550

€500 - 610



173

174

A RADIO RECEIVER BUILT BY DONALD HEALEY,

a Harman-Kardon Inc Model A 310, together with a BBC approved Brown's patent microphone amplifier, two torches and assorted ephemera and correspondence relating to the home-built radio hobby including hand-written notes and wiring diagrams, instruction books and parts lists for Radio and Television equipment.

(Qty)

£200 - 300

€220 - 330

Donald and Geoffrey Healey had a shared passion for designing a building radio and amplifier equipment. As well as an interest in how TV worked, Donald is credited with having designed and built the first closed-circuit television system in the UK at Trebah in Cornwall. Donald and Geoffrey also had a fascination for wind-powered electrics, including building and maintaining their own wind turbine and doing research for the MOD.

175

A WOODEN CHEST OF DRAWERS USED BY DONALD HEALEY,

free standing chest in dark wood, with eight drawers with wooden handles, and with hinged locking post to front right edge, measuring 49 x 34 x 70cm, some general wear, marks and staining, used by Donald Healey in his office at 'The Cape' Factory in Warwick.

£250 - 350

€280 - 390



177

176

SEVEN PAIRS OF GOOGLES USED BY DONALD HEALEY,

five pre-War, some possibly aviator types, including E B Meyrowitz and RAF Air Ministry, in worn and distressed conditions, and two pairs of WWII aviator's goggles, US Air Force B-8 with original pouch of spare lenses, and Dolomit.

(8)

£200 - 300

€220 - 330

177

HEALEY MARQUE BADGES COLLECTED BY DONALD AND GEOFFREY HEALEY,

comprising chromed and enamelled Austin-Healey wings (x 2), small Austin Healey wings, Froggery, 'Le Mans Kit Installed' dashboard plaque, Austin-Healey BMC wings, painted alloy Healey wings, Ford Fiesta by Healey wings, chromed Austin-Healey script, chrome and painted Sprite arrow, painted Sprite arrow (x 2), plastic Austin Healey Sprite moulded badge, a 100 replica badge on a wooden block, an enamel Healey Warwick badge and an Austin-Healey Club enamel member's badge.

(Qty)

£300 - 400

€330 - 440



175

173

ITEMS FROM DONALD HEALEY'S DESK,

comprising a Joseph Lucas designed illuminating photograph frame, 1950s, two-part metal frame with decorative plastic surround, for display of transparent 6" x 4" photographic images, 29cm high, wired for illumination, an electroplated desk Standish, known in the Healey Family as "The Lucas Box", with side handles and hinged lids, 32cm wide, containing a pen refill cartridge and various nibs, two Joseph Lucas moulded plastic pen stands with fountain pens, each 17cm wide, a spare fountain pen, a dark blue leather-covered Smiths desk blotter containing four letter heads comprising Healey Cars Ltd, Healey Automobile Consultants Ltd and two for D.M. Healey, and a boxed set of six Lucas placemats depicting Jaguar cars, box worn, all used by Healey at his desk at the Healey Works in Warwick.

(Qty)

£500 - 600

€550 - 660

178

A RARE HEALEY MARQUE BADGE AS USED ON PROJECT X500,

chrome with black enamel, with two rear mounting lugs, 6 x 4cm.

£300 - 400

€330 - 440

In late 1968/69 to be ready when the contract for the Austin-Healey came to an end, and in view of the oncoming changes with BMC, Donald Healey designed a new car based upon the recently introduced a new Vauxhall 'slant' 2-Litre 4-cylinder engine, which made a low bonnet possible. Donald Healey named his project 'X500'. Archive images show Project X500 fitted with this type of Healey badge. The re-designed concept artwork also shows the car with a similar designed badge with a red enamel 'H'. Project X500 was used as the basis for the Jensen-Healey which was launched at the Geneva Motor Show in 1972.



178

179

ASSORTED LAPEL BADGES,

majority enamelled including Austin-Healey wings (x 9), White 'Frogeye' Sprite (x 19), and single badges for Black 'Frogeye' Sprite, Sprite Arrow, Sprite Arrow Oval as tie clip with chain, 'golden' Austin-Healey wings, Team Healey, Austin-Healey Club steering wheel with Holland 1964 and England 1965 (x 4) date tags in original box, and Healey Warwick badges (x 3, 2 with badge fixings removed).

(Qty)

£200 - 300

€220 - 330



179

180

A 1950 MILLE MIGLIA ENAMEL LAPEL BADGE,

by S.Johnson of Milan, arrow badge in scarlet enamel and with '1000 Miglia 1950' lettering, with button-hole fastening, 23mm wide.

£800 - 1,200

€880 - 1,300



179



179

181

A 1950 MILLE MIGLIA ENAMEL LAPEL BADGE,

by S.Johnson of Milan, arrow badge in scarlet enamel and with '1000 Miglia 1950' lettering, with button-hole fastening, 23mm wide.

£800 - 1,200

€880 - 1,300

At the 1950 Mille Miglia, car number 723, a Healey Silverstone, was entered and driven by Donald and Geoffrey Healey.



180



181

182

AUTOMOBILE RACING CLUB OF FLORIDA BADGES,

comprising enamel lapel badges for 1966, 1967 (x 2) and 1969, 2 x embroidered patches and two transfer decals of differing design, together with a Florida XIIHr International G P of Endurance embroidered patch and Donald Healey's Honorary Citizen of the State of Florida document, dated 1 April 1967, (creased).

(Qty)

£150 - 250

€170 - 280



182

The Automobile Race Club of Florida (ARCF) was created in 1955 to sanction Sebring events after the American Automobile Association (AAA) stopped sanctioning motor sports following the tragedy at the 1955 Le Mans 24 Hours race.



183



184



185

THE HEALEYS' 1951 XVIII MILLE MIGLIA COMPETITOR'S MEDAL,

bronze, the obverse bearing the Automobile Club Brescia emblem and reverse with Mille Miglia Brescia commemorative design, awarded to Donald and Geoffrey Healey for competing in the event in the Nash-Healey 3850, finishing 7th in the S/GT+2 Class and 30th overall, contained in original maroon presentation box.

(2)

£300 - 400
€330 - 440

A COLLECTION OF HEALEY CLUB CAR BADGES AND RALLY PLAQUES,

the badges including a painted cast alloy Austin-Healey Club of America shield, the plaques including 1937 Eastbourne Concours d'Elegance.

(Qty)

£100 - 200
€110 - 220



186 (part)



187 (part)

185

ASSORTED HEALEY CLUB EMBROIDERED PATCHES AND VARIOUS ADVERTISING STICKERS,

the patches including Austin Healey Oregon, Northeast Ohio, Toronto, Niagara Falls, South Texas and others, a paper label for Mille Miglia XXI 1954, the stickers including I'm backing Healey, Healey Register, Gulf, Simoniz, Wynne, Valvoline and others.

(Qty)

£100 - 200
€110 - 220

186

ASSORTED PLAQUES, PLATES AND BADGES,

comprising enamelled BMC Austin-Healey dashboard plaques (x 3), Jensen Motors Limited VIN plates (x 4, 1 un-stamped), a Healey Automobile Consultants Ltd plaque, a BMC seat belt compliance plaque, an alloy plaque engraved '1965 Healey Prototype HANS-R65-5, an alloy plaque engraved '15th Overall - 1st in class, 1965 Sebring 12 Hours', a magnetic plaque 'CAUTION do not open windows at speeds in excess of 120MPH', a Yorkshire car badge by JR Gaunt and four AA badges.

(Qty)

£150 - 250
€170 - 280



189

187

ASSORTED BUSINESS AND CLUB CARDS, NAME BADGES AND LAPEL BADGES,

comprising three Donald Healey business cards, four Donald Healey club membership cards including Sports Car Club of America (unsigned), the name badges for Geoffrey (aka Geoff) and Margot Healey, assorted club meet lapels and a quantity of 'I'm Backing Healey badges'.

(Qty)

£150 - 250
€170 - 280

188

A COLLECTION OF PERSONAL ITEMS, MEMENTOES AND COLLECTABLES,

including Geoffrey Healey's '171 Le Mans' ID bracelet and Le Mans 1970 booklet, ties, pipe, Zippo lighter, assorted car toys including a limited edition boxed set of 'The Competition Austin Healeys' by Corgi, a set of Connolly Leather samples for Jaguar Cars, a pair of Lucas lamp converters (one cracked and repaired) an Austin Healey belt buckle, key rings, an Austin Healey brooch, a sterling silver Austin Healey pendant, hallmarked London 1996, four blue print rubber stamps and other items including a pot of salt with Geoffrey Healey hand written label 'Bonneville Salt'.

(Qty)

£200 - 300
€220 - 330

Healey SR XR37 was driven at Le Mans in 1970 by Roger Enever and Andrew Hedges, they were lying in 14th place and had completed 264 laps but did not finish because the engine expired 14 minutes before the 24 Hours elapsed.

189

DONALD HEALEY'S 'DUNLOP' OVERALLS,

one-piece cotton overalls in green by Les Leston, size 34, zip-fastening, with 'Dunlop' patches to left breast and back, with button breast pockets and zip-fastening waist pockets, elasticated white cuffs and buttoned ankles, believed used by Donald Healey at racing events at the Sebring circuit 1950s-60s.

£800 - 1,000
€880 - 1,100



192



193

190

THE AUSTIN HEALEY WORKS UNION JACK FLAG,

flown over "The Cape" Donald Healey Motor Company factory in Miller Road, Warwick, established by Donald Healey in 1945, large cotton flag by Benjamin Edgington of Tower Bridge, London, with hoist-side hem with lanyard rope and wooden toggle, 131 x 258cm, offered together with a modern small polyester Union Jack flag, 93 x 150cm.

(2)

£250 - 350

€280 - 390

191

A SET OF KEYS FOR THE EXPERIMENTAL WORKSHOP AT "THE CAPE" HEALEY WORKS FACTORY, WARWICK,

15 assorted keys including pin tumbler and lever lock types, hanging on two split key rings and with red-painted alloy fob plate hand painted in black 'Exp.Storage Shed', for use at "The Cape" Donald Healey Motor Co. workshop, at the Miller Road factory, Warwick, established by Donald Healey in 1945.

£150 - 250

€170 - 280



191

192

A VERTICAL SINGLE CYLINDER STEAM TABLE ENGINE, - ORIGINALLY THE PROPERTY OF J F HEALEY AND THEN BY DECENT VIA DONALD AND GEOFF TO THE VENDOR,

mainly brass construction with steel base and table, seemingly complete and with governor and flywheel, the whole mounted on a wooden base, measuring 46cm high overall.

£1,000 - 1,500

€1,100 - 1,700

193

THE 1951 MILLE MIGLIA 'FRANCO MAZZOTTI' SILVER TROPHY AWARDED TO GEOFFREY HEALEY,

the twin-handled .800 silver trophy by Petruzzi & Branca of Brescia, the cup inscribed 'COPPA DELLE 1000 MIGLIA TROFEO FRANCO MAZZOTTI' and applied with red enamelled '1000 Miglia' badge, mounted on original black-painted wooden base bearing plaque engraved in Italian 'Automobile Club Brescia - XVIII Mille Miglia 1951 - Vetture Veloci Chiuse Classe Oltre 2000 cmc - G.C.Healey', the trophy standing 29cm high overall, awarded to Geoffrey Healey driving with Donald Healey in the Nash-Healey 3850cc Spider at the endurance event, finishing fourth in the Fast Closed or Convertible Class and 30th overall.

£2,000 - 3,000

€2,200 - 3,300



194



195



195



196



197

194

A 1954 MILLE MIGLIA SOUVENIR SILVER BOWL,

simple twist fluted .800 Italian silver bowl, applied with '1000 Miglia 1954' red enamel arrow badge and engraved with the date in Italian '30 Aprile 1954', believed obtained by Donald Healey prior to the event held on 2nd May, some tarnishing and spotting in places, 23cm diameter.

£400 - 500

€440 - 550

195

A 1960 SEBRING 4-HOURS RACE SILVER JUG AWARDED TO DONALD HEALEY LTD,

silver jug with handle raised on four feet, by The Crescent Silverware Mfg Co. of New York, engraved 'Sebring 4 Hour Race 1960 Amoco Award 2nd Overall', awarded to the Donald Healey Co. as the entrant for second place overall for the Austin Healey Sebring Sprite driven by Stirling Moss at the endurance event held on 25th March, also achieving 1st place in the 1000cc GT1.0 class, the jug measuring 18.5cm high overall, together with a Bernard Cahier photograph depicting 'GCH' holding this and several other trophies, also depicting Stuart Turner, Rauno Aaltonen, Paddy Hopkirk, Andrew Hedges and Timo Makinen.

(2)

£400 - 500

€440 - 550

196

THE 1968 SEBRING CLASS WINNER'S TRAY, PRESENTED TO THE DONALD HEALEY MOTOR COMPANY,

circular Formica base with pierced decorative silver surround by Michael C Fina Co. of New York and raised on three ball-and-claw feet, with central plaque engraved 'Florida International 12 Hour Grand Prix of Endurance Sebring 1968 1st Under 1600 CC', the tray measuring 37cm diameter, awarded to the Donald Healey Motor Company, the entrant for the MG Midget driven by Jerry Truitt and Randy Canfield, winning the S1.6 Class and finishing 15th overall.

£250 - 350

€280 - 390

197

A 1968 LE MANS "THE MOTOR" TROPHY', PRESENTED TO THE DONALD HEALEY MOTOR CO. LTD,

in the form of a gilded mythical winged horse with dragon's tail, mounted on a sloped wooden base with 'The Motor' brass plaque to front and brass plaque to rear engraved '1968 Donald Healey Motor Co.Ltd - 1.3 Litre Austin-Healey Sprite - Fifteenth at 94.798 mph - Drivers: R.Enever - A.Poole', the trophy 17cm high overall, awarded by the publishers of the "The Motor" magazine for best performance by a British Car.

£600 - 800

€660 - 880

198

A FINE SCRATCHBUILT 1:8 SCALE MODEL OF AN AUSTIN-HEALEY 100, BY JOHN SHINTON OF THE HEALEY TOY FACTORY, PRESENTED TO MARGOT HEALEY BY CHARLES MATTHEWS,

finely detailed limited edition kerbside model of the car, constructed from in excess of 200 white metal, stainless steel and pewter parts, with resin body, finished in Healey blue paintwork, with finely detailed interior and dashboard with instruments, folded-down soft-top/hood, lowered windscreen, wire-spoked wheels, Lucas type lamps, brightwork and other details, together with an extra replacement raised windscreen, measuring 47cm long, mounted to a wooden display base under a mirror-backed glass display case, measuring 59 x 30 x 21cm overall.

£2,000 - 3,000

€2,200 - 3,300

This model was presented to Mrs Margot Healey, the widow of Geoffrey Healey by Charles Matthews of Triple M.



198

OTHER PROPERTIES

The following lot is offered for sale on behalf of the Grand Prix Trust.

199

A RED BULL RACING REAR WING END PLATE, SIGNED BY DANIEL RICCIARDO, MAX VERSTAPPEN, ADRIEN NEWAY AND CHRISTIAN HORNER,

in black marker pen, carbonfibre composite decorated in red and blue with AT&T and Total sponsors' branding, mounted, framed and glazed, 96 x 78cm.

£1,000 - 1,500

€1,100 - 1,700

For 30 years the Grand Prix Trust has provided support for Formula 1's unsung heroes. The Trust helps F1 paddock personnel put their lives back on track when things go wrong.

Effective (essential support), independent help and advice is provided to current and former employees of Grand Prix teams and their families, plus others working within the F1 industry. This can be financial assistance or specialist medical advice, or even advice relating to rights and benefits. Every case is dealt with compassionately and in absolute confidence.

The Trust has helped mechanics from the Golden Age of Moss, Brabham and Clark right through to those left distressed by more recent team closures or personnel cutbacks.

UK Registered Charity number 327454.



199

200
No lot

END OF AUTOMOBILIA

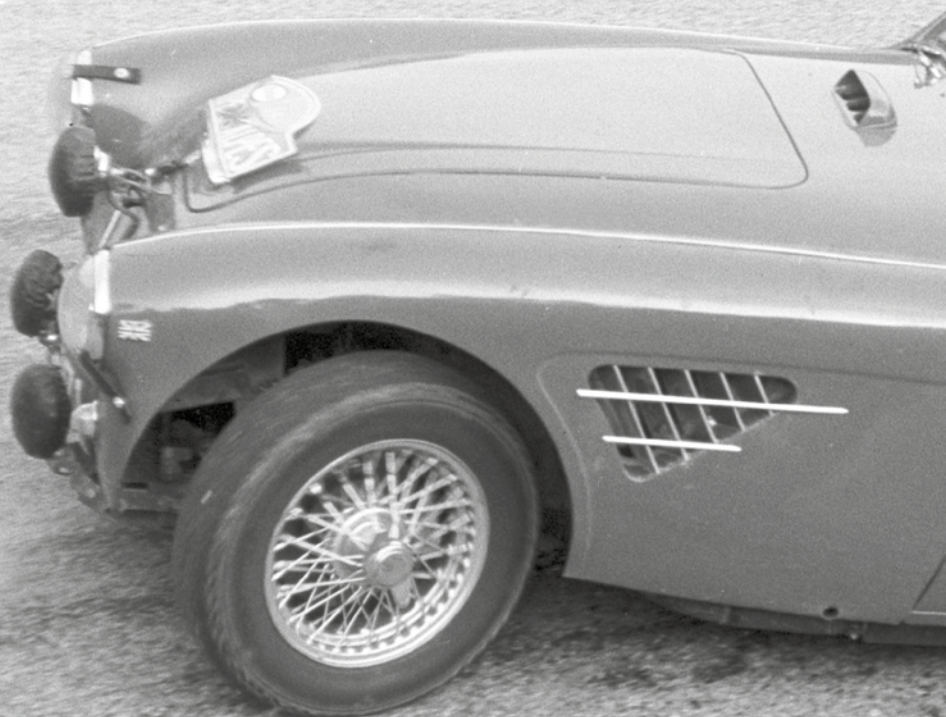


MOTOR CARS

13.00

Lot 201 - 314

Images of each lot can be found at:
www.bonhams.com/24122





201 ▲

1966 ALFA ROMEO GIULIA SUPER 'BOLLO D'ORO' SPORTS SALOON

Registration no. GUV 339D
Chassis no. 105-26 AR 330454

- *Delivered new in Italy*
- *Rare and desirable Alfa Romeo sports saloon*
- *1st-Series model*
- *Restored by Italian specialists 2003*



'Few cars can rival the 1600 Alfa for sheer driving enjoyment, and the keen driver devoting his full attention to driving it will be amply rewarded.'
- *Car & Driver*.

Introduced in 1962 and outwardly almost indistinguishable from the preceding 1.3-litre Giulietta, the Giulia boasted a more powerful and much less fussy 1,570cc engine in addition to welcome improvements to the previously feeble heating arrangements. Despite their boxy, unitary construction body, the Giulietta and Giulia were paragons of aerodynamic efficiency, and like all Alfa Romeos possessed a distinctly sporting nature, the 92bhp produced by its classic, twin-cam, four-cylinder engine making the Giulia TI version a genuine 100mph (160km/h) car. Under the skin the Giulia featured a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle, and - apart from early cars - disc brakes all round.

Introduced in 1965, the more powerful (112bhp) Super improved on the TI's specification, boasting twin Weber carburettors, a floor-mounted gearshift, and a host of detail changes including the distinctive badge that gives the model its 'Bollo d'Oro' sobriquet.

Finished in Bianco Spino (white) with red vinyl interior, this Giulia Super was restored circa 2003 by Italian specialists and from 2009 to 2014 formed part of a private collection in Italy. In February 2014, having covered only some 8,000 kilometres since restoration, the Alfa was offered for sale at Bonhams' auction at Le Grand Palais, Paris (Lot 438) where it was purchased by the current vendor. For the last few years the Alfa has been serviced regularly; however, we are advised that the clutch and dynamo now require attention and thus the car is sold strictly as viewed.

The Giulia is offered with its original Italian Libretto and Certificato di Proprieta, ASI ORO, a V5C registration document and confirmation by Centro Documentazione Alfa Romeo, Automobilismo Storico that it left the works on 8th April 1966 and two months later was sold to its first owner in Teramo in the Marche region of Italy. A rare 1st-Series 'Bollo d'Oro' Giulia.

£20,000 - 25,000

€22,000 - 28,000

No Reserve

1957 HILLMAN MINX DE LUXE COMPETITION SALOON

Registration no. NJN 208
Chassis no. 1629865HHSO

- Extensively modified and up-rated
- Competitive runner with many class wins
- Previous Goodwood competitor
- Eligible for HRDC and many other historic race series



This Hillman Minx was originally prepared for competition use in 2006 by Chris Snowdon's company CS Racing of Bosham, West Sussex, specifically for that year's Goodwood Revival meeting where it was raced in the popular St Mary's Trophy by Brian Redman and Andrew Colley. Built from a very original and solid bodyshell, the Minx originally ran with a 1,725cc Sunbeam Rapier engine using a period Alexander Engineering carburettor/manifold set-up. 'NJK 208' was entered in subsequent races as an 'Alexander Minx'.

The Minx was relatively little used after 2006 until Brian Arculus acquired it at the start of 2011 to use in the HRDC Touring Greats series. A programme of development followed aimed at improving the overall handling of the car and completely revamping the engine to run in the 1,600cc class within the HRDC.

The engine incorporates a Holbay cylinder head and camshaft; lightweight alloy flywheel and competition clutch; tubular exhaust manifold; oil cooler; oversize dynamo pulley; and a high torque starter motor. Power was transmitted via a four-speed gearbox with floor change. The Alexander tuning components have since been removed, as it was found that they were limiting the performance obtainable!

In 2011, the rear suspension was extensively re-engineered, transforming the handling. It incorporates a Rae Davis Racing 'A' frame, RDR spring bushes, and RDR 2" lowering blocks. The final drive ratio is 4.22:1, and the rear axle has been fitted with a Rootes Competitions Department-specification breather and baffles. Lowered front suspension, a stiffer front anti-roll bar, Spax adjustable dampers complete the picture. The braking system has been rebuilt and up-rated, incorporating front disc brakes and larger Sunbeam rear brake drums together with competition pads/linings, and a bias valve. A Ridgard racing seat is fitted to the interior, which also features a roll cage, Luke six-point harness, instrument pod (including rev counter) and a plumbed-in fire extinguisher.

'NJK 828' has been a consistent HRDC 'Top 10' runner during the 2012, 2013, and 2014 seasons, achieving many class wins in the process. In its class it has regularly beaten the Sunbeam Rapiers - even the ones running with oversize engines! In the 2015 Goodwood Members' Meeting Sopwith Cup, the Minx finished 6th overall with a best lap time of 1:45.4.

£20,000 - 25,000

€22,000 - 28,000

203

1968 LAND ROVER SERIES 2

Registration no. to be advised
Chassis no. 25113641D

- Used by HM The Queen during her Silver Jubilee year
- Ex-Ministry of Defence
- Special coachwork by Central Workshops, REME
- Present ownership since 'de-mobbed' in 1983
- Offered from a private collection

1



1

The Queen on her Jubilee Tour in Northern Ireland in 1977 © Getty



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

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that would characterise the Land Rover to the end. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'.

By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. For the Series IIA the diesel engine was enlarged to 2,286cc and a new 12-seater model introduced on the longer (109") wheelbase chassis.

Progressively developed since its launch in 1948, the ubiquitous Land Rover would be modified over the decades to serve countless specialist requirements, both civilian and military.

A 2¼-litre petrol-engined model, this Series IIA Land Rover commenced its service with the Ministry of Defence in 1968, and nine years later conveyed HM The Queen and HRH Prince Philip during their tour of Northern Ireland on the occasion of the Queen's Silver Jubilee (photograph available). Previously registered '00 FG 28' (military), the vehicle was purchased at the MoD auction at Ruddington in April 1983. Since then it has formed part of the vendor's private collection and has been serviced while in his care. Running and driving very well, this rare Land Rover variant is offered with its MoD service record and release note.

£20,000 - 30,000

€22,000 - 33,000

204

**1961 JAGUAR E-TYPE 3.8-LITRE
'FLAT FLOOR' COUPÉ**

Registration no. 6726LJ
Chassis no. 860170

- The 170th right-hand drive coupé made
- Single family ownership since 1983
- Off the road for approximately the last ten years
- Offered for re-commissioning/restoration





'Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

There have been few better summaries of the Jaguar E-Type's manifest virtues than John Bolster's, penned for *Autosport* shortly after the car's debut in 1961. Introduced in 3.8-litre form, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

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.

The 170th right-hand drive coupé built, this E-Type has been in single family ownership since 1983, its registration changing from the husband's to his wife's name in 1988. '6726 LJ' is finished in Sky Blue with matching leather interior and has covered a genuine 52,229 miles from new. Off the road for approximately ten years, the car will require re-commissioning at the very least, and probably more extensive restoration, before returning to the road. Sold strictly as viewed, this collectible early E-Type is offered with a V5C Registration Certificate.

£100,000 - 130,000
€110,000 - 140,000

1942 FORD JEEP 4X4 LIGHT UTILITY

Registration no. YWG 885

Chassis no. 38688

- *WW2's most readily recognised vehicle*
- *In a private collection for many years*
- *Formerly displayed in a Jeep distributor's showroom*
- *Working order*



The original Jeep military vehicle was developed by American Bantam, formerly American Austin. The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbour demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille.

Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use its relatively heavy but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

After extensive field testing, the Jeep's off-road capability was first publicly demonstrated early in 1941 when one was driven up the steps of the United States Capitol by Willys's test driver, Irving 'Red' Haussman. Produced by the million, the ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

This Ford Jeep formed part of a private collection for many years and was displayed in a Jeep car distributor's showroom. It was not registered to drive on UK roads until 16 months ago. We are advised that everything is in working order, while the only notified deviation from factory specification is an electric fuel pump. Accompanying documentation consists of a V5C Registration Certificate and fresh MoT.

£20,000 - 25,000

€22,000 - 28,000

1955 LAND ROVER SERIES I 86" 4X4 UTILITY

Registration no. UYA 712

Chassis no. 57105465

- *Three registered owners from new (two drivers)*
- *Fully restored 2015-2017*
- *Galvanised chassis*
- *Nut and bolt concours restoration*
- *Immaculate condition*



Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial skepticism. Rover bosses, the Wilks brothers saw the need for a tough, four-wheel-drive utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. Continuously developed over the course of more than 60 years in production, the supremely versatile Land Rover has proved itself adaptable to innumerable civilian and military roles. It was a sad day for 4x4 enthusiasts when the last Defender model rolled off the Solihull production line in January 2016; the Land Rover's successor is keenly anticipated.

This Series I example has had only three registered owners, of whom only two actually drove the vehicle. The first owner kept 'UYA 712' from 1955 to 1960, and the second owner from 1960 to 1964 when the Land Rover passed to his widow, who dry stored the vehicle for some 40 years. Since its acquisition in 2015, the vehicle has been comprehensively restored by the vendor, an enthusiast with extensive knowledge of Land Rovers. He completed the restoration while working towards his university degree in Mechanical Engineering, and used the same suppliers for the restoration as the manufacturer's own 'Land Rover Reborn' project.

Immaculately presented and to original specification, the engine has been extensively rebuilt using genuine parts, while the chassis has been sand blasted, galvanised, and refinished in two-pack paint. The transmission likewise has been fully reconditioned at a cost of some £1,600 (bills on file). Bodywork is mostly original, with some reproduction panels used where required. The body was re-sprayed in deep bronze green by a master craftsman, the associated painting receipts totaling some £5,000, while the interior received new seats, controls, and paintwork. A new original-specification braided wiring loom has been installed.

Quite possibly the highest-quality Land Rover restoration outside of the 'Reborn' project, this Series I is offered with an original 1956 'Buff' type logbook and the aforementioned restoration invoices totaling circa £20,000.

£35,000 - 45,000

€39,000 - 50,000

1964 MORRIS MINI COOPER 'S' 1,275CC MARK I SALOON

Registration no. 850 MCG

Chassis no. K-A2S4-552514

- The 14th Morris Mini Cooper 1,275cc 'S' built
- Upgraded by the famed Downton Engineering in period
- Restored between 2002 and 2006
- Sparingly used since restoration



Completed on 30th April 1964, the car offered here is the 14th Morris Mini Cooper 1,275cc 'S' built. '850 MCG' was sold new to Wessex Motors in Salisbury, Wiltshire. 'MCG' was modified almost immediately by Downton Engineering and was continually developed for increased performance.

In 1979, the car was sold to a person on the Isle of Man by the original keepers, who advertised the car as fast road/competition modified. It was stated that it had been used for club events (amateur road rallies and sprints, etc) and also used regularly as one of the owner's 'fleet' of vehicles. The car was partly rebuilt in 1980 and used again for a number of years in sprints, hill climbs in Northern Ireland and the Isle of Man. The car at this stage had been reregistered with an Isle of Man number, 'MN 1071'.

The Mini was not used again on the road, but was used in sprints and hill climbs until 1986 when it was involved in an accident during a sprint. The registration 'MN 1701' had by this time been transferred to another Mini Cooper 'S'. 'MCG' was partly stripped and repaired but never reached completion or got used again. It was stored until 1998 when the owner passed away.

In 2000, the car was offered for sale by Fred Heany, who had known the owner and had worked on the car at Downton in England and Thomson Reid in Belfast. The Mini was brought back to England in March 2002 to be stripped down and totally rebuilt.

The restoration was carried out using as many of the original parts as possible together with genuine replacement parts as necessary.. This work took four years to complete and the aim of the restoration was to keep the Mini in a fast road-usable state. The car was repainted Old English white Ivory and black, using the original cellulose system. The interior was completely retrimmed in red and grey/gold. Noteworthy period fitted features include works-type aluminium doors, bonnet and heated windscreen, together with a Downton rally dashboard. The wheels were refurbished and new tyres fitted. The Downton tuned and blueprinted engine has been rebored to 1293 cc and completely rebuilt with new parts as necessary with 1 1/2in. SU carburettors fitted. The original UK registration has been retrieved. Additional documentation consists of a Certified Heritage copy of the original Factory Production Record Sheet together with a Heritage Trace Certificate. Sundry restoration invoices, including original Downton invoices from 1964, a current MoT, and V5C Registration Certificate are on File.

850 MGC is offered as a superbly restored, "no expense spared" Mini Cooper "S" in a condition as near as possible as it came off the Production Line and modified by the renowned Tuning Company, Downton Engineering of Salisbury ready to be enjoyed as a fast road car of the '60s.

£32,000 - 38,000

€35,000 - 42,000

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.

1963 HEINKEL TROJAN 200 MICRO CAR

Registration no. 401 TDE

Chassis no. 10594

- *Charismatic and fun three-wheeler*
- *Recent restoration (2014-2016)*
- *'Most Desired Heinkel Trojan' trophy winner (2015)*
- *Raises smiles wherever it goes*
- *Complete with new Motorbronx 'kneeling axle' trailer*



Perhaps the biggest mystery concerning Ernest Heinkel's 'Kabine Cruiser' is how its creator got away with producing a design outwardly so similar to BMW's Isetta. Launched in 1956, the Heinkel used a 175cc four-stroke single-cylinder engine originally developed for a motor scooter and, while closely resembling the Isetta, was both lighter and roomier, even providing children's seats in the rear. The Heinkel featured a single front door, fixed steering column, and a canvas sunroof, the latter also functioning as an emergency exit. Unlike some of its competitors, the Heinkel also had a reverse gear, making it a much more practical proposition.

Production was discontinued in Germany in 1958 but continued in other countries, Ireland included, where around 8,000 were built before the rights transferred to Trojan in the UK in 1961. Trojan had been manufacturers of unconventional light cars in the 1920s and 1930s, and the acquisition of the Heinkel - marketed as the Trojan 200 - marked the company's return to motor manufacture after a break of 25 years. Three- and four-wheeled versions were offered in both right- and left-hand drive configurations. A little over 6,000 were built before Trojan quit car production again in 1964.

This fun little three-wheeler was purchased by the vendor in January 2014 in running, but poor, condition having not been on the road for many years. It had been rescued from a farm field by Stephen Russel, who set about putting it back on the road and did so. The car was featured in the *News of the World* Sunday Magazine in September 1990 following the restoration's completion, having previously appeared on the Hale & Pace television show (in the late 1980s).

Years of non-use afterwards however, meant that a full restoration was again required. A complete restoration was carried out to near-concours condition at a further cost of £12,000. Following this most recent restoration, '401 TDE' won the 'Most Desired Heinkel Trojan' trophy at the National Microcar Rally in September 2015.

Little used since the rebuild's completion, the car is offered with a huge file of history containing, photographs, articles, instruction manuals, restoration receipts, MoT to August 2018, and a V5C Registration Certificate. It also comes complete with a new Motorbronx 'kneeling axle' trailer for easy transportation to distant shows, etc.

£19,000 - 24,000

€21,000 - 27,000

209 N *

1986 FORD RS 200

Coachwork by Tickford – Design by Ghia

Registration no. not registered

Chassis no. SFACXXBJ2CGL00103

- *Rare and iconic Group B Homologation special*
- *In current ownership for 28 years*
- *Unmolested and highly original example showing under 1,200 miles on the odometer*
- *Purpose built rally car made legal for road use*



The RS 200 (for Rallye Sport - 200 built) was the brainchild of Ford UK Motorsport director, Stuart Turner. The RS 200 was Ford's ambitious attempt at producing a championship winning Group B rally car. Immediately prior to the project's inception Ford's frontline rally car had been the front-engined, rear-wheel driven Escort RS 1800, while its intended replacement – the Fiesta-based RS 1700T - was another rear-wheel-drive design. However, by this time Audi's Quattro had convincingly demonstrated the efficiency of four-wheel drive in rallying, prompting a drastic rethink at Boreham.

Overseen by Ford Motor Sports Chief Engineer, John Wheeler, the RS 200 project commenced in 1983 with production of 200 cars planned in order to meet Group B requirements. The design, by Tony Southgate, eventually penned by Filippo Sapino as a compact mid-engined coupé powered by a turbo-charged version of the 1.8-liter 16-valve 4-cylinder Cosworth BDA engine (the BDT) and equipped with four-wheel drive. This engine produced 250bhp in road-going trim with up to 600bhp available in rally tune. Ford's Italian subsidiary, *Carrozzeria Ghia*, was entrusted with the styling, producing a purposeful yet elegant design that has stood the test of time like few of its contemporaries. Aston Martin-owned Tickford built the composite body-shells at Newport Pagnell.

The RS 200 was first publicly displayed in 1984 and homologated in February 1986 after the required 200 examples had been built, all apart from the initial six prototypes being completed at Reliant's factory at Shenstone, Staffordshire. Ford's rumored investment in the model was more than £10 million. Its first World Championship event was that year's Swedish Rally where the car driven by Kalle Grundel finished 3rd overall, a most promising debut. The RS 200 went on to achieve a total of 19 wins and 32 podium finishes at international level before the year's end, securing several national championships along the way. Sadly, that would be the limit of its rallying achievements, as FISA pulled the plug on the Group B supercars at the end of a season blighted by a number of fatal accidents, some involving spectators.

State-of-the-art automotive technology in its day and Ford's finest achievement since the GT 40, the RS 200 is the ultimate acquisition for the serious Ford collector. Extremely far ahead of its time, the RS 200's high level of motorsport engineering paved the way to the performance of many modern supercars of today.

According to the Ford Motor Company issued *Manufacturer's Statement of Origin* on file, issued by the Boreham, UK based Ford Motorsport Department, this RS 200 was completed in 1986. A right-hand drive example of the rare and iconic model, the car came into the current ownership in 1989, when it was purchased from Big Boy Toys, Inc. of Mead, Colorado, in nearly new condition.



The RS 200 has remained in the US until now, and was on static display for the past decades at the well-known Auto Collections in Las Vegas, Nevada. It is recommended that a thorough mechanical check-up and service is performed, including replacement of the timing belt, before running this potent, Group B competition car. The car has not been started for the past decade.

Today, this rare RS 200 presents in highly original state throughout, and does not appear to ever have been used much. The odometer reads just under 1,200 miles. The exterior does not appear to have been disturbed since finished at the factory, with original emblems and decals intact. The racing-themed interior appears to be in equally original condition, and feature the red steering wheel and gear knob. The engine compartment is a treat for any fan of racing cars; everything is high-tech even by today's standards, with pipes and hoses running everywhere, dry sump tanks, and the massive intercooler bridging over it all.

Highly original, and in the current ownership for 28 years, this iconic Ford is one of the most memorable models of the formidable Group B era.

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

£175,000 - 250,000

€190,000 - 280,000

No Reserve

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.



210

The ex-Lieutenant Commander Christopher Tomkinson/Darell Berthon

1927 BENTLEY 3-LITRE SPEED MODEL

SPORTS TWO-SEATER

Coachwork Corsica

Registration no. TD 8966

Chassis no. BL1604/DN1731 (see text)

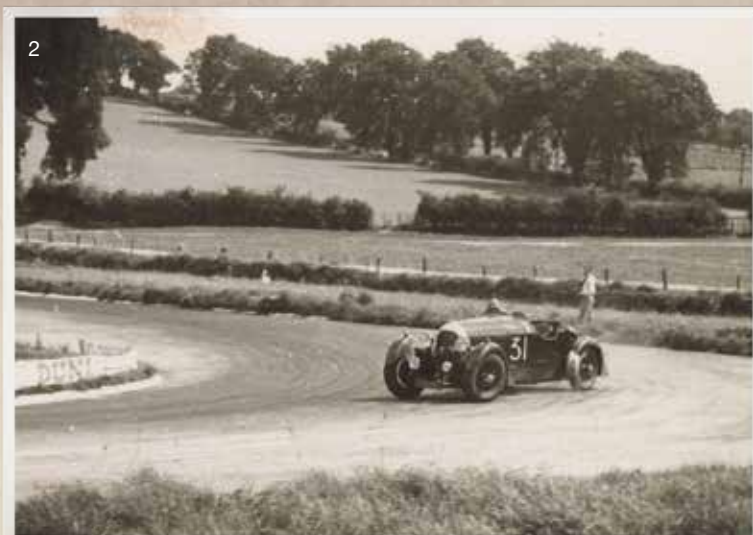
- The archetypal Vintage sports car
- One of 513 Speed Models
- Rebuilt to the best specification possible in the 1930s
- A Vintage Bentley with period competition history



1
On a special test, RAC Rally,
1939

2
Rounding the hairpin,
Donington Park 1938

3
On the RAC Rally, 1939



After nearly 40 years out of sight, this Bentley 3-Litre Speed Model was rediscovered in 2005 in the ownership of one David Roberts. This car originated as chassis number 'BL1604' in April 1927 and was sold new to a Miss J Kerr. It was delivered fitted with unusual three-seater 'cloverleaf' coachwork by Vanden Plas (body number '1368') and featured a black oxidised screen and accessories, and two spare wheels. These details are recorded in Brian Smith's book, *'Vanden Plas – Coachbuilders'*, where it is illustrated, and also in Michael Hay's *'Bentley – The Vintage Years'*. The Bentley was registered in Lancashire as 'TD 8966'.

It is not known when for certain, but probably no later than the mid-1930s, that 'TD 8966' was rebuilt on the chassis of a later 3-Litre, 'DN1731', as recorded by Hay. It is believed that this work was carried out by famed Bentley specialists, McKenzie Garages of London (service records show they had worked on the car since 1933). This is also supported by the fact that the car now carries the rear axle banjo from 'PB3543', the 4½-Litre that McKenzie converted in a similar manner to 'TD 8966' for noted Bentley collector Forrest Lycett in 1936. The rear springs were also out-rigged at this point, with a bracing bar across the chassis added also. At the same time the car was fitted with the stylish Corsica two-seater body it carries today, again very much in the style of the famed Lycett 4½. It is believed that this rebuild was carried out for Mr S A M 'Stanley' Bartlett; certainly his Bentley Drivers Club Application form from 1937 listed the car as completely rebuilt as a two seater.

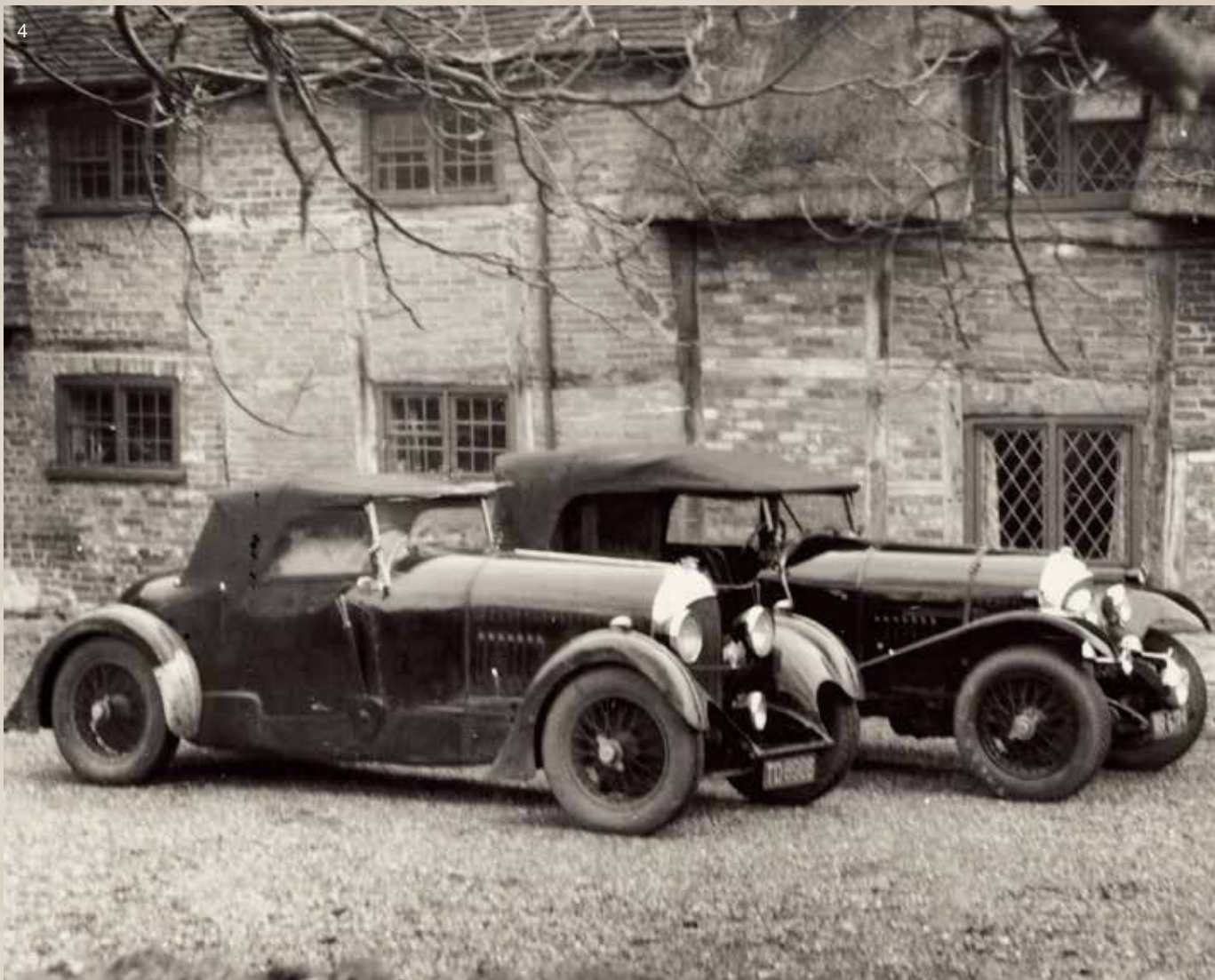


By 1938, 'TD 8966' had passed to Lt Commander Christopher Tomkinson, who raced and rallied the car, taking part in the Lewes Speed Trials, racing in 1938 at Donington Park, and participating in the RAC Rally in 1939 among other events (see photographs and results on file). At some point, it is believed during the late 1930s, the D-Type Bentley gearbox from the prototype 'Blower Bentley' chassis 'SM3901' was fitted. Tomkinson was a very good friend of fellow Bentley owner Lt Colonel Darell Berthon (author and later secretary of the Bentley Drivers Club) and they agreed that should either of them not return from the war, the others Bentley would become the property of the survivor. Sadly, Lt Commander Tomkinson would never enjoy the Bentley again in peacetime, being posted missing while serving aboard the aircraft carrier HMS Victorious in the Pacific in March 1945 (see biography). Berthon acquired the car in 1946/47, and with his wife Barbara continued to rally and race the car (as illustrated) up to 1956. 'TD 8966' passed in 1956 to David Roberts.

The car is mentioned in the December 1956 issue of the *Bentley Drivers Club Review* where Roberts - out for the first time in a Bentley - achieved 3rd in the Stapleford hill climb. In September of that year, David Roberts attended the Brighton Speed trials, achieving an average speed of 59.56mph (see certificate on file). Documentation on file relating to Roberts' period of ownership includes McKenzie Motors invoices for changing the original Corsica helmet wings to the more Spartan cycle wings the car currently wears (1956) and fitting Delco distributors (1961), and a Tim Abbott invoice for changing the brakes to hydraulic (1990). Also later recovered from Roberts' garage was a signed and dated copy of Darell Berthon's book *'The Racing History of the Bentley'* dated by Darell 27th March 1956.

The current vendor purchased 'TD 8966' at auction in December 2005. Having bought the Bentley, he was able to contact David Roberts' family and visit the garage where it had been stored since 1956. In this garage he found a quantity of the original brake components and other parts belonging to the car.





The current owner is indebted to Darell Berthon's son, Tom Berthon, for many of the period photographs and for assisting with the history. In 2008, Tom donated a side screen from his father's collection of parts that he had dutifully kept; astonishingly, this has been found to fit the car. By time of sale the original mechanical braking system will have been reinstated (still requiring final setup). During David Roberts' ownership, the cone clutch was replaced with a Borg & Beck plate-type clutch (the cone clutch was found in the garage together with another spare). The original hood frame and hood is offered with the car together with two rebuilt magnetos.

The Bentley remains as purchased in 2005, aside from the brakes, the only changes being the seats, which have been re-covered (original upholstery offered with the car). The engine was run in 2006 and the car driven prior to the removal of the braking system, but it has not been used since and will require a rewiring and full re-commissioning.

4
'TD 86966' with Darell Berthon's
3-Litre 'RR 6774'

5
Barbara Berthon competing at
BDC Fircle hillclimb, 1950s

Lieutenant-Commander - DFC - Christopher Charles Tomkinson (1916 -1945)

Arch Bentley man Christopher Tomkinson was born on September 14, 1916, only son of Major Herbert Tomkinson OBE TD and E.P. Tomkinson of Pool House, Astley, Worcestershire. His father headed a family carpet manufacturing business in Kidderminster and his mother was a member of the Thornycroft family whose companies built motor vehicles, engines and Royal Navy coastal warships.

Educated at Winchester College followed by Magdalen College, Oxford. He was an enthusiastic member of the University Air Squadron, and joined the Civil Air Guard, learning to fly at Doncaster Aero Club.

In 1939 he volunteered for the Royal Naval Volunteer Reserve and early in 1940 joined the Fleet Air Arm, as a trainee pilot.

Firstly flying a Supermarine Walrus flying boat then a Sea Gladiator biplane and Blackburn Skua fighter/dive bomber aircraft Christopher then became operational on the Grumman Martlet Hellcat Mark I. He was posted to join HMS *Illustrious* in the Indian Ocean - saw action in the Madagascar landings against the Vichy French, shot down a Potez bomber and two Morane fighters becoming the most successful WW2 pilot in a Martlett / Hellcat. In June 1943 aged just 25 he became a Squadron Commander. He spent time on a course at Quonset Point, Long Island, USA, graduating from a Martlet IV to a Chance-Vought Corsair aircraft, [a large rotary engined American fighter plane] and in 1944 leading his squadron of 18 Corsairs flying from HMS *Victorious* he flew top fighter cover for the successful attacks on the German battleship *Tirpitz* which had taken cover in a Norwegian fjord.

Continuing his war activities Christopher with his squadron sailed on the Aircraft carrier HMS *Victorious* to the Pacific, flew operationally in attacks on Sumatra and then as part of the Operation Iceberg landings on Okinawa, on March 26, 1945, Lieutenant-Commander Tomkinson led his Vaught Corsair squadron in an attack upon a Japanese aerodrome on Ishigaki island, west of Okinawa. His aircraft was damaged by ground fire and crashed into the sea five miles off Miyako island. He was observed in his life jacket in sight of land, but despite a search was not found and - aged 28 - was posted "missing presumed killed". He has no known grave, but his name is inscribed on the FAA Memorial, at Lee-on-Solent, Hampshire.

100 of Christopher's war letters survive and within these he mentions the time when his plane fuel tanks were leaking and with fuel shortages he saw no reason to allow the fuel to be wasted - collecting the fuel he was nearly court martialled when he tipped this into his Bentley, also there is mention of him having the Bentley emblem on his plane. Christopher considered the Corsair to be a very powerful fighter plane but disliked the fact that when flying upside down oil from the engine covered the windscreen.

The Christopher Tomkinson Trophy - donated to the Bentley Drivers Club at the time of Christopher's death by Darell Berthon - is still challenged for each year.



(Above) Lieutenant-Commander Christopher Tomkinson in his Chance-Vought Corsair MK.II, aboard HMS *Victorious*, leading 1836 Squadron into battle, 1944 (image part of lot)



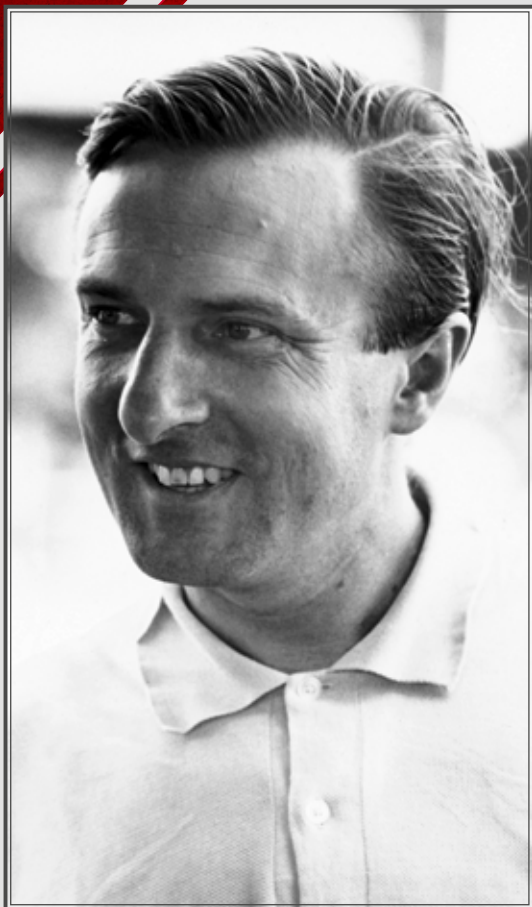


As presented today, this 3-Litre retains many key components from 'BL1604', including the engine ('BL1605'), front axle, instrument cluster and, of course, the registration mark 'TD 8966'. As previously mentioned, the car is fitted with the original gearbox from the very first 'Blower Bentley', chassis number 'SM3901' which is clearly historically significant in its own right. The rear axle 'banjo' is from chassis 'PB3543' the ex-Lycett Corsica bodied 4½, its nosepiece being numbered 'BL1611'; this car was owned by Darell Berthon, so it is very possible it was swapped while in his ownership. It is also apparent that at some stage the block has been skimmed to increase the compression ratio (probably for competition purposes), which has since been lowered using a compression plate. Renowned marque specialist Clare Hay has prepared a typically thorough report on this fascinating vehicle, which it is strongly advised interested parties read prior to the sale. This vehicle is also offered with various spares including a cylinder block, wheels and a fuel tank.

The story of 'TD 8966' is a fascinating one, and it is not beyond the bounds of possibility that researching its pre-War history will unearth further interesting information. Either way it represents now as it did in the 1930s: an eminently useable and effective Vintage Bentley, eligible for many of the world's most prestigious historic race and rally events.



Further pictures and details are available at
<http://www.bonhams.com/auctions/24122/lot/210>
£250,000 - 300,000
€280,000 - 330,000



THE JACK SEARS COLLECTION

British motor sport was saddened last August to hear of the death of Jack Sears, at the age of 86. 'Gentleman' Jack was one of the friendliest, most charming and approachable of the British racing drivers who came to prominence during the 1950s and '60s. He was rather embarrassed by his affectionate nickname, but it suited the gentleman farmer down to the ground. Tall, urbane and good-looking, he made his name by winning the inaugural British Saloon Car Championship in 1958.

Jack was born in 1930 into a well-to-do Northamptonshire family and learned to drive on the family farm; his father, Stanley, had some engineering interests and was one of the earliest collectors of cars. For his 17th birthday, while he was still at school at Charterhouse, Jack was given a Morgan 4/4, which he later replaced with an MG that he drove in sprints and driving test events.

He made his circuit-racing debut in 1950, at a Goodwood Members' Meeting. He spun the car, but finished. In 1951 - with barely a pause to marry his wife Cicely - they moved together into a Norfolk farm, Uphall Grange, bought when the family shoe business was sold - Jack continued racing.

Having driven various cars through the late 1950s and early 1960s, Sears received a call from Ford's Jeff Uren. Uren was managing the new John Willment Automobiles racing team, which had acquired a monstrous 7-litre V8-engined Ford Galaxie from the USA and wanted Jack to drive it in the British Saloon Car Championship. Jack took the wheel of his first Galaxie in 1963. In his hands it proved near unbeatable, and he and Willment Ford shattered Jaguar's long-maintained stranglehold on British saloon-car racing. Jack also saw success at Le Mans, finishing a fine fifth co-driving his friend Colonel Ronnie Hoare's Ferrari 330LM/B with Michael Salmon in 1963.

One of Jack's most spectacular wins, though, came at the 1964 British GP meeting at Brands Hatch. In a supporting GT race he stormed back through the field from dead last, after having been black-flagged for a rule infringement at the start. "I was so angry I think my first lap was around two seconds faster than my practice time," he recalled later. "I was passing people left, right and centre..." He caught Jackie Stewart, leading in John Coombs's famous Jaguar E-Type '4 WPD', and ripped past him to win, having hurtled from last to first in one of the UK's most sensational races.

September 1965 saw him testing the 5.3-litre V8-engined Lotus 40 variant at Silverstone when the car flew out of control, and rolled on top of him, nearly severing his left arm, cracking several vertebrae and inflicting burns and scalds. It was the end of 'Gentleman' Jack's serious racing career.

He later served British motor sport nobly as a Director and then President of the British Racing Drivers' Club.

211

1986 MERCEDES-BENZ 190E COSWORTH

Registration no. A14 JGS

Chassis no. WDB2010342F161171

- *Landmark Mercedes-Benz model*
- *One owner from new*
- *75,198 miles from new*
- *Service history*



Mercedes-Benz went head to head with BMW when it launched the compact 190 Series in December 1982, expanding its market to include motorists hitherto unable to afford the Stuttgart manufacturer's high-quality products. This policy proved an outstanding success, with sales of the 190 totalling almost two million over the course of its ten-year production life. A sports model was not long in coming, the Cosworth-developed 185bhp 2.3-16 joining the expanding 190 range in the autumn of 1983, to be followed a couple of years later by the 2.5-16. An effective body kit that lowered the Cd to a remarkable 0.32 helped the Cosworth-engined 190E to a top speed of around 140mph. Produced with touring car racing in mind, limited edition Evolution and Evolution II versions had arrived by the decade's end.

Jack Sears purchased this 190E 2.3-16 Cosworth new from the Norwich branch of Mercedes-Benz agents Robinsons Motor Group. Registered on 1st January 1986, the car received the number 'C380 AEX', which was later changed to the current 'A14 JGS'. Robinsons continued to service the Mercedes, as evidenced by bills on file. Presented in generally good condition, this low-mileage example of one of the most exciting touring cars of recent times is offered with current MoT, original order paperwork, copies of old/current V5/V5C documents, a quantity of MoTs dating back to 1991, and the aforementioned service bills.

£12,000 - 15,000

€13,000 - 15,000

212

1948 MG MIDGET TC ROADSTER

Registration no. HVS 572

Chassis no. TC2275

- Archetypal small British sportscar
- Iconic styling
- Legendary XPAG engine
- Current ownership since 1997



The first T-Series Midget - the TA of 1936 - retained the classic lines established by the J2 and its successors. A larger car than the preceding PB, the TA featured a new longer-wheelbase chassis and offered increased passenger room inside more spacious bodywork, thus starting the process that would see the Midget grow in refinement, and weight, as the years progressed.

Three years later the outwardly similar TB debuted the all-new, 1,250cc, XPAG, overhead-valve engine that would form the mainstay of MG production for years to come. Although slightly smaller in capacity than its predecessor, the shorter-stroke XPAG revved higher and was more powerful, its 54bhp being sufficient for a top speed approaching 80mph.

Announced late in 1945, the TC was based on the TB and possessed comparable performance but featured a widened (by 4") body and improved suspension with Luvax-Girling hydraulic dampers. More than any other car, it was the MG TC which was responsible for starting the American love-affair with the British sports car, many of the 10,000 produced up to the end of 1949 finding customers in the United States.

This example was previously used overseas. First registered in the UK in July 1992, the MG had had only one registered keeper when Jack Sears bought it in 1997 from Nigel Dawes Limited. The purchase invoice is on file and the car also comes with sundry service/maintenance bills, old/ current V5/V5C registration documents, and a quantity of MoTs for the period 1991-2012.

£18,000 - 22,000

€20,000 - 24,000

213

NO LOT

1955 NEKAF M38A1 JEEP 4X4 UTILITY TRUCK

Registration no. not registered
Chassis no. MD-10329

- *Unusual Jeep variant*
- *Combined Dutch/US manufacture*
- *Current ownership since 1993*



The NEKAF Jeep resulted from the Dutch Royal Army's need for a new lightweight all-terrain utility vehicle to replace its ex-WW2 Jeeps. Rejecting a DAF alternative, the Dutch military opted for the American M38A1. The latter was to be assembled in Holland at the Nederlandse Kaiser-Frazer (NEKAF) factory in Rotterdam using parts shipped from the USA, though eventually some 24% would be sourced locally. The initial order was for 4,000 vehicles, which were essentially the same as the American version apart from modifications to comply with Dutch traffic regulations.

Having failed to keep up with the agreed rate of supply, the Rotterdam factory lost the contract after almost 5,700 M38A1s had been delivered, with production passing in 1958 to Kemper & Van Twist Diesel. A further 2,000-or-so were made. In the event, the Dutch M38A1s would remain in service much longer than anticipated, only being phased out in the 1990s in favour of the Land Rover and Mercedes-Benz G-Class. The last were sold off in 2000.

This NEKAF Jeep was bought by Jack Sears in December 1993 for use exclusively on the farm, hence the fact that it has never been registered in the UK. It was acquired from L Jackson & Co, suppliers of ex-MoD equipment. The purchase invoice is on file, and the vehicle also comes with correspondence, an operation and maintenance manual, and an invoice for four replacement wheel cylinders.

£10,000 - 15,000
€11,000 - 16,000

215

2001 FORD MUSTANG BULLITT COUPÉ

Registration no. 466 BUL

Chassis no. 1FAFP42X91F210303

- Left-hand drive
- Limited edition model
- Official Ford homage to the iconic film



Ask any movie buff to list his or her favourite car chase scenes, and there's little doubt which one would be top of the pile: Steve McQueen's race through the undulating streets of San Francisco in the 1968 Warner Brothers motion picture, *Bullitt*. The car Steve drove in what is widely considered the greatest car chase ever filmed was a green Ford Mustang.

To commemorate this iconic movie moment, Ford Motor Company introduced a concept car at the 2000 Los Angeles Auto Show that recalled the colour and styling cues of the original. The response was overwhelming, and it was decided to commission a limited run of 5,000 cars.

Introduced for 2001 and based on the Mustang GT, most of the Bullitts were finished in the appropriate shade of Highland Green. The stock Mustang's 281ci (4.6-litre) fuel-injected V8 engine was raised in horsepower, delivering its maximum of 265bhp via a five-speed manual transmission and Traction-Lok differential. The suspension, brakes, and wheels were up-rated to cope, and the Bullitt also came with a special leather interior featuring sports seats upholstered in Dark Charcoal leather.

This Mustang Bullitt was first registered in the UK in October 2003 and was purchased by Jack Sears in April 2009 having had only one former keeper in this country. The car is offered with a V5C registration document, sundry bills, and all MoT certificates from 2004 to date, the most recent expiring on 17th April 2018.

£15,000 - 18,000

€16,000 - 20,000

216

1971 BMW 3.0S AUTOMATIC SALOON

Registration no. FVG 118J

Chassis no. 3150710

- Purchased new by Stanley Sears
- Collectible modern BMW
- Substantial history file



BMW returned to six-cylinder power for its range-topping models in 1968 with the launch of the 2500/2800 saloons and the 2800CS coupé. The unitary construction bodyshells were new while the all-independent suspension was carried over from the successful four-cylinder range. Smoothness personified and remarkably frugal, the new six-cylinder M30 engine was likewise a development of the existing 'four', retaining the latter's chain-driven single overhead camshaft but enjoying the benefits of a new combustion chamber. Servo-assisted all-disc braking was a standard feature, while automatic transmission and power steering were available as options. Even more performance was available from the larger-engined models that appeared later, beginning in 1971 with the 3.0S, which had 178bhp on tap.

Jack's father, Stanley Sears, purchased this 3.0S new from BMW Brighton and shipped it to Portugal where he lived. Air conditioning, power steering, Frankfurt radio, and an electric sunroof were specified. Following Stanley's death in 1987, the BMW was brought to the UK and registered here in November 1990. The car has an unusual 'Flying Lady' mascot on the bonnet, and both Stanley and Jack much enjoyed watching her bottom wiggle as the car accelerated! MoT'd to April 2018, this collectible modern BMW comes with a substantial file of history to include the original order/purchase correspondence and paperwork; old Portuguese registration papers and service invoices; numerous subsequent UK service invoices; old/current V5/V5C registration documents, etc.

£10,000 - 15,000

€11,000 - 16,000

217

The ex-John Willment Racing Team, Driven by Jack Sears to the 1963 British Saloon Car Championship

1963 FORD GALAXIE 500 'BML 9A'

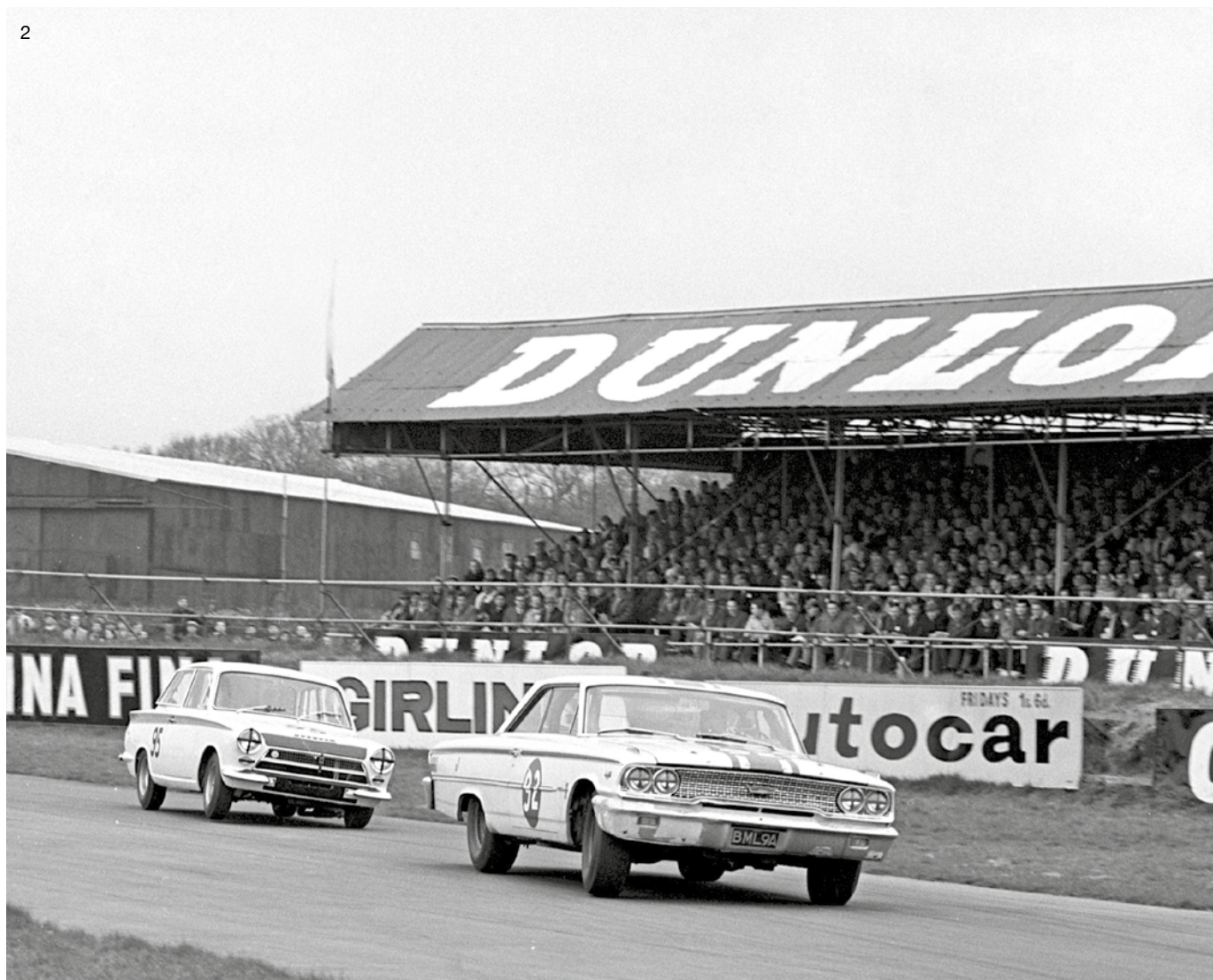
Registration no. BML 9A
Chassis no. 3N66R143030

- Holman & Moody 'Lightweight' Ford Galaxie 500
- British and South African Saloon Car Champion
- Legendary iconic Racing Saloon Car
- Also driven in period by Graham Hill, Bob Olthoff, Paul Hawkins and Frank Gardner



1 (main)
Jack Sears fully committed at Silverstone, 11 May 1963

2
The Sears Ford Galaxie wins from Jim Clark's Cortina at Goodwood, Easter, 1964 © GP Library



In our catalogue descriptions we have often highlighted how one may judge a great competition car by the company it kept in period. Another vital yardstick when it comes to assessing historic value is then perfectly exemplified by this magnificent Ford Galaxie 500 racing saloon car, for it is nothing less than an extremely important motor racing landmark.

Between 1950 and 1963 British production car racing had been absolutely dominated by the Jaguar marque. The Coventry-built cars with their wonderful 3.4 and later 3.8-litre twin-overhead camshaft XK-series engines dominated the category, proving effectively unbeatable. The Jaguar Mark VIIIs following by the 3.4 Mark I saloon and then the Mark II in ultimate 3.8-litre form simply overwhelmed all opposition.

But here we offer the John Willment Automobiles Ltd racing team's Ford Galaxie 500 – the landmark car in which the late, great, hugely popular driver Jack Sears stood the racing record on its head, and shattered those long years of Jaguar domination.

It was in mid-January 1963 that Jack had received a telephone call from Willment's new team manager Jeff Uren – himself a former saloon car racing rival – who explained that the freshly-established Twickenham-based equipe were purchasing from America a "...full-house Holman & Moody NASCAR Ford Galaxie with which they intended to confront Jaguar in the British Saloon Car Championship". And they wanted Jack to drive it.

The Galaxie was a 400-horsepower 7-litre 'Lightweight' being built by NASCAR stock car racing specialists Holman & Moody in Charlotte, North Carolina. It would be the first of three destined for the British saloon car racing scene, the other two being destined for Sir Gawaine Baillie and Alan Brown. Willment's car – as now offered here – would not be delivered until the Spring. Included in the extensive documentation file accompanying this Lot is the original Holman & Moody receipt, No 814, dated June 20, 1963, and confirming sale to "John Willment Automobiles Ltd, 161 Chertsey Road, Twickenham, Middlesex, England" – the recorded price being US \$3,342.98.

Meantime, Willment had been offered the brand-new – and at that time "hush-hush" Cortina GT saloon to contest the Championship's 2-litre class, which scored equal points to the race winner overall – which would almost inevitably be from the over-2-litre class...and, until May 1963, most definitely of Jaguar manufacture.

'Gentleman Jack' – as was his wont – discussed the Willment proposition with his wife Cicely – and decided to take a chance and sign for the new Ford team, because: "It sounded like fun..."





© Paul Harmer/Octane

In the Willment Ford Cortina GT, Jack would win his class in every race he contested with it that year, but meanwhile the new NASCAR-style 'Lightweight' 7-litre Ford Galaxie 500 had been completed by Holman & Moody, and it was delivered by air in time for the major BRDC International May Meeting, at Silverstone. The Twickenham-based team brought this great car to Silverstone in time for Thursday practice, but its Firestone racing tyres had not been despatched in time from the USA. Road tyres were fitted instead and inflated to 50-60lbs psi, just enabling Jack to test-drive the car on track, not least checking out its drum-brake behaviour.

This initial exploratory drive was brief – ending when a tyre burst and Jack Sears parked on the grass – "...to watch Graham Hill and Roy Salvadori and Gawaine Baillie waving at me as they hurtled past in their Jaguars...". This Galaxie notion was plainly going to prove a disaster. The vital Firestone tyres arrived in time for Friday practice. "Without trying terribly hard I then qualified on pole position – faster than all the Jaguars. I tried a standing start on one of Silverstone's infield runways. It seemed OK. But a second start left the clutch slipping. I owned up to Jeff Uren who said that was OK because they had a spare clutch they could fit for the race. But as a precaution Jeff 'phoned John Holman in Charlotte and asked how much punishment we could expect the clutch to take. Holman told him that first gear on a NASCAR Galaxie was very high as they did rolling starts, but that I should not dump the clutch at the start, because it would not tolerate it..."

As recalled in Mr Sears's biography *'Gentleman Jack'* (with Graham Gauld) "I must say I made a very leisurely start, I mean it was really leisurely, and into the first corners the three Jaguars were leading, with Graham Hill followed by Roy Salvadori and Gawaine Baillie.

"In that first race I had drum brakes with metal to metal linings so they didn't fade and were actually quite good, better than you would believe. I found the Jaguars were not outbraking me, so when we left Chapel Corner and came on to Hangar Straight I felt, gosh, this thing is really flying, I think I can pass them.

"To my surprise I passed all three Jaguars in the one manoeuvre. I had no time for waving or anything like that; I had my head down concentrating but now was the moment of truth as I hit my braking point for Stowe. To my surprise they didn't come past me but just followed me.

"I put my foot down on the exit from the fast uphill left-hander at Abbey and the Galaxie just pulled away from the Jaguars. By the end of the second lap I had a comfortable lead though was still worried about the clutch, so left the Galaxie in fourth gear for the rest of the race – I never changed gear again...". The great white car with its centreline red stripes won imperiously, the long era of Jaguar's saloon-car stranglehold had been broken and Jack Sears "felt like I was walking on air".

Journalist Gregor Grant's race report in *'Autosport'* magazine began "When the 'tourers' lined up, it was an unfamiliar sight to have an American V8 in pole position, with Jaguars ranged alongside. When Kenneth Evans dropped the Union Jack, Sears made a very calculated start, easing in the clutch gently, and getting the monster rolling before unleashing over 400 very hairy horses.

"The Jaguars had an initial advantage, but down Hangar Straight, Sears opened up the big Yank, to storm into the lead. There was simply nothing that (Graham) Hill, Salvadori, Mike Salmon and Co could do about it, beyond hope that something would break, or the Ford run out of its drum brakes. Jack Sears was allowing for all this, immediately setting about building up as big a lead as possible before Jeff Uren in the Willment pit would give him the ease-up signal.

"With Sears streaking away from the Jaguars interest was focused on a stirring battle (behind him)....

"At half-distance Sears had built up a lead of over 20 seconds from Salvadori, with (Peter) Dodd in third place a long way back. Sears eased off considerably after putting the touring car record up to 92.42mph and rolled comfortably home to victory, first ever for a car other than a Jaguar."



Two weeks later at Aintree, Liverpool, this Willment Galaxie reappeared in Jack Sears' hands for a 34-lap, 102-mile race around the Grand National horse-race venue's perimeter motor racing circuit. David Pritchard's 'Autosport' report read:

"The presence of Jack Sears with the enormous Ford Galaxie made the outcome almost a foregone conclusion except that, in this long-distance race, Jack had a very real problem in the shape of tyre wear. This being so, he had no thought of record breaking or showing the real pace of this monstrous vehicle, and was wisely content to nurse the brute through the corners and to turn the wick up on the straights only just far enough to keep the opposition at bay.

"The race was, therefore, dictated by Michael Salmon in the 3.8 Jaguar, which led the first half-lap, and thereafter sat in second place relentlessly keeping on the pressure every time Jack tried to ease up...an enthralling tactical exercise from which both drivers emerged with the greatest possible credit."

The Crystal Palace Whit-Monday meeting could hardly have presented the Willment team with a greater Galaxie challenge, for the exceptionally tight little circuit around the London parkland venue surely favoured the Jaguars, the small-class Mini-Coopers and medium Cortinas and Anglias and Sunbeam Rapiers – anything other than the vast Galaxie which Sir John Whitmore described as "looking as big as an aircraft carrier".

Sir Gawaine Baillie had acquired a sister 'lightweight' Galaxie 500, and one report described how: "Whatever people may have thought about the big Ford Galaxies on the twisting Crystal Palace circuit was soon dispelled by Jack Sears, who took an early lead from Roy Salvadori (3.8 Jaguar) and Graham Hill in a similar car. The Jaguar drivers tried all they knew, but Sears and his seven litres of V8 Galaxie were absolutely uncatchable. Gawaine Baillie, making his debut with another Galaxie..." and finished only 4.8secs behind Hill.

In mid-season Ford homologated front disc brakes on the Galaxie, while drums were retained at the rear. Back at Silverstone for the British Saloon Car Championship round supporting the British Grand Prix, "Down went the flag, and Sears thundered off in the huge Galaxie, followed by Salmon (Jaguar) and Baillie (Galaxie). For two laps Salmon gallantly held second place, but then the 7-litre barouche boomed past, and that was that!... Nothing could live with the titans, Sears and Baillie pulling well away from everyone else, and Salmon easily out-acing the other Jaguars by 1-2 secs per lap (until) the ninth lap, Salmon's engine gave up the ghost and he abandoned. Sears took the chequered flag to win... easily. He was followed by Baillie, who had closed up to within 5.2 secs, but (Mike) MacDowel in the leading Jaguar was over a minute behind....".

Jaguar in the lanky form of its general manager 'Lofty' England did his best to hamper the American invader's irresistible progress by "having a quiet word" with the Royal Automobile Club governing body and race scrutineers wherever this Willment Galaxie threat confronted his customer's 3.8-litre Mark II saloon cars.



3
Wet weather conditions for the opening round of the 1964 British Championship at Snetterton. © LAT

© Paul Harmer/Octane

The British scrutineers had certainly been over the newcomer with a fine tooth comb at the May Silverstone meeting, and Robert Grant of *'Autosport'* later wrote how: The Galaxie met with many queries from the scrutineers. Jeff Uren is the first to admit that scrutineering is an unenviable and tough job, but what he does complain about is their inconsistency. As is common knowledge, a great fuss arose over the Galaxie's roll-cage, amongst other items, resulting in it being weakened so much (to prevent it illegally stiffening the chassis unit) that in the event of an accident it would have been quite useless. Despite cables, etc, from America to the scrutineers, after much argy-bargy the Galaxie was withdrawn from the Brands Hatch Six Hours, causing disappointment (to say the least) to the entrants, drivers, organizers and – last but not least – the general public on whom, let's face it, motor racing depends a great deal.

Regardless, "Success followed success...Jack Sears won every time he finished with the Galaxie. Bob Olthoff also scored a first with the car and Graham Hill a second at Oulton Park. One other gentleman has scored a win with the Willment Galaxie and that was Sir John Whitmore at the recent Rhodesian Grand Prix meeting – a result which should give those who regard him as solely 'a Mini man' something to think about..."

At August Bank Holiday Brands Hatch, Michael Kettlewell reported: "...the 20-lap Group 2 saloon car race had an added attraction whereby Jim Clark took over the Alan Brown-entered Ford Galaxie, thereby giving Jack Sears in the Willment machine something to think about....The traffic

jam around Druids (hairpin) was a sight not for the nervous and it was a wonder that nothing untoward occurred. It was Clark ahead of Sears, the two Ford Galaxie pilots wrestling at the wheel, working as never before. The Jaguar pilots, too, were right on the ragged edge, Salvadori leading Hill and Salmon by a whisker.

"The splendid spectacle of Galaxie drivers working really hard ceased on the ninth lap when Sears trickled into the pits with a flat tyre, leaving this year's likely World Champion in a commanding position. So Clark emerged winner from Hill and Salvadori..."

Graham Hill then drove the Willment Galaxie offered here in the saloon car race supporting that year's Formula 1 Oulton Park Gold Cup, in September. Dan Gurney was strapped into Alan Brown's rival Galaxie, and he qualified that car on pole position ahead of Hill, while Jack Sears and F1 driver Trevor Taylor were giving the new Lotus-Cortina saloon model its frontline racing debut, next up on the front row of the starting grid. The *'Autosport'* report read: "Dan Gurney made a thunderous start with rear wheels spinning madly, but Graham Hill in his gigantic bolide took it easier and was out-accelerated by Sears and Taylor, and Adams's Jaguar. However, on Knickerbocker Straight (sic – in reality 'Knickerbrook' Straight...) Hill boomed past the trio in the Willment device to take second place.





4
Powering through the puddles at
Silverstone, May 1964 © LAT

5 (main)
Victorious over the sister Willment Galaxie
at Aintree, April 1964 © LAT

"Gurney was completely master of the race, using the immense acceleration of his drum-braked monster to the limit, with a conspicuous absence of wheel-winding and tearaway cornering – in fact the perfect example of a polished performance. Less familiar with the Galaxie, Graham Hill was not exactly hanging around, but gradually fell back to be pursued by the incredible Lotus-Cortinas of Sears and Taylor... Gurney gradually overwhelmed the rest of the field, and when he crossed the line at the end he was 31secs in front of Hill, and the only others on the same lap were Sears, Taylor and Salmon."

For the deciding British Saloon Car Championship round at Snetterton, during the 'Autosport' Three-Hour race meeting, Jack Sears was back in this Willment Galaxie – and he qualified on pole position for the race, knocking no fewer than five seconds off his own lap record. His lap time of 1minute 45 seconds was actually faster than the Aston Martin DB4GT Zagatos and the 1150cc sports-racing cars in the main 3-Hour sports and GT race.

Willment's South African driver Bob Olthoff also drove the Galaxie, and he lapped 0.8sec slower, still way below the existing lap record. Team manager Uren then decided to put Jack Sears in the Lotus-Cortina for the race, entrusting the Galaxie to Olthoff.

Michael Kettlewell reported: "Although Olthoff got his Galaxie ahead for the first couple of laps, Jack Brabham (in the rival Alan Brown-entered Galaxie), using all the track as only he can, caught and passed him and stayed comfortably ahead for the remainder of the 20 laps...the race continued its course, the Galaxies walking away with it, as is their custom these days; they lapped the slowest car, an 850 Mini, every two-and-a-half laps. With second place seemingly in his pocket, Olthoff's monster died at Sear Corner with transmission failure, so the South African's exciting and hair-raising ride terminated...."

On November 2, 1963, the Willment team fielded their Ford Galaxie in the Kyalami 9-Hour endurance race at Johannesburg, South Africa. The great car was to be co-driven in this unlikely event by Jack Sears and the rugged Australian Paul Hawkins. They lapped in an impressive 1 minute 50 seconds while the race overall was being dominated by the eventual winning pair of David Piper and Tony Maggs, in the former's BP-green Ferrari 250GTO....

The Galaxie led overall on the Index of Performance – by far exceeding their predicted lap speed. At one point Paul Hawkins was called into the pits to be rebuked by the Clerk of the Course for baulking, but resumed in third place – typically unabashed and rumbling around happily under the South African sun. One pit stop for the Galaxie occupied 14 minutes as the Willment crew refuelled it, fitted four fresh Firestone tyres and replaced its front brake pads. But: "Just as dusk was falling the Galaxie, with Sears driving, started belching smoke as it came through Jukskei Sweep and finally stopped at Clubhouse Bend with a blown cylinder gasket, a fine performance had come to an end....".

In the saloon car race supporting the year's non-Championship Formula 1 Rand Grand Prix at Kyalami, South Africa, Bob Olthoff drove the Galaxie and led only for it to shed its fan belt, retiring after 13 laps with the 7-litre engine overheated.

The great car was repaired in time for the 1963 South African Grand Prix meeting at East London on December 28, when a 15-lap touring car race saw three Lotus-Cortinas pursue it around the road circuit overlooking the Indian Ocean. Paul Hawkins finally finished second in the Galaxie just behind team-mate Bob Olthoff in the Willment Lotus-Cortina, "just like you can buy" before Ford South Africa's smaller-car clientele....

On January 4, 1964 at Cape Town's tight Killarney circuit, Hawkins was again beaten into second place in a Heat behind Basil van Rooyen's Cortina then finished third in the Final behind van Rooyen and Koos Swanepoel's sister Cortina. The great Galaxie returned to England where Jack Sears would campaign it again to defend his British Saloon Car Championship title.



Jack Brabham won the opening 1964 Championship round at Snetterton in Alan Brown's rival Galaxie after Jack Sears had sustained a damaged wheel in a minor collision. But on Easter Monday at Goodwood Jack won handsomely in this car and his fastest lap was a new course record of 1 minute 35.2 seconds, 90.76mph.

Two weeks later at Oulton Park, the Willment Galaxie ran out of brakes but at Aintree the following weekend Jack Sears triumphed yet again after thundering into a thirty-yard lead off the startline, leaving Sir Gawaine Baillie's sister 7-litre in second place.

The Willment team was most unusual for such a prominent works-level organisation in entering cars for the occasional National club meeting – partly in response to good prize money being on offer... On April 25, 1964, Jack Sears drove the Galaxie in the Maidstone & Mid-Kent AC's annual Silverstone National race meeting, winning a preliminary Heat effortlessly from a twin-cam Lotus-Ford engined Ford Anglia driven by Norman Abbott – who beat Bob Olthoff's Lotus-Cortina. In the Final Sears and the Galaxie won outright, again from Abbott's Lotus-Anglia which this time beat the Lotus-Cortinas of Jackie Stewart and Bob Olthoff into third and fourth places.

Back at International level, May Silverstone '64 saw Sears and the Galaxie dominating from start to finish. But on this occasion he had to contend with Dan Gurney – no less – in the rival Alan Brown-entered 7-litre car yet triumphed regardless.

The 1.39-mile Crystal Palace circuit followed, where Jack again drove brilliantly to lead until a tyre burst, enabling Jim Clark and Peter Arundell in their Team Lotus Lotus-Cortinas to place first and second overall.

Another National-level entry was also made in the Jaguar Drivers' Club June 13, 1964, meeting, again at tight and sinuous Crystal Palace – hardly the Galaxie's preferred habitat.

One race report read: "The most entertaining race of all was the first – a 15-lapper for saloons... Jack Sears took an immediate lead, using the enormous acceleration of Willment's 7-litre Ford Galaxie to the full, with team-mate Bob Olthoff (Lotus-Cortina) and Mike Young (Superspeed 1650 Anglia) in hot pursuit...Young, not impressed by Olthoff's energetic cornering, passed the South African on the fourth lap, immediately to draw away and gobble up the distance between his maroon Anglia and 'Gentleman Jack's Galaxie!

"Mike Young tried everything he knew to pass the Galaxie...really causing Jack Sears much embarrassment. Somehow the American monster held on until the end, to the tune of 0.2sec..."

The next round of the year's British Saloon Car Championship for the mighty 7-litre car was run at Brands Hatch on August Monday where Jack Sears and the Willment Galaxie yet again led from flag to flag.

6
'BML' believed to be at either the Ollon-Villars or St Ursanne-Les Rangier hillclimbs in Switzerland. Ford had the car run there in a promotional event at the same time as Jim Clark demonstrated the Indy Lotus-Ford 38. © REVS Digital Library

7
Jack in the Galaxie in the Coupes de Terlaemen meeting at Zolder, Belgium, 1963. © REVS Digital Library



At Oulton Park 'Gentleman Jack's chance of defending his British title spluttered away with ignition failure in the big Galaxie, despite the red-striped white car having again thundered off into the middle distance, pursued – as always that season – by the twin works Lotus-Cortinas headed by Jim Clark. Sears finally retired the Galaxie on the grass near Knickerbrook Corner with ignition failure, and Jim Clark won the race – and the year's British Championship title after a victorious season in the 2-litre class with his Lotus-Cortina.

Meanwhile, Jack Sears and the Willment team had also contested selected rounds of the European Touring Car Championship – as at Zolder, Belgium, on May 10 that year, when Jack in the Galaxie won his race from a Jaguar 3.8 and Eugen Bohringer's factory Mercedes-Benz.

The great car was then returned to South Africa for the 1964-65 Springbok racing season, in company with the Willment team's Cobra. Their tour commenced with another Kyalami 9-Hour race – no less – in October, but the Galaxie – co-driven on this occasion by the Australians Paul Hawkins and Frank Gardner – ran its engine bearings in unofficial practice, necessitating a rebuild. It then overheated in the long race and after an exploratory thermostat gasket change the Willment crew set about head gasket replacement. Despite having lost all chance of a meaningful placing the Galaxie's return to the track at 7pm was greeted by thunderous applause from the enthusiastic South African crowd, but further pit stops followed and the great white monster was unplaced as the Piper/Maggs Ferrari 250GTO scored its third consecutive Kyalami 9-Hour race win.

On November 29 the car ran in the Rhodesian Grand Prix meeting at Bulawayo, Paul Hawkins winning the supporting race in the by this time red-painted/white-striped Galaxie, and in the Rand Grand Prix meeting back at Kyalami on December 12 'Hawkeye' won yet again, this time holding off a Lotus-Cortina driven by new star, Jackie Stewart...

Bob Olthoff led the saloon car race supporting the 1965 South African GP at East London before falling back, brakeless, and he would buy the Galaxie from Willment subsequent to this tour. His ambition was to win every touring car race in his native country and as a Willment South Africa entry through 1965 he scored outright wins with the Galaxie in consecutive meetings at Kyalami, a second at the Roy Hesketh circuit, three outright wins in one meeting at Marlborough (Salisbury, Rhodesia), then further outright wins at Kyalami and Hesketh, class victories at Kyalami, Hesketh and Killarney, culminating in yet another outright success again at Kyalami. He became South African Touring Car Champion in the great car, which in that period was on its own absolutely guaranteed to draw huge crowds wherever it raced.

In January 1966, Olthoff and the Galaxie won outright at East London before he bought a McLaren-Elva Group 7 sports car from visiting British privateer David Prophet, after which the Galaxie passed into honourable retirement. The great car was retained by Bob Olthoff "for old time's sake" until 1988, when he finally agreed to sell it back into British ownership – the buyer being none other than Jack Sears "for identical reasons"...



8
Jack with his Galaxie in later life
© Sears Family Archive



The extensive documentation file accompany the car today details 'Gentleman Jack's purchase of his favourite old warhorse, and includes the original invoice from "Bob Olthoff Racing (Pty) Ltd trading as Bob Olthoff Aircraft Sales – Solitude Airfield, Eikenhof" which is dated May 26, 1988. The price paid was £25,000 including a quantity of spares and components which had been removed from the car over the long years.

A large quantity of further invoices detail Jack Sears's subsequent restoration of the car to running order. In July 1990 the engine was rebuilt with a 427 top-oiler cylinder block, bore and honed to +.040-inch oversize. The camshaft bearings were renewed and cylinder deck resurfaced. The crankshaft was ground 10/10 undersize and fitted with brand-new bearings. A matched set of con-rods were aligned and crack tested with new big-end bolts fitted. Pistons were found to have been "lightly used", +.040 fitted with new rings. A new Iskenderian 505 Magnum camshaft was ground specially, copied from a 1963 original, and new Iskenderian cam followers and moly-chrome pushrods were fitted. A new heavy-duty drive high-capacity oil pump – with extended pick-up – increased-capacity oil sump as per original – double roller-chain camshaft drive with new cam and crank sprockets were adopted, while the 427 cylinder heads were reconditioned with bronze guides, reprofiled valve seats, new valves, retainers and double springs. The original H&M inlet manifold was fitted with a new four-barrel Holley carburettor while the crankshaft damper and flywheel from the original were balanced as a unit and installed together with a fresh clutch disc and reconditioned clutch cover.

This work was carried out by The Engine Shop of Maids Moreton, Buckingham, while through 2012-13 further work upon the car was conducted by Steven James Engineering of Sprowston, Norwich, Norfolk. Mike Brown was Jack Sears's original engineering manager within the Willment team in period, and in the mid-1990s his Rally Service Ltd automobile engineering company of Hayes, Middlesex has also carried out work upon the Galaxie, as specified in documents also presented within the file. Mr Brown recalls how: "Since the car was raced by Jack, Bob Olthoff had carried out some modifications. The front brakes were enlarged and the rear inner arches cut out to accommodate larger rear wheels. When Jack had us renovate the old girl we had aluminium tubs rolled up for the inner arches and added a small-bore exhaust so Jack could drive her on the road...".

Most significantly, there is also considerable original correspondence between Jack Sears and the British Department of Transport DVLA licensing authority seeking restitution of the Galaxie's original period UK Registration of 'BML 9A'. On June 12 1989 a Department officer wrote to Mr J.G.S. Sears at his Uphall Grange home in Norfolk confirming, in part, that: "Because of the very special place your Ford Galaxie has in British motor history it has been decided, very exceptionally, for the vehicle to be registered under the number BML 9A...".

As justification for that rare accolade – we could not have put it better. We commend 'Gentleman Jack's 1963 Willment Ford Galaxie to the connoisseurial collectors' market - in part as a truly historic Historic racing saloon but, most significantly, as a truly iconic and valuable landmark car hopefully to be respected, preserved and cherished for future generations to enjoy...

£180,000 - 220,000
€200,000 - 240,000

© Paul Harmer/Octane

218

The 1938 Earls Court Motor Show

1938 ROLLS-ROYCE PHANTOM III LIMOUSINE

Coachwork Thrupp & Maberley

Registration no. ANV 688

Chassis no. 3DL76

- *The last word in motoring luxury in its day*
- *Owned by the Sears family from new*
- *Fastidiously maintained*
- *Excellent history file*



B.D.C. (20-Ghost Club invitation) Firlie Hill Climb. September 5th 1954.
S. E. Sears Rolls-Royce Phantom III 38.08 secs © Sears Family Archive

'The most captious critic is obliged to admit that a Phantom III provides all that can be wished for in a large luxury motor-car. The comfort, silence and road-holding with really impressive acceleration and maximum speed made a combination of virtues which few cars of the time could equal.' - Anthony Bird, *'Rolls-Royce Motor Cars'*, 1964.

Perhaps the most outstanding luxury car of the 1930s - certainly on this side of the Channel - was the Rolls-Royce Phantom III. Introduced in 1936, the 7,340cc V12-engined Phantom III succeeded the Phantom II, the six-cylinder engine of which was considered to be at the end of its development life. The choice of a V12 configuration was a logical one for Rolls-Royce, the company already having had considerable experience of manufacturing V12 aero engines such as that used in the record-breaking Supermarine S6B seaplane. No doubt another consideration was the need to match the multi-cylinder opposition, notably the V16 Cadillac and V12 Hispano-Suiza.



A state-of-the-art design employing advanced materials and techniques such as 'skeleton' cylinder blocks with wet liners and aluminium alloy cylinder heads, the PIII V12 produced 165bhp in its debut form. The maximum output was subsequently raised to 180 brake horsepower, which was sufficient to propel later examples to 100mph, earlier models being capable of around 90. Its engine configuration aside, the Phantom III represents an important milestone in the history of Rolls-Royce cars, being the first with independent front suspension. A total of 710 had been manufactured when WW2 halted production, of which around 300 exist worldwide today.

The Rolls-Royce Phantom III was, of course, an exclusively coachbuilt automobile. Most of the great British coachbuilding firms offered designs, many of them unique, on the Phantom III chassis. The last word in motoring luxury in its day, this example carries close-coupled limousine coachwork by the highly respected London-based firm of Thrupp & Maberly, a concern noted for a succession of coachbuilding innovations during the 1920s and 1930s.

In October 1938, '3DL76' was displayed on Rolls-Royce's stand at the Earls Court Motor Show and shortly thereafter was purchased by Jack Sears' grandmother, Mrs C Sears. On collecting the Phantom, Mrs Sears was driven away by her chauffeur as she never drove.

The Phantom was laid up for the duration of WW2 while petrol was rationed, and when Mrs Sears died in 1952 it had covered only 6,150 miles. It was then acquired from her estate by Jack's father, Stanley Sears, and in 1958 was re-cellulosed in green (from original maroon). Not deterred by the Phantom's formal coachwork, Stanley had entered the BDC's (20-Ghost Club invitation) Firlie Hill Climb in September 1954, setting a time of 38.08 seconds (photographs on file).

The substantial history file contains numerous invoices testifying to the careful maintenance that Phantom has enjoyed over the years, there being bills from Rolls-Royce's London service depot dating from the 1950s/1960s and more recently from marque specialists Blackmore Engineering Co of Shoreham-by-Sea. The file also contains an old-style buff logbook, old/current V5/V5C documents, starting instructions, and a large quantity of MoT certificates dating back to 1973 (most recent expired 2012).

A wonderful opportunity to acquire what is quite possibly the last Phantom III that has been owned by a single family from new, and one that has never before been offered for public sale.

£80,000 - 120,000
£89,000 - 130,000

219

1969 MERCEDES-BENZ 280 SL CONVERTIBLE

Registration no. LNF 354G

Chassis no. 11304422006583

- One previous (family) owner
- Owned by the Sears family since 1988
- Automatic transmission
- Engine rebuilt in 1988



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

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

The last of a popular and extremely successful line begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250SL's. The 280SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's.



Autocar was full of praise for the 280 SL's effortless performance: 'Those going abroad will be pleased to know that the 280 SL can sustain 100mph with ease, and still have a good bit in hand for surging up to 120mph when traffic and conditions permit. All the time the engine is smooth and it has a sweet song to its exhaust note, which starts as a deep throb and builds up to a busy hum at maximum revs.'

Christened 'Pagoda' after their distinctive cabin shape - devised by French designer and classic car enthusiast, Paul Bracq - these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

Jack Sears' wife, Cicely, had always dreamt of owning a Mercedes-Benz 280 SL. When he heard that his friend Stuart Graham had one for sale, Jack decided to make her dream come true. The car was duly purchased in December 1988, but to make it a complete surprise, Jack needed to come up with a master plan. Shortly before Christmas he asked Cicely if she would mind driving over to Silverstone with him. He told her that he had to bring back a car that he needed to try out for the BRDC, saying they were thinking of providing Rovers for the Directors. She was very dismissive about them choosing Rovers, as she saw them as rather stuffy! She loved driving and enjoyed sporty vehicles. Nonetheless, Cicely said she would be delighted to go.

On arrival at the circuit, Jack drove to one of the hangars where Cicely noticed a silver 280 SL, parked alongside the other vehicles. 'Oh Jack,' she exclaimed, 'there's my dream car!' So it was suggested that she should go and have a look at it while Jack had a chat to the person he was meeting.

As Cicely approached the car she could see an envelope on the windscreen with her name on it. Not understanding what was going on she said as much to Jack and he suggested she opened the envelope. It was a Christmas card thanking her: 'For supporting him with his passion for interesting and fast cars. For willingly participating in his motor sport activities and never complaining when she had to hang about for hours on end. For being so understanding and helpful at all times.' Jack made Cicely's dream come true but very sadly she did not have many years with the car. She died suddenly and unexpectedly in 1995.

'LNF 354G' had been owned from new by the Merry family until its purchase by Stuart Graham, who commissioned an engine rebuild before selling it to Jack Sears. The bill for the rebuild is on file together with the car's purchase invoice, sundry maintenance/service invoices, MoT to April 2018, and a V5C Registration Certificate.

£80,000 - 100,000
€89,000 - 110,000

END OF COLLECTION

FURTHER PROPERTIES

220 N

2011 PORSCHE 911 GT3 RS 4.0 COUPÉ

Registration no. not UK registered

Chassis no. WPOZZZ99ZBS776315

- Rare high-performance 911 variant
- One of 600 made
- Left-hand drive
- 9,365 miles from new



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

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

Following the launch of the original Type 996 GT3, Porsche introduced an even more track-focused variant in 2003: the GT3 RS. Standing for RennSport (literally 'race sport') the 'RS' designation referenced that iconic first-of-the-line model of 40 years previously. In GT3 RS specification, the 3.6-litre flat-six 'Metzger' engine was up-rated, producing around 400bhp, although the claimed output remained unchanged at 318bhp for homologation purposes. The RS was lighter than the 'ordinary' GT3, weight saving measures including a polycarbonate rear window, and carbon-fibre bonnet and rear wing,

while the stock cast-iron brake discs were replaced with ceramic composite rotors for greater fade resistance under competition conditions. RS suspension was adjustable, and the car ran some 3mm lower than the stock GT3.

For 2006 the GT3 was extensively redesigned and improved on the Type 997 platform. New features included 'zero lift' aerodynamics and Porsche's PASM electronically adjustable active suspension system, specially configured for track use. Porsche claimed a 0-60mph time of 4.1 seconds and a top speed of 193km/h for the new GT3. By the end of the year there was also an RS 'homologation special'. Weight-saving measures similar to those seen on the Type 996 RS were applied, while the body was wider than that of the Type 997 GT3, accommodating an increase in rear track. A new 3.8-litre engine was introduced on the 2nd Generation Type 997 GT3 in 2009; maximum output increased to 429bhp, with 444 horsepower available from the RS version.

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



Launched in 2011, the 911 GT3 RS 4.0 was the final evolution of the Type 997 GT3. As its nomenclature suggests, this ultimate model was powered by a 4.0-litre engine, which incorporated the longer-stroke crankshaft from the RSR. Maximum power increased to 368kW (493bhp) and torque to 339lb/ft, the chassis and running gear being further developed to cope. On the road this translated into a 0-60mph time of 3.5 seconds and a top speed of 193 mph, while the benchmark Nordschleife lap time was cut to 7 minutes 27 seconds. Only 600 cars were built.

Presented in generally excellent condition, this stunning low-mileage Porsche supercar is offered with copies of old German registration papers, bill of sale (15/12/2014), Porsche Certificate of Conformity, and factory specification sheets (in German) detailing its specification (perusal recommended). Specification highlights include a 90-litre fuel tank; Porsche Active Suspension Management (PASM); Porsche Ceramic Composite Brakes (PCCB); ASK sound system; top-tinted windscreen; Porsche Dynamic Lighting System (PDLS); universal multi-media interface; carbon/Alcantara centre console; and red seatbelts.

£270,000 - 320,000

€300,000 - 350,000



221

1961 FIAT MULTIPLA

Registration no. 993 UYN

Chassis no. 88640

- One of the first ever 'people carriers'
- Faster and more economical 600D model
- Fully restored by Signature Europe in 2015
- A guaranteed head-turner at Goodwood and other prestigious events



A concept successfully revived in recent years, the Multipla 'people carrier' first appeared in 1956. Based on the unitary construction 600 saloon, FIAT's first rear-engined car, the uniquely versatile Multipla featured a 'forward control' layout, maximising interior space, and front suspension taken from the 1100 model. The forward control arrangement enabled three rows of seats to be installed in the six-seater version which, with the rearmost two rows folded flat, provided a useful load-carrying platform of 18 square feet. With just 22bhp available from the 633cc four-cylinder engine, performance was, necessarily, modest, the Multipla's top speed being around 55mph; it was, however, notably frugal, with an average fuel consumption of 42 miles per gallon being claimed. Taxi and 4/5-seater versions were available also. The performance of both the saloon and the Multipla was considerably improved with the arrival of the 767cc 600D version in 1960. Maximum power went up to 29bhp, which permitted a higher final drive ratio to be used; top speed increased to around 68mph and there was a slight improvement in fuel consumption.

Around 130,000 Multiplas of all types had been made by the time production ceased in 1966 and today these charming and highly practical little vehicles are among the most sought after of all post-war FIATs.

This particular Multipla was purchased by the vendor in 2015, fresh from a full restoration by Signature Europe, a company well known for its work on Italian classics. Since acquisition, the Multipla has been used to attend the Goodwood Revival and also for the occasional day out. Sadly, the vendor has not been able to find the time to enjoy the car as much as he had hoped, and has decided that the time has come to let someone else enjoy this most charismatic of Italian classics. Finished in green/white with green/brown interior, the car is offered with restoration invoices, old Italian registration papers, a V5C Registration Certificate, and current MoT.

£28,000 - 32,000

€31,000 - 35,000

222

1959 LANCIA APPIA COUPÉ

Coachwork Pinin Farina

Registration no. MAS 868

Chassis no. 812012650

- One of only 302 built by Pinin Farina
- Imported from South Africa in 2003
- One of only a tiny handful in the UK
- Engine rebuilt by Omicron in October 2015
- Well maintained and conserved



Styled like its Aurelia B10 big brother, Lancia's new small car, the unitary construction Appia, arrived in 1953. Complementing the standard Appia saloon was a series of limited edition models produced on a separate chassis (code number '812.01') and bodied by leading *carrozzeria*, Pinin Farina being responsible for the 2+2 coupé, Vignale the cabriolet, and Zagato the GT coupé. Engine power was increased to 53bhp for these more sporting Appias which, when equipped with lightweight coachwork, could touch 100mph. Lancia had rejected Pinin Farina's first proposal but gave its blessing to the second attempt, which was unveiled at the 1957 Geneva Motor Show. Production was later taken up by *Carrozzeria Viotti*, whose cars were identical to Pinin Farina's apart from some relatively minor differences. Pinin Farina had built 302 cars and Viotti 785 by the time production ceased in 1963.

Offered here is a beautifully renovated yet carefully preserved Appia coupé, totally rust-free having spent most of its early life in South Africa. It was imported and registered in the UK in 2003, then put into regular use. The car was acquired by the vendor early in 2011. Some sympathetic restoration was carried out at that time, paying particular attention to retaining patina and originality. The bulk of works consisted of a cosmetic repaint in its original deep red wine, while the off-white roof was in excellent condition and merely received a good polish. Various chrome trim items were re-plated, and the interior received a cosmetic clean. The brakes were overhauled at this time.

The Appia was then sold on to its next owner, Julian Taylor, who very enthusiastically continued the maintenance and improvements. The latter included a full engine overhaul, replacement clutch, water pump, electronic ignition, rebuilt carburettor, complete new stainless steel exhaust, new electronic fuel pump, ignition leads, coil, plugs, hoses, etc. Many other details were attended to also.

The vendor repurchased the Lancia in 2015, and a comprehensive engine rebuild was then carried out by marque specialists Omicron Engineering of Norwich. Only a few hundred miles have been covered since then and running in has only just been completed. Some further sympathetic detailing has been undertaken recently. We are advised that the Appia runs and drives beautifully, benefiting from all the recent attention that has made it reliable and fun to use. It is said to start readily, with no smoke, and is happy to cruise at 60mph all day without overheating.

The car is offered with restoration/maintenance bills, expired MoTs, a V5C Registration Certificate, and a large and interesting history file. An owner's manual and (used) front and rear screens are included in the sale.

£25,000 - 30,000

£28,000 - 33,000

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.

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1934 BENTLEY 3½-LITRE DROPHEAD COUPÉ

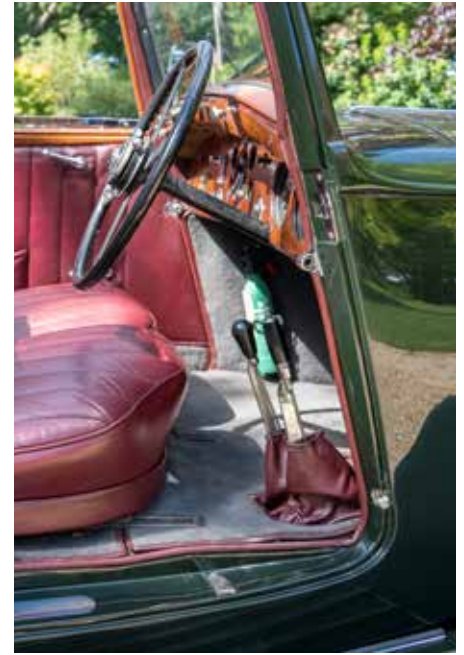
Coachwork by Park Ward Ltd

Registration no. BGN 311

Chassis no. B39BN

- Previous family ownership for 44 years
- Highly original
- Well maintained
- Major service in 2007
- Significant refurbishment in the last 12 months





'One's impression, when seeing the new 3½ litre Bentley for the first time, is that here we have an absolute thoroughbred. Its low build, its graceful lines, and yet sturdy appearance, all make for a car capable of high speed, combined with the utmost safety and comfort. This impression was intensified when I had an opportunity of handling the car under very adverse road conditions.' - Sir Malcolm Campbell, writing in *The Field*.

The Derby Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward. Of the 2,442 examples manufactured (including the subsequent 4¼-Litre model) almost 50% were bodied by Park Ward, that offered here being one of them. Founded in 1919, Park Ward had had forged its not inconsiderable reputation bodying Bentleys, Rolls-Royces 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 'B39BN' was originally ordered by one Harold Luxford Quartermaine, though his name is crossed out on the chassis card, replaced by 'R Hornby'. This car was purchased by the preceding owner's father in 1972 and was not restored while in the family's ownership, just well maintained and serviced by a local garage all the time they owned it.

A 10,000-mile service was carried out in 2007, and the door locks were repaired in 2016. The interior was re-trimmed many years ago, in the late 1970s.

Since the current owner's purchase, this lovely touring Bentley has been fastidiously maintained and cared for with special attention given to maintaining its originality. Its fading paintwork has been renewed in a traditional Bentley colour, Brewster Green, while the hood has been re-trimmed in dark brown, and a Burgundy leather hood bag fitted, matching the excellent Burgundy leather interior. Some chrome items have been re-plated, and an original centre rear light found and fitted - a rare item today. This 3½-Litre now looks resplendent without looking overly restored, while mechanically it is a testament to Bentley engineering, living up to its name as the '*Silent Sports Car*'.

While in the vendor's ownership no additional work has been required other than general servicing and rebuilding the dynamo. All invoices for work carried out along with V5 documents are in the accompanying file together with keys and spare town radiator cap. The only notified deviation from factory specification is a modern control box, replacing the original distributor. The owner reports that the car drives superbly with a good turn of speed, ideal for today's touring rallies or just a pleasant drive.

£100,000 - 120,000
£110,000 - 130,000

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.

224

The ex-Alan Good/Doreen Good

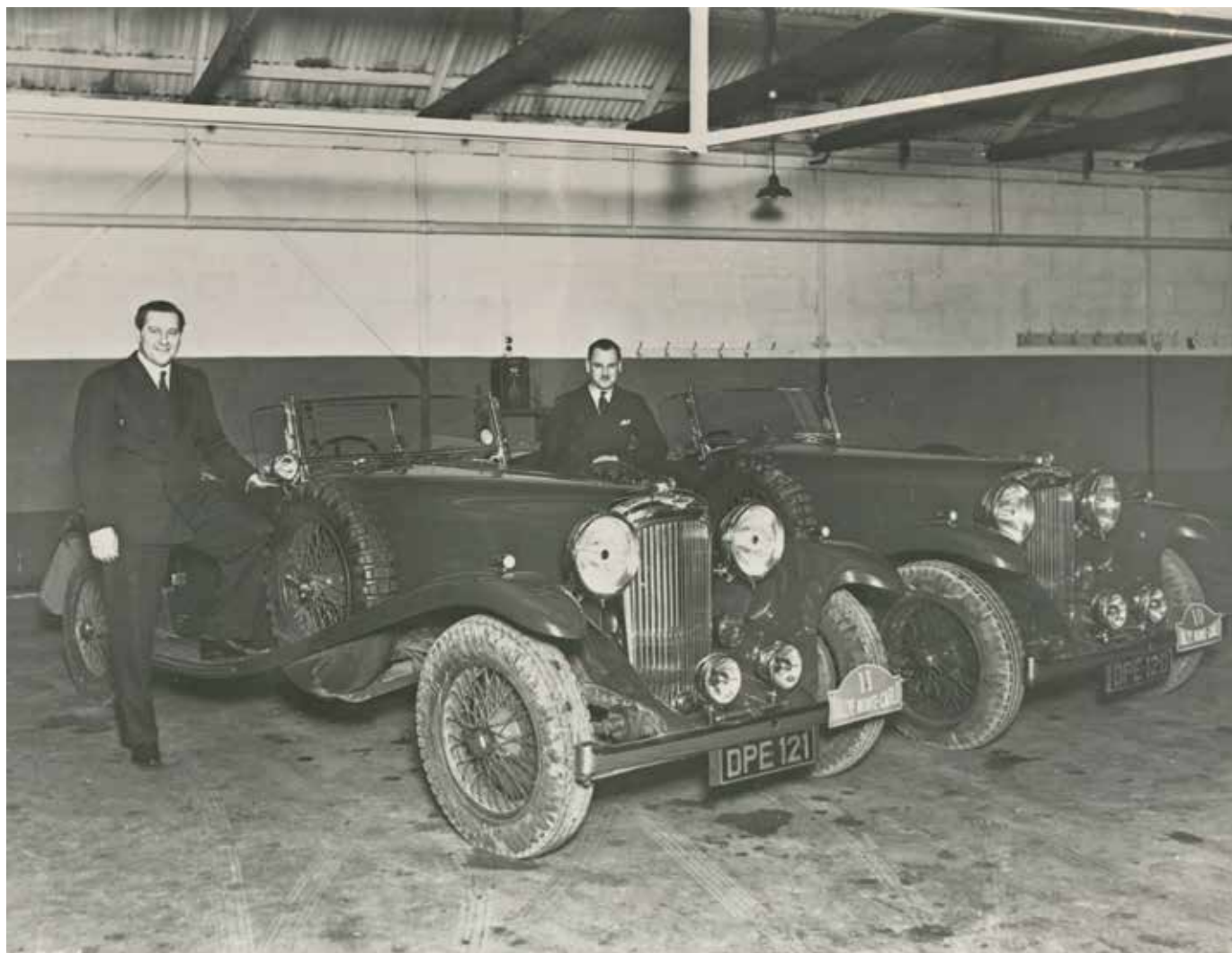
**1935 LAGONDA LG45 4½-LITRE MONTE CARLO
RALLY TEAM CAR**

Registration no. DPE 121

Chassis no. 12028

- One of two works entries in the 1936 Monte Carlo Rally
- Mentioned in various Lagonda books and articles
- Known ownership history
- Present ownership since 2010
- Matching engine and chassis numbers
- Competitive and of proven reliability





Alan Good and T.G. Moore pose proudly prior to leaving for the Monte Carlo Rally, 1936 © Arnold Davey Collection

Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. This four-cylinder, 2-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions.

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

Shortly before its 1935 Le Mans win, Lagonda had gone into liquidation and passed to new owners. In September 1935 they were able to announce the LG45. A new model building upon the successful Le Mans win, the old M45 and M45R models and the new owners' enthusiasm, it was a much more sober vehicle offered in saloon, tourer, and drophead coupé variants. Deliveries commenced in the spring of 1936.

Under W O Bentley's technical direction the big Lagonda became more refined: the LG45 gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements.

Endowed with such an impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

As confirmed by Lagonda authority, Arnold Davey, the historically important 4½-Litre offered here, 'DPE 121', was one of two special LG45 tourers built in 1935 and entered in the 1936 Monte Carlo Rally. The driver was Alan Good (Lagonda's Chairman at that time) and the navigator should have been W O Bentley, the firm's Technical Director. With 'W O' sidelined by appendicitis, Mr Good's wife Doreen, an experienced rally navigator, took his place. The sister car ('DPE 120') was loaned to T G Moore, proprietor of *Motor Sport* magazine. The magazine's article, 'Monte Carlo Rally Lagonda' describes the two cars exploits at the '36 Monte. Their starting point was Tallin in Estonia, but unfortunately only 'DPE 120' reached Monte Carlo.

It was felt that the rather close-fitting LG45 front wings would be liable to fill up with snow and be difficult to clear, so M45 long wings were fitted together with twin side-mounted spare wheels and full weather equipment. 'DPE 121' was also fitted with an electrically-heated clear-vision panel on the windscreen (see '*Lagonda*' by Bernd Holthusen). 'DPE 120' is shown on the front page of *Motor Sport*'s February 1936 edition, while 'DPE 121' is mentioned in Geoffrey Seaton's book, '*Lagonda - An Illustrated History*'. The Lagonda Club Register includes 'DPE' 121 in its list of 'some noteworthy Lagondas' (see file).



'DPE 121' being used as the makers intended, on the Flying Scotsman Rally

In January 1936, the two Lagondas were shipped to Antwerp and driven through Germany and Poland to Tallinn in Estonia, the other starting points being Athens, Umea, Stavanger, and John O'Groats (see the aforementioned copy of Motor Sport). 'DPE 121' (start number '11') and 'DPE 120' (start number '10') were flagged away from the Estonian Theatre in Tallinn on 25th January 1936 with approximately 4,000 kilometres ahead of them. Having survived the frozen roads of Estonia, Good was caught out by more black ice upon entering Latvia near Riga. The Goods survived the crash uninjured, but unfortunately the car was forced to retire. 'DPE 120' reached Monaco in 41st place overall. Both cars returned to the UK and survived World War 2.

The old-style continuation logbook on file records the date of first registration as 20th December 1935, and shows that from 31st July 1947 the Lagonda had been owned by Donald Lewis Jones of Taunton, Somerset. 'DPE 121' remained with Mr Jones until 2nd August 1962 when ownership passed to Vernon Harvey Oakley of Bath, who was still its owner in 1969. At some time during the 1970s, the Lagonda was owned by Guy Spollon, a highly respected collector of pre-war cars of the highest quality.

Next owner listed is Kenneth Ducommon of London W8, who kept the Lagonda until June 1975 when it entered the long-term ownership of Mr Norman Webster of Towcester, Northamptonshire. Mr Webster would own it for the next 35 years. After a few months with Stanley Mann in 2010, the car was acquired by its current owner in August of that year, and since then has been registered in Germany.

In November 1947, 'DPE 121' had been extensively reconditioned by the Lagonda Car Service Department at Aston Martin's Feltham works at the cost of £ 764 9s 0d, as evidenced by the five-page invoice on file. Furthermore, there are bills for work carried out by Cedar Classic & Vintage Cars in 2004, when the brakes and suspension received attention, the cylinder head was overhauled, etc, etc. A new professional repaint and some further work (for example on the radiator) was carried out by Stanley Mann in the summer of 2010 (no invoices).

From 2010 onwards, the car has been fastidiously maintained in Germany. This has included a total overhaul of the gearbox in 2011, with further attention to the carburettors, brakes, steering, starter motor, and suspension (new in-period dampers fitted). The work was carried out by Mr Robert Schramm, a pre-war-car expert specialising in Lagondas and Invictas. Invoices since 2010 total more than €70,000.



A genuine 'all-rounder', the Lagonda has been used predominantly as a rally car by the vendor and his wife. In 2012 the Lagonda participated in the Gaisbergrennen and the Ennstal Classic (both in Austria) as well as in the Gran Premio Nuvolari in Italy. In the following year the car participated again in the Gaisbergrennen (with a class win) and a rally at Schloss Bensberg (again with a class win) while the car was the overall winner of that year's Baiersbronn Classic (out of around 100 participants). In 2014, the vendor entered the Lagonda in the Flying Scotsman, which was his first rally in the UK. Many of these rallies are over long distances – the Ennstal, Gran Premio Nuvolari, and Flying Scotsman for example are of 1,000 kilometres and more – and the Lagonda has finished all of them without problems.

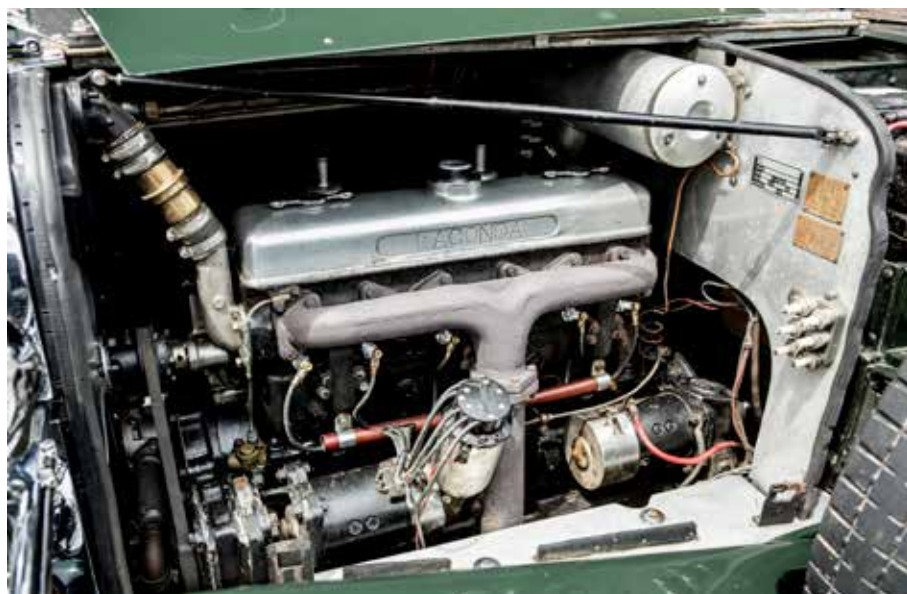
The vendor has also used the Lagonda for circuit racing, participating in the 2011 Oldtimer Grand Prix at the Nürburgring. After receiving its FIA passport in 2011, the car formed part of the pre-war grid at the Le Mans Classic in 2012. The Lagonda has also been used for some private trips and has been entered in two Concours d'Élégance events, receiving a 2nd-in-class award at the Schwetzingen concours in 2010.

The odometer reading in September 2010 was 6,216 miles; the vendor has added a further 7,000-or-so which, together with the aforementioned rallying record, demonstrates that the car is both reliable and competitive.





'DPE 121' competing at the Le Mans Classic, 2012





Furthermore, it is said to be extremely comfortable, with ample accommodation for four people and their luggage. It also has a hood and the full weather equipment, making it useable in all weathers.

Accompanying documentation consists of a FIVA Identity Card (issued December 2010); a FIA Passport (August 2011); a UK V5C Registration Certificate in the name of Stanley Mann Racing Ltd; photocopies of various magazine articles and book extracts; the aforementioned logbook, etc. The car also comes with German TÜV (expires December 2018). The car also retains its original engine 'LG45/171/S1', the crankcase of which is stamped 'RR50', believed to make it one of a limited run of crankcases made out of higher grade alloy than standard, which were specially cast for the 1935 Fox and Nicholl run Works racing cars.

During a recent test drive 'DPE 121' was found to drive nicely, pulling effortlessly and giving the driver every confidence that it could once again cross Europe without problem.

A rare opportunity to own a magnificent 'Post-Vintage Thoroughbred' and notable footnote in Lagonda's competition history.

£250,000 - 300,000

€280,000 - 330,000



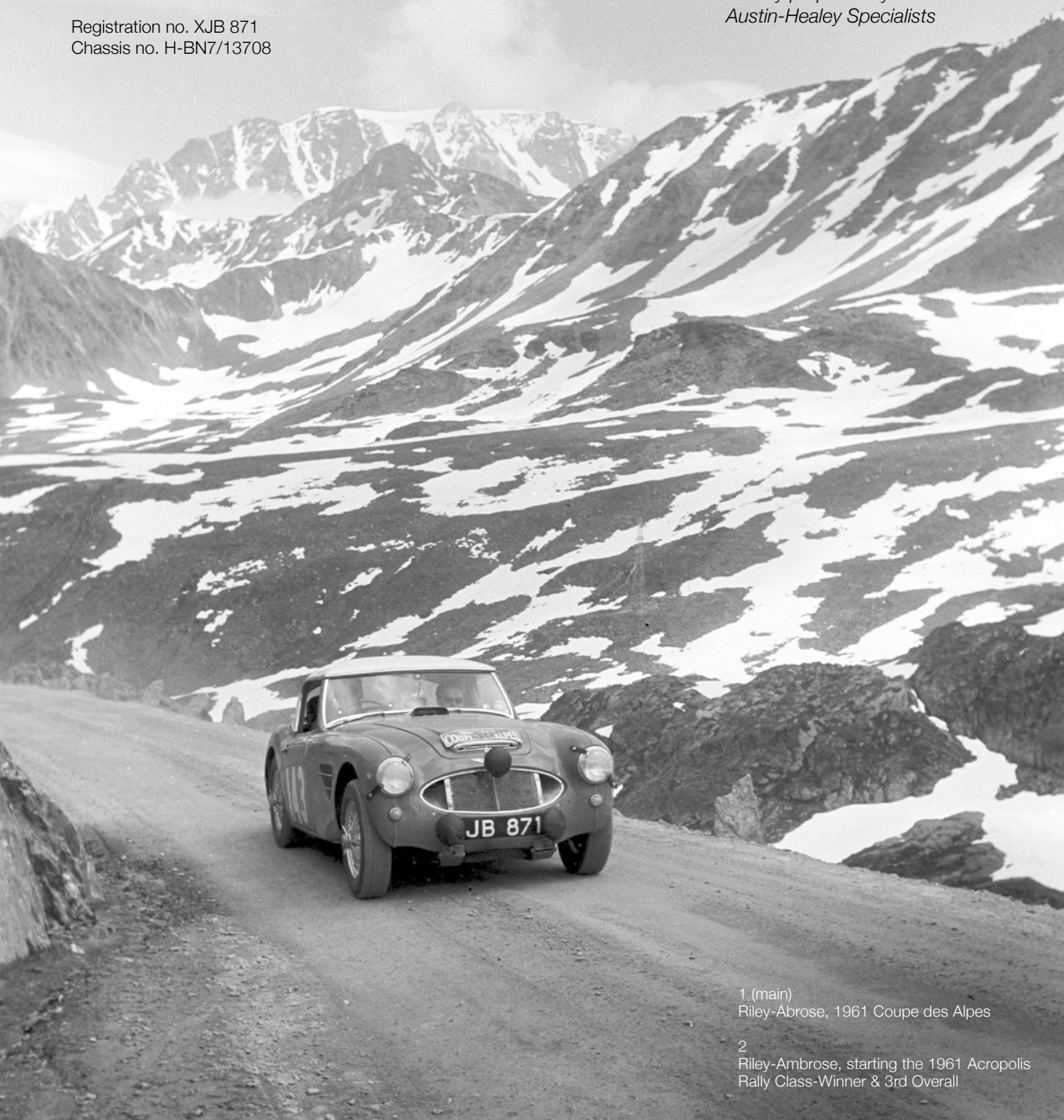
225

*The Peter Riley/Tony Ambrose,
1961 Acropolis Rally Class Winner, ex-Rauno Aaltonen*

**1961 AUSTIN-HEALEY 3000 MK I
WORKS RALLY TWO SEATER**

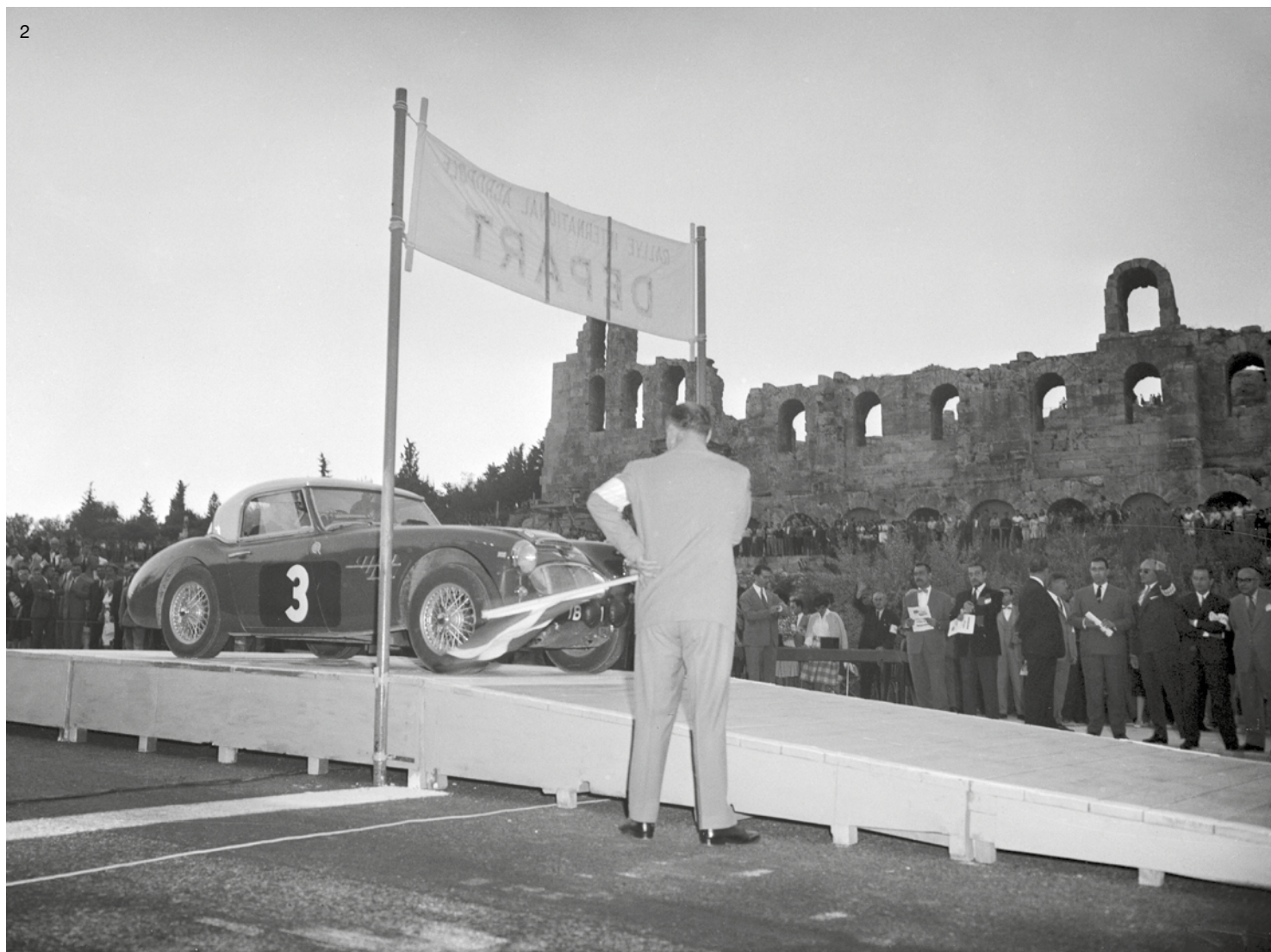
Registration no. XJB 871
Chassis no. H-BN7/13708

- Genuine Works 'Big Healey'
- Over five decades of single ownership
- Prized for its originality
- Freshly prepared by John Chatham Austin-Healey Specialists



1 (main)
Riley-Ambrose, 1961 Coupe des Alpes

2
Riley-Ambrose, starting the 1961 Acropolis
Rally Class-Winner & 3rd Overall



In 1961, the legendary BMC Competitions Department at Abingdon-on-Thames prepared a squad of five new Austin-Healey 3000 works rally cars, ready for the new year of world-class competition. Each of these 3000s was locally registered for the road with number plate serials commencing 'XJB'. The car we offer right here is a fine, well-preserved and maintained, frequently-used survivor from that quintet of great Works competition cars. It is, furthermore, the car which was cosseted in the very long-ownership of Finnish enthusiast Caj Hasselgren and his family from 1965 until his death in 2013 only after which it passed into the ownership from which it is offered. When new in service with 'The Comps Department' team, XJB 871 performed most notably in two of the most challenging events on the FIA's international rally calendar - the Acropolis Rally and 'The Alpine'...

To get some sense of the character of top-class international rally sport during the period in which this fine and extremely attractive car performed, one has merely to study the specialist motoring press of the time. In fact, XJB 871 car began its world-class career by finishing on the podium with a third overall on the 1961 Acropolis Rally in Greece. It was crewed in that event by tall, burly (and brainy) works rally driver Peter Riley and meticulous navigator Tony Ambrose. *'Autosport'* reporter Michael Durnin described to the weekly magazine's readership how: "The floodlit columns of the Acropolis provided an unforgettable background as the first car, the Kingsley/Zeittner Corvette moved off from the ramp to start on the toughest 1,700 miles found in competition. They were followed by the works Austin-Healey 3000 of Riley and Ambrose and the privately owned ex-works 3000 of Bobby Parkes and John Sprinzel..."

This Acropolis Rally report went on to describe how "Riley and Ambrose had to change the dynamo of their Healey but were able to continue without penalty after having to drive without lights for several miles, close behind the Kingsley/Zeittner Corvette....Between Gravena and Hani Mourghani came the roughest part of the rally - two stages of 26.5 and 56.5 kms, the latter being over unmade and extremely rocky roads. Bobby Parkes and John Sprinzel went extremely well to pass the Riley/Ambrose works car, dropping only 2 seconds on the stage to the team car's 16..."

"A stage of 11kms from Volos to Lamia over a good road presented few problems to the faster crews., but Peter Riley and Tony Ambrose had a nasty moment when one of their tyres lost a tread at about 100mph. The tyre did not deflate and they were able to change it and still maintain their schedule.

"From Agrinion the route led through the tobacco fields of Akarnania to the start of the seventh and last group of stages at Eratini near the Venetian castle of Nafpaktos and went to Delphi via two sections of 20 and 9kms. On the latter section, cruel luck struck the Austin-Healey of Parkes and Sprinzel which had been putting up some extremely fast times and lay only a few seconds overall behind the team car of Riley and Ambrose. John Sprinzel took to the verge on a fast corner, a projection struck the front disc brake, breaking the king pin and bringing their rally to an end only three hours from the finish.



"Back at Athens 45 finishers from a field of 76 performed a quick driving test beneath the floodlit Acropolis before delivering their cars to a parc fermé and going for a welcome night's sleep. The following day there were two races at Tatoi airfield and a timed hill-climb of Mont Parnes, but these were of little importance...

Michael Durnin's report concluded: "Those who won awards won them on one of the most severe rallies on the calendar, over roads which will search out any shortcomings of car or driver. It was a considerable feat to finish the Acropolis Rally at all and no praise is too great for those crews and cars which finished high in their classes or in the general classification. It was a truly great event over wonderful rally roads in the most historic and perhaps the most beautiful country in Europe...". Peter Riley and Tony Ambrose in fact drove XJB 871, now offered here, home in a fine third place overall, while also winning the over-1600cc Grand Touring car class.

That year's classical International Alpine Rally was then run on June 24-28. This tremendous summer-time event provided a virtually snow-free charge around Europe's tallest mountain range, through French, Swiss and Italian territory. To achieve a penalty-free run earned an Alpine Gold Cup, precious few of which would ever be awarded.

Renowned Austin-Healey driver John Gott – a serving police officer who became Chief Constable of Northamptonshire – actually wrote the *'Autosport'* magazine report of the 1961 'Alpine', describing how "The big Healeys were proving more than a match for the works Mercedes 300SL of Bohringer/Socher and looked strong favourites for top honours, with the team cars always amongst the fastest on the climbs.

"However, top rallies like the 'Alpine' are not won on the climbs but 'on the road', and after the selectif stages over the Col d'Escoulin and the Col de la Charmette only three cars were left in with the chance of a Coupe des Alpes, these being the Healey 3000s of the Morley twins and of Riley/Ambrose..." - none other than XJB 871 again - "...which were sandwiching Walter's Porsche.

"The Healey team suffered a severe blow when Pat Moss/Ann Wisdom..." - who would become Peter Riley's wife the following year - "...crashed on the descent of the Col de Prayet. The car mounted a bank and overturned on the girls, but was righted and continued, only to retire with a seized gearbox a few miles down the road."



After an American crew had dropped their Volvo 20 feet into a field beside the Col de la Croix de Fer in a sudden rain shower "...they were congratulating themselves upon a narrow squeak from disaster, when they were suddenly joined by the Gott/Shepherd Healey. The Volvo was too badly damaged to continue but the sturdy Healey was motored downhill through two meadows and along the edge of a ploughed field to rejoin the road some 1½-miles down the Col..." such was the special environment of world-class rally back in the rely 1960s...

John Gott further reported how "The Healey 3000 of the Morleys' was leading Walter's Porsche by 3.7 seconds and the Riley/Ambrose Healey was third. There was, however, still a very long and very tough way to go..."

"On the run to Monza the Walter Porsche Carrera retired with a broken valve-spring. With a maximum of 20 mins lateness, time did not permit a replacement, and the Riley/Ambrose Healey 3000 moved up into second place behind the Morleys' car.

"The retirement of Walter permitted Marcus Chambers..." – BMC's celebrated team manager – "...to impose a rev limit of 5,600rpm on the Healeys at Monza, but despite this, the big red cars took three of the first five places... All the big Healeys lapped at over 96mph..."

However: "Near Bolzano the crews were held up by armed police searching for the terrorists who had been responsible for the recent bomb outrages in that area, and re-routed via Merano. As a result, those crews who were quick off the mark could get 2½-hours in bed before tackling the Stelvio..."

But – sadly for XJB 871 – "The Stelvio proved a disaster for the Healey team...as Peter Riley crashed badly on the descent. The car hit a bollard but, even so, went over the edge and Peter and Tony were only saved from serious injury by ending up in snow banked over some savage rocks. Ambrose was unhurt, but Riley went to hospital where he was discharged after two days, with only slight injuries..."

In fact, Tony Ambrose would relate how: "We were amongst the first half-dozen cars over the Stelvio on a dry but misty early morning. Peter Riley was going great guns, the car was in perfect shape, and we were making good time.

"Then suddenly Peter yelled: 'No brakes!'. Before I had time to react, the Healey slewed across the road as Peter tried to put it sideways; we spun, the rear of the car coated one of those concrete posts and snapped it off like a piece of barley sugar. We did one more spin in the opposite direction and then went straight over the apex of the bend and into space..."



"Fortunately, we fell only about 20 feet and landed in quite soft ground but I was very thankful that I was securely strapped in with a full harness. Peter was less fortunate for he was only wearing a lap strap. He had been thrown forward on to the steering wheel and then backwards hard against the sharp edge of his bucket seat which had broken his ribs.

"He crawled out of the car, obviously in some pain, and I laid him out as comfortably as I could beside the battered car. I then climbed back on to the road and after some time we were able to get a lift with one of the organisers to a local hospital where Peter was made more comfortable. That was the end of our Alpine Rally..."

John Gott's report then related how the BMC works team twins Donald and Erle Morley went on to win this memorable Alpine Rally in their sister 3000, and were alone in securing a penalty-free run Coupe des Alpes that year.

The Peter Riley/Tony Ambrose XJB 871 was recovered from the Stelvio Pass mountainside and was immediately repaired at Abingdon-on-Thames, after which it was sold to budding Finnish rally star Rauno Aaltonen. He had it shipped to Finland after the factory in England had converted it to left-hand drive, and its lightweight aluminium wings had been replaced by more resilient steel, better to withstand the battering inside the wheel arches from stones and gravel being thrown up at high speed on loose surfaced dirt roads, or from shards of ice in spiked-tyre ice racing in which former racing motor-cyclist Aaltonen really began to make his four-wheeled competition-driving mark...

In 1965 Rauno Aaltonen advertised this Austin-Healey for sale in 'Vauhdin Maailma' - 'World of Speed' - magazine, and student Caj Hasselgren responded to the advertisement and drove to Aaltonen's dealership in the town of Turku to inspect the car. Caj Hasselgren would later recall how:

"Mr. Aaltonen met us in his utterly elegant and polite way and showed me to a separate lock-up garage and there it was; XJB 871 in BMC colours, looking almost new with a slight layer of dust on it. I noticed the pedals were covered with masking tape. When I asked why he told me it was so he could check if his sister Marjatta, another rally driver, had borrowed it without permission. He asked me if I would like a test drive or have him demonstrate the car. I guessed it would be a once in a lifetime experience to co-drive him. I can assure you that sitting beside Rauno in a racing Healey on a narrow road just outside city limits was an experience that I would never forget. We were hitting 150km/h (93mph) on a road hardly one metre wider than the Healey, often sliding sideways, and the Professor, as he was called at the time, was explaining all the different features of the car. On the newly opened motorway, we exceeded 220km/h (137mph) in overdrive top. I was smitten. I knew immediately that I had to get the car no matter what..."



Caj Hasselgren was indeed so smitten with XJB 871 that he agreed a price with Rauno Aaltonen and paid a deposit. Recognising the young customer's enthusiasm Rauno Aaltonen offered time to pay the balance and the deal was clinched. In his book *'Big Healeys in Competition'* (Crowood Press, 2006) marque authority John Baggott relates how: "During his early years of ownership Caj was able to use other transport during the severe winters, but did have to resort to the Healey on occasions. Following a couple of unsuccessful attempts to sell XJB, which he now looks upon as fortunate, Caj decided to restore the now rusty example to its former glory. He started work in 1976, but what was expected to be a three-year project took twenty to complete, with Caj collecting parts during business trips to the UK.

"The Healey was back on the road, in pristine original condition complete with aluminium wings and FIA papers, in 1996. Since completion Caj enjoyed using the car on the road and competed in eleven historic races in her. When he transferred his racing focus to historic Formula Vee single-seaters the Healey - which by that time had been locally re-registered UBX 2 was retired to occasional weekend road use". It was described as being "one of probably only thirty Big Healeys in Finland".

Subsequently - after no fewer than 51 years in the ownership of Caj Hasselgren and his family, XJB 871 was sold. Since then its present custodian treated the car to an extensive going through at John Chatham's esteemed works in Bristol with the goal of campaigning the Rallye Monte Carlo this year. In preparation for this event sensible precautions were made with the fitting of a new competition spec. wiring harness, the steering box replaced with a period correct 'box, brakes lines rerouted/ renewed, the engine sump dropped and bearings checked, a full overhaul of the gearbox and fitting of straight cut competition gear set, and adjustable competition shock absorbers added. In addition, the windscreen was replaced with a new laminated heated unit. Chatham's report that the car ran faultlessly, but rather sadly the owner's health succumbed to the winter conditions and after three days they decided to retire from the event.

As it stands today, and as verified by the specialists who have been through the car, it is a remarkable example - in their opinion the most original Works Rally Healey known to them - and one that is now prepared for fast road touring or light competition, since taking it to the next level ultimately would inevitably challenge its originality. As such it is one of the purest of its breed to survive and deserving of close attention.

£250,000 - 325,000

£280,000 - 360,000

1959 BENTLEY S2 CONTINENTAL SPORTS SALOON

Coachwork by Hooper & Co

Registration no. XWV 183A

Chassis no. BC1AR

- *The first S2 Continental chassis*
- *The only S2 Continental bodied by Hooper & Co*
- *The last ever car bodied by Hooper*
- *Displayed at the 1959 Earls Court Motor Show*



Rolls-Royce's six-cylinder engine, as used in the Bentley Continental, had effectively reached the end of its development by 1959. The power output of approximately 160bhp was more than sufficient, but facing increasing competition from faster rivals, Rolls-Royce sought out an improved power unit to deliver more speed while retaining the Continental's refined performance. The answer was the adoption of an all new V8 engine displacing 6,230cc and producing an estimated 200bhp, a power increase of 25%. It had been developed at Crewe for some years prior and was an immediate success. The V8 was constructed almost entirely in aluminium and weighed around the same as the S1 Continental's engine, but featured hydraulic tappets to ensure quieter running. A few other mechanical aspects were modified, including the braking and lubrication systems, with automatic transmission and power steering now standard, making the Bentley S2 Continental a motor car capable of speeds approaching 120mph.

H J Mulliner was responsible for bodying the majority of S2 Continentals (221 cars) with Park Ward contributing 125 and James Young 41. The example offered here, chassis number 'BC1AR', is the very first Bentley S2 Continental to be completed. Featuring sports saloon coachwork by Hooper & Co, it is the only S2 Continental bodied by this most celebrated of British coachbuilders. Indeed, the body of 'BC1AR' would turn out to be the final one produced by them. The Continental was displayed on the Hooper stand at the 1959 Earls Court Motor Show and was first owned by the Rank Organisation Ltd.

'BC1AR' was first acquired by Frank Dale & Stepsons in the 1980s when purchased from the second owner. It was restored at Frank Dale & Stepsons' Hammersmith workshops and then supplied to a large collection in Japan. The restoration works included the car being repainted in silver and re-trimmed in St James' red leather. New grey carpeting bound in matching red leather was fitted also and all of the interior woodwork was restored to show condition. The car was mechanically prepared and fitted with air conditioning at the new owner's request.

Following restoration the car remained in Japan for some years before returning to London. It was subsequently supplied on three separate occasions by Frank Dale & Stepsons, once again to a Japanese collector in the early 1990s and on two further occasions to English collectors. A Becker Mexico stereo complete with built-in satellite navigation has been fitted more recently.



The Bentley comes complete with its original handbook, while period-correct small tools will be supplied upon purchase to complement the original large tools. Checked, prepared and tested by Frank Dale & Stepsons immediately prior to sale, the car is offered with sundry restoration invoices, a UK V5C registration document and fresh MoT certificate.

'BC1AR' is a car of great historical importance, being Hooper's Earls Court Motor Show car of 1959, the first S2 Continental built, the only S2 Continental with coachwork by Hooper and the last body they ever produced. James Crickmay owned a number of S-Type Continentals over the years, with 'BC1AR' one of his favourites. It was listed as being the fastest S2 Continental built in a number of reference books, a statement he took great pleasure in putting to the test on the roads around London and the Surrey countryside.

£100,000 - 120,000
€110,000 - 130,000



227

1973 PORSCHE 911 CARRERA RS TOURING COUPÉ

Registration no. YND 466L

Chassis no. 9113600936

- One of the most iconic sports cars of all time
- Delivered new in Germany
- One of only 60 in this colour scheme
- Recent full cosmetic restoration
- Immaculate condition



'Nothing that is desirable comes easily or cheaply and the Carrera RS is no exception, but without question it is one of the great cars of the 1970s; the personification of GT motoring and race breeding.' - *Motor Sport* magazine, February 1973.

Porsche revived the Carrera name for its top-of-the-range 911 in 1972/3. Designated Carrera RS (*Rennsport*), the newcomer was intended as a limited edition 'homologation special' to enable the factory to enter Group 4 competition in the Special GT class, with a minimum build requirement of 500. However, the demand for this fabulous car proved so great that the production run was later extended by another 1,300-or-so units, qualifying the RS to compete also in Group 3, which it would dominate. The Carrera RSR GT-category racer collected overall wins in the World Sportscar Championship at Daytona and the Targa Florio in 1973, defeating 3-litre prototypes from Ferrari, Matra and Mirage-Ford in the process, an outstanding achievement for a production-based car.

Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared wheelarches) for improved handling, while the 2.7-litre, fuel-injected, air-cooled, six-cylinder engine's 210bhp boosted top speed to around 150mph.



Not merely styling gimmicks, the Carrera's trademark 'duck's tail' spoiler and front air dam made a vital contribution to high-speed stability and represent Porsche's first serious experimentation with aerodynamic devices on a production car. Above all it was the reduction of weight that transformed performance. Lighter body materials and ruthless pruning of non-essentials brought the weight of the Carrera RS down to below 900kg, enabling it to devastate the competition on the racetracks of Europe and the USA.

Private customers wishing to purchase a Carrera RS could choose between two specifications. The Lightweight was intended for competition, whereas those who valued comfort could specify the Touring package (order number '472') which cost an extra DM 2,500 (£430) and offered the luxury of the 911S's trimmed and upholstered interior.

Delivered new in Germany in 1973, the car offered here, chassis number '0936', is a genuine Carrera RS Touring model retaining its original Type 911/83 engine. Interestingly, it has been fitted with the ultra-rare genuine Lightweight (M471) seats and door trim panels. The Carrera was delivered finished in the extremely rare colour combination of Grand Prix White with contrasting Viper Green 'Carrera' graphics and wheels. It is one of only 60 supplied new in this colour scheme, including that in the Porsche Museum. Its early history in Germany is not known.

In the early 1980s the car was imported into the USA by Miami dealer/broker David Mohlman and, in accordance with the then current requirements, went through a DoT and EPA conversion. Mr Mohlman then sold the Porsche to one Dolores Lazzarin of Coral Gables, Florida, who kept it for a couple of years. Its next owner, accountant John F Kelly of Fort Lauderdale, Florida, purchased the Carrera from Ms Lazzarin and kept it for approximately the next 30 years before selling the car to a friend, Porsche restorer Phil Bagley, in May 2014 (see Mr Kelly's letter on file). During Mr Kelly's ownership the Porsche was maintained by Butch Stokes of Fort Lauderdale, who rebuilt the engine and gearbox around 1,000 miles ago. Mr Bagley handled the sale to the current owner.

Since its arrival in the UK, the car has been serviced by Pace Products of Haverhill, Suffolk, and also been treated to a full cosmetic restoration (bills on file). Smartly presented in immaculate condition throughout, '0936' represents a rare opportunity to acquire one of the most iconic sports cars in motoring history - a must for any serious collector.

£370,000 - 440,000
£410,000 - 480,000

1961 JAGUAR E-TYPE SERIES 1 FLATFLOOR ROADSTER

Registration no. 737 WPC

Chassis no. 850107

- *The 107th right-hand drive roadster built*
- *Off the road for almost 40 years*
- *Fully restored in 2016/2017*
- *Only 200 miles since completion*
- *Beautiful condition*



Chassis number '850107' is the 107th right-hand drive roadster to leave the production line. As such, it is one of the early so-called 'flat floor' cars, produced prior to the introduction of foot wells in February 1962. These early cars also manifest various other short-lived features.

The accompanying Jaguar Heritage Certificate shows that '850107' is a genuine right-hand drive roadster manufactured on 7th September 1961. It was despatched on 3rd October 1961 to Henlys of London and sold new to a Mr John Sear of Hove, Sussex.

This car subsequently spent a substantial part of its life stored in a lock-up garage, the tax disc revealing that it was last used in 1973. It was then taken off the road for restoration, but, as with many such projects, the work was started but never completed, the car languishing untouched for over 40 years. The car is offered fresh from a two-year (2016/2017) full restoration by leading Jaguar specialist Lanes Engineering, and is now in original and correct factory specification apart from a change of colour scheme. The fact that this 'barn find' E-Type had been stored for so long meant that the restorer was able to use most of the original components, adding greatly to the car's interest and value. As such, it represents a very rare opportunity to own an authentic E-Type that has not needed countless new off-the-shelf components to restore it, unlike many of its fellows.

In the course of the rebuild, the car was completely dismantled and every part restored to its original condition before being re-assembled. The bodyshell was completely stripped back to bare metal and every part labelled and tested. Some of the smaller parts such as brackets, etc did need replacing. The original shell was repaired with new sills and rear chassis legs. New lights and lenses have been fitted, and seals are new throughout: doors, lights, etc. All brightwork, chrome, and glass is new.

All mechanical components: engine, gearbox, etc were fully dismantled and again the parts were tested. The engine was X-rayed for cracks or defects and none were found. As is the case with many early E-Types, it appears that the cylinder block has been replaced and stamped with the original number. New pistons, bearings, and timing chain were fitted and the cylinder head converted to run on modern unleaded fuel. The camshafts were cleaned and fully tested and found to be in excellent condition. The engine was then rebuilt using in-house specialists so the reconstruction could be managed closely at every stage. No corners were cut.

This car has been fitted with the best cooling upgrade available: a large cored radiator with an electric cooling fan to overcome the overheating that can affect early E-Types. The car also has a new exhaust system



The suspension was completely rebuilt using standard bushes and shock absorbers, all to modern standards. The rear axle carrier has been completely rebuilt, new bushes fitted, and the gearbox and differential overhauled, the latter receiving a new crown wheel and pinion. The original Dunlop bellows-type brake servo was retained, and new brake and fuel lines installed. As one would expect, the E-Type has a new wiring loom. Original specification 185/65 'skinny' tyres are fitted.

The dashboard components and dials have been fully refurbished or replaced where required. The interior is as it would have left the factory, with beautiful aluminium dashboard and leather to the original Jaguar specification in Old English Red, while the control pedals have been restored. A new period-style radio with USB/iPod attachment has been added, and a discreet aerial installed to avoid drilling into the body. A new hood is mounted on the original frame, which has been restored, powder coated, and rebuilt. The car has the original hard top, again fully restored.

The entire project took over two years to complete and no detail was spared. This is a wonderful example of the E-Type in its earliest incarnation, with the added cachet of a low chassis number. It is probably better now than when it left the factory.

£220,000 - 260,000

€240,000 - 290,000



229

1955 BENTLEY S1 CONTINENTAL DROPHEAD COUPÉ CONVERSION

Coachwork by Park Ward Ltd

Registration no. LFB 627

Chassis no. BC21AF

- Professionally converted from an original Park Ward fixed-head coupé
- Upgraded engine specification
- Scrupulously maintained to the highest standards
- Winner of the R-REC's 'Most Elegant Car in Show' award at Towcester 2003





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. Clothed in lightweight aluminium coachwork and benefiting from the newly enlarged engine, the S1 Continental could cruise happily all day at 100mph (a mere 3,400rpm) in great comfort – a true trans-European express.

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. By this time, responsibility for Park Ward's body designs had been transferred to the Styling Department at the Crewe factory under John Blatchley, creator, with Ivan Evernden, of the sublime R-Type Continental. Only 116 Park Ward dropheads were built. The fixed-head and drophead bodies were essentially identical in design, apart from additional strengthening to the latter's underpinnings to compensate for the loss of rigidity due to the open configuration.

The car offered here, chassis number 'BC21AF', was supplied new with Park Ward's two-door fixed-head coupé coachwork (the chassis card refers to the body style as 'Continental Saloon'). It was retailed via James Young Ltd and sold new in October 1955 to A C Johnson Esq of Sevenoaks, Kent. The chassis card (copy on file) lists four further owners, the last of whom – Technical Platings Ltd of Teddington, Middlesex – acquired the Bentley in January 1965.



After further changes of ownership, in 1987 it was decided to have the car converted to drophead configuration. An original Park Ward S1 Continental drophead coupé provided the dimensions, and the transformation was undertaken to their customarily exacting standards by the respected specialist engineers, A B Price Limited. The result is a car indistinguishable from an original Park Ward drophead. The work reflected every detail difference between Park Ward's fixed-head and drophead designs, including reinforcement of the body structure and a different windscreen. All the original running gear was retained, while the engine was upgraded to the more powerful specification introduced by Bentley later in the S1 Continental series.

Owned by a succession of well-known Bentley collectors, this car has been scrupulously maintained to the highest standards. Recent work carried out includes overhaul of the front and rear suspension; new tyres and a new exhaust system; rebuilt radiator and brakes; overhaul of the automatic gearbox by the leading UK specialists; and a full service. The car comes with an extensive history file, original small tools, and an original Owner's Handbook.

'BC21AF' is beautifully finished in the stunning combination of period-correct dark green coachwork with matching hood and sumptuous lightly patinated tan leather interior, while the traditional Bentley veneered woodwork is in excellent condition.

Indistinguishable from an original Park Ward drophead coupé, this Continental won the award for the 'Most Elegant Car in Show' at the prestigious and exacting Rolls-Royce Owners Club's Annual Concours de l'Élégance at Towcester Racecourse in 2003. This magnificent car is presented in excellent condition, ready for touring in the UK and on the Continent.

£500,000 - 600,000

€550,000 - 660,000



230

1934 ASTON MARTIN 1½-LITRE MARK II SPECIAL SPORTS SALOON

Registration no. CML 242

Chassis no. L4524L

- 1936 RAC Rally entrant (2nd Class Award)
- Formerly the property of Victor Gauntlett
- Featured in *Automobile Quarterly* and *'Aston Martin – The Legend'*
- Restored in the late 1980s/early 1990s
- Pebble Beach class winner



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

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

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

This known history of this 1½-Litre model can be traced back as far as 1936 when it was entered in the RAC Rally by its first owner F A Rhodes Esq, receiving a 2nd Class Award. A copy of the factory record card on file lists one F Angell of Holcombe Garage, Leeds as the next owner (from 1947) while a notebook on file records Dr A S W Egerton of Wallasey, Cheshire as the owner from 1955.



Some years later, in the 1970s, this car was one of a perfectly matched pair owned by Dr Dudley Heath, whose other Aston Martin was Ulster 'L4/525/U' (sold by Bonhams in 2013), the next example completed. Both cars are featured in Michael Bowler's book 'Aston Martin – The Legend'. Dr Heath displayed 'CML 242' at various concours events, albeit with a redesigned boot enclosing the rear wheel. In 1983 the car featured in *Automobile Quarterly* (Vol. XXI No.4) and on the poster 'Aston Martin – The Pre-war Years'.

After Victor Gauntlett took over Aston Martin, he acquired 'CML 242' as he had hopes of assembling a collection of every model that the company had made. Soon realising that this was a hopeless ambition, he donated the car to the Great Ormond Street Hospital Wishing Well Appeal charity auction of 1988 where it failed to sell. Soon after, the Aston was acquired by the current vendor, at which time it had a recorded mileage of around 81,000, believed genuine.

The car was in poor condition; the sunroof had been filled in with plaster, all the windows had had lugs brazed onto them and were screwed into the bodywork, and the stanchions inside the bonnet had been cut down with a hacksaw so that a gravity-feed fuel tank could be installed. The spare wheel had been repositioned inside the car, which gave it a much smoother boot profile but weakened the body, as a main timber had to be cut away to make room. As a result the door pillars were bulging outwards. There was also a fair amount of rot in the frame.

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.

In 1989, a rebuild of the body and chassis was commenced by Messrs J&B Young. An original body (taken from a saloon that had been cut down to make an Ulster replica) was found; this had all the correct window fittings and a sunroof. Its frame was skinned in aluminium to complete a replacement saloon body, with the spare wheel in its original position and all six windows opening. The rebuild was completed in 1993.

The engine was also in poor condition, registering just 10psi oil pressure at cruising speed, but the car completed several Club tours to Europe in this state, and in 1997 covered 2,000 miles from Vancouver via the Rockies to Monterey, where the owner entered it for the Pebble Beach Concours. It won its class. The engine was then rebuilt. 'CML 242' is still used occasionally, and in April this year successfully completed a three-day tour of Devon.

£180,000 - 220,000
€200,000 - 240,000

231 N

The ex-Earls Court Motor Show

1952 ASTON MARTIN DB2 VANTAGE SALOON

Registration no. not UK registered

Chassis no. LML/50/110

- Landmark Aston Martin model
- Known ownership history
- Well maintained
- Ready to use





'The DB2 is a very fast sports car of immense stamina, as a long list of racing successes has proved. (The) model is remarkable for its comfort and luxury, and is also just about the easiest thing there is to drive, outside of the "automatic transmission" carriages. Whether one would go shopping, to the theatre, on a long-distance tour, or even race at Le Mans, one could have no more perfect companion than the Aston Martin.' – John Bolster, *Autosport*.

Aston Martin owner David Brown's 1947 acquisition of Lagonda 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 out-performed its predecessor. When production ceased in May 1953, a total of 411 DB2s had been made, around 100-or-so of which were drophead coupés.

This DB2, chassis number 'LML/50/110', was one of Aston Martin's show cars at the 1952 Earls Court Motor Show, the other being 'LML/50/109'. Its original guarantee form records that the car was delivered to Liverpool dealer Blakes after the show and that the engine, 'LB6B/50/555', underwent conversion to Vantage specification in April 1952, being at this point re-numbered 'VB6B/50/555'. The original registration was 'JTP 496' and the first owner is recorded as Gibson Bros (Liverpool) Ltd of Portsmouth.

Three further owners are listed on the guarantee form, the last of whom, Anthony Thomas Brookes, is the first shown on the accompanying old-style logbook (issued 1961). Three subsequent owners are listed, the last being Michael Pearce of Clifton, Bristol, who acquired the Aston in April 1966. Mr Pearce kept the car until the early 1980s, when it passed into the ownership of Aston Martin specialists Ecurie Bertelli of Olney, Buckinghamshire. In 1990, 'LML/50/110' was extensively reconditioned by Four Ashes Garage Ltd and the engine rebuilt - to Vantage specification - by Jack Moss at Four Ashes using a replacement cylinder block and 'head, the originals having cracked (bills on file). The car's first outing after completion was the AMOC's Sir John Horsfall meeting in 1990.

Further owners are recorded on the FIVA Identity card: P Davies, Liverpool (1997-2001); Robert Leyba, Hamburg, Germany (2001-2002); Paul Newman, Ballymore, Rol (2002-2012); and then the current vendor (2012 to date). Some further work (shock absorbers and new tyres) was carried out when the vendor bought the car in September 2012 (no bills).





From 2012 to 2017, the Aston has been fastidiously maintained in Germany, including works to the brakes, electrics, and cooling system. These works were carried out by Mr Robert Schramm, who looks after several other Aston Martins, including the Le Mans Team Car 'VMF 64'. Related invoices since 2012 total more than €25,000 (on file).

Since acquisition, the DB2 has been used predominately for private trips and a few rallies, adding some 2,500-3,000 miles to the odometer total. It has been continually maintained, drives very well and can be used immediately. When Bonhams' representative visited the vendor, he was able to drive the DB2 a distance of some 20 miles and reported that it performed well, pulling nicely with good oil pressure and no obvious faults.

'LML/50/110' is presented in its original livery of Carnation Red with black leather interior, the latter re-trimmed in 2006, and is described by the vendor as in generally good condition. The car is offered with an extensive history file containing the aforementioned bills and documentation, numerous expired MoTs, FIVA Identity Card (Issued November 2012) and current German TÜV (expires December 2018).

£130,000 - 160,000

€140,000 - 180,000



232 N

2011 PORSCHE 911 TYPE 997 GT2 RS COUPÉ

Registration no. not UK registered

Chassis no. WP0ZZZ99ZBS776315

- Rare high-performance 911 variant
- Delivered new in Germany
- Service history
- Circa 36,862 miles (approximately 59,320 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.

Accompanying factory paperwork shows that this particular GT2 RS was built to German-market specification. Special features listed include the ASK sound package, six-point passenger seatbelt, carbon front wing, Bluetooth mobile phone preparation, Sport Chrono Package Plus, vehicle tracking system preparation, thicker steering wheel in Alcantara, universal multi-media interface, Sport bucket seats, and Porsche Communication Management (PCM) including Navigation Module. The current owner purchased the Porsche from Lawton Brook Prestige Vehicles in April 2015 (order form on file). This exclusive and highly desirable Porsche supercar is offered with copies of previous German registration documents, the service booklet (last stamped 13/09/2013 at 46,445 kilometres) and the aforementioned Porsche documentation.

£200,000 - 250,000

€220,000 - 270,000

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.

233

1988 LAMBORGHINI COUNTACH 5000 QV COUPÉ

Registration no. F922 OYR

Chassis no. ZA9C005A0JLA12410

- Landmark Lamborghini model
- The world's fastest car in its day
- One of only 14 5000 QVs in right-hand drive
- 33,000 miles from new
- Well maintained
- Huge history file



The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. It was nothing less than spectacular, looking like it had been conceived on another planet. As *Motor* magazine observed: 'few people gazing at the original Bertone Countach at Geneva in 1971 could have regarded it as anything but a "show" car. There were those fold-up doors for a start and the space-age cockpit with its abysmal rear visibility not to mention the strange engine/transmission configuration.' Happily, Lamborghini disregarded criticism of the car's supposed lack of practicality and the Countach entered production changed in detail only. The production version would not be seen for another two years, with deliveries commencing in 1974.

Lamborghini's four-cam V12 engine was retained for the Countach, though this time installed longitudinally. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential - driven by a shaft passing through the sump - at the rear. The result was a delightful gearchange and a better-balanced car than the Miura. When production began in 1974, the Countach sported an improved spaceframe chassis and the standard 4.0-litre - instead of the prototype's 5.0-litre - engine.

Even with the smaller engine producing 'only' 375bhp, the aerodynamically efficient Countach could attain 170mph and, as one would expect, came with racetrack roadholding to match.

The first upgrade appeared in 1978 as the 'LP400S', the major changes being confined to the chassis and suspension. A rear aerofoil became available, making the Countach look even more outrageous and, not surprisingly, was the choice of most customers. The Countach's potentially largest market - the USA - remained closed to it until the arrival of the 'emissions friendly' LP500S in 1982. Although no more powerful than before, the newcomer's 4,754cc engine brought with it a useful increase in torque. The final development saw the engine enlarged to 5,167cc and new four-valves-per-cylinder 'heads adopted for the Countach *Quattrovalvole* (or 5000 QV) in 1985, the latter's 300km/h (186mph) top speed making it - at the time - the world's fastest car.

An extremely rare, UK-delivered Countach 5000 QV, chassis number '12410' is one of only 14 right-hand drive cars supplied as the '1988½' model, which featured the Anniversario version's side skirts. '12410' was supplied new on 3rd August 1988 and has covered a mere 33,000 miles from new. It was owned for a number of years by a Dr Keith Barnes, before being sold through Furlonger Specialist Cars to a Mr Morris, then through Furlonger to the current vendor.



The car is finished in *Rosso Siviglia* with red-piped magnolia leather upholstery and brown carpets, and retains its original engine with matching ('12410') number. The original Alpine stereo system, spare wheel, and tool roll are still present. The Countach has had only four previous keepers and has been serviced and maintained correctly, unlike many other examples. For the last five-or-so years it has been looked after by Furlonger Specialist Cars, including a lot of work making the air conditioning function properly.

'12410' comes with a huge history file going back to when the car was ordered, which contains MoT certificates and tax discs dating back to when it was new. Still awesome by today's standards, the Countach has lost none of its presence since the day it was launched. '12410' represents an exciting opportunity to acquire a highly original and unmolested example of this iconic Italian supercar.

£280,000 - 350,000
€310,000 - 390,000



234

1937 ALVIS SHORT CHASSIS 4.3-LITRE CONTINUATION

Registration no. YXG 438

Chassis no. 14355

- Developed by Red Triangle as its 'Continuation' demonstrator
- Restored between 2011 and 2014
- Circa 12,777 miles since completion
- Arguably the ultimate pre-War British sportscar



'In the scheme of things there are cars, good cars and super cars. When a machine can be put into the last of these three categories and yet is not by any means in the highest-price class, considerable praise is due to the makers. The model in question is the latest Alvis 4.3-litre sports tourer.' – *The Autocar*, August 1938.

Pre-war development of the six-cylinder Alvis culminated in the announcement of the 4.3-Litre in August 1936. The 4.3-Litre was based on the 3.5-litre Speed Twenty Five introduced the previous year and was powered by an enlarged version of Alvis' new seven-bearing, overhead-valve engine. The cruciform-braced chassis featured the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed, all-synchromesh gearbox, introduced on the preceding Speed Twenty, were retained with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. Claimed to be the fastest un-supercharged saloon on the UK market, the Alvis 4.3-Litre was certainly one of the few pre-war saloons capable of a genuine 100mph. Sturdily-built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the 4.3-Litre's chassis-only price of £750 meant that ownership was necessarily confined to wealthy connoisseurs. A mere 198 cars had been delivered when the outbreak of war stopped production.



Originally a Charlesworth-bodied saloon, this Alvis 4.3-Litre, chassis number '14355', was despatched new to Messrs Hanna of Belfast, Northern Ireland in March 1937. In 2011 the car was acquired from Northern Ireland by renowned marque specialists Red Triangle to be developed by them as the demonstrator for their 'Continuation' series. Alvis had sanctioned the construction of 150 Vanden Plas-bodied tourers back in the late 1930s, only 73 of which had been completed before war broke out.

London-based coachbuilder Vanden Plas had forged its not inconsiderable reputation by a most fortuitous alliance with Bentley, bodying some 700-or-so of the latter's chassis during the 1920s, including the Le Mans team cars. The firm survived Bentley's demise and resurrection under Rolls-Royce ownership, diversifying into other makes, Alvis being one of the most prominent customers.

Red Triangle planned to use the remaining 77 allocated chassis numbers for its series of new 'Continuation' cars, and this original 4.3-Litre was used in the early development of the concept. On arrival in mainland UK, the Alvis was registered with the number '332 YUH', but the vendor subsequently asked the DVLA to issue the car with a pre-war number and they registered it with the current registration, 'YXG 438'.

As Red Triangle's demonstrator, this car was developed with fuel injection and disc brakes, and fitted with an overdrive, the latter being still in place. The car was developed by Red Triangle with a Vanden Plas-type body, and was fitted with the first of the 'Continuation' series engines. The odometer reads 12,777 miles, which is believed to be the distance covered since the car was first developed by Red Triangle.

The vendor bought 'YXG 438' from Red Triangle in April 2015, and as part of the arrangements they agreed to return the car to drum brakes and SU carburetors so that it was in 1937 specification. While waiting for those components to arrive, the vendor ran the car on borrowed carburetors and brake drums and entered several rallies, including the Flying Scotsman, 1,000-Mile Trial, and Three Castles. Eventually the aluminium brake drums arrived and were fitted to the car, while the new SUs took even longer to materialise but have now been installed. It is understood that the car could be refitted with fuel injection and disc brakes if a buyer so desired.

The private vendor describes the Alvis as in generally very good condition in every respect, but is of the opinion it is too nice for the events that he enters, his Talbot being considered much more appropriate, hence the decision to sell. Accompanying documentation consists of V5C Registration Certificate, a copy of the Car Record, sundry post-purchase bills, and an article about the Continuation series.

£120,000 - 160,000
£130,000 - 180,000

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.

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1964 ASTON MARTIN DB5 SPORTS SALOON

Registration no. BYC 886B

Chassis no. DB51598R

- First owned by the Earl of Lonsdale
- Matching numbers
- Previous ownership from 1989 to 2013
- Genuine 66,360 miles from new
- Outstandingly original: never restored but well maintained
- Recent extensive works (engine and gearbox rebuild, etc)





'Second to his house, a man's car is usually his most expensive single possession. But a house is static, and although a car like the DB5 costs as much as a comfortable dwelling, it is very dynamic and free to go anywhere. It is a car which cries out to be driven, to be driven well, and to be driven far.' - *Autocar*, 18th September 1964.

Aston Martin's post-war evolution took a giant step forward with the launch of the DB4 in 1958. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. The engine was still an all-alloy, twin-overhead-camshaft, six but the old W O Bentley supervised 3.0-litre unit had been superseded by a new design by Tadek Marek. The new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm, and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

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

Five series were built as the model gradually metamorphosed into the DB5 of 1963. The latter's distinctive cowl headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4. The 3,995cc engine - first seen in the Lagonda Rapide - was mated to a four-speed overdrive-equipped gearbox; a proper ZF five-speed unit being an option at first and standardised later.

The DB5 was the first and remains the most famous of all the 'James Bond' Aston Martins, having appeared in no fewer than five movies of the series, beginning with *Goldfinger* in 1964. Equipped with rocket launchers and sundry other gadgets, 007's DB5 was finished in Silver Birch with red interior, in which specification it was later issued by Corgi Toys. In production for only two years, during which period 1,021 were manufactured, the DB5 is considered by some to be the nicest of the Marek six cylinder cars, combining as it does the short wheelbase of the original DB4 with the 4.0-litre engine as found in the larger DB6.

Chassis number '1598/R' was first owned by the Earl of Lonsdale. The immediately preceding owner purchased the Aston in 1989 from Marksdales Classic Cars of Shepton Mallet, Somerset, who had just completed a major overhaul of the car following its return to the UK from California. The recorded mileage at that time was 61,363. For 24 years (1989-2013) 'BYC 886B' was kept in a heated garage with relatively few miles being added to the total. Indeed, only some 5,000 miles have been covered in the last 29 years.





Regularly serviced and maintained during that ownership by Oselli Ltd of Witney, Oxfordshire, it is wonderfully original and delightfully patinated, and in this respect is one of the best we have seen.

Works carried out by Oselli include overhauling the brake servos and master cylinder; removing the cylinder head, re-facing and reassembling with new gaskets and seals; overhauling the water pump; re-coring the radiator; replacing the oil cooler; fitting a new 'high torque' starter motor; replacing the left side window motor; and renewing the front windscreen and seals (see bill for £7,273 on file dated June 2006).

Also carried out by marque specialists, more recent works include an engine overhaul, rear axle overhaul, gearbox rebuild, fitting of power assisted steering, upgraded cooling system with alloy radiator and fans, lights converted to LED/Xenon, Koni shock absorbers, upgraded anti-roll bar, and a new clutch assembly (see invoice for £52,595 on file). The car has also been fitted with a Tracker with two transponder tags (Cat 5+).

Finished in Goodwood Green with red leather interior and new carpets, this outstandingly original DB5 is offered with the aforementioned invoices; MoTs dating back to 1989 confirming mileage; (copy) old-style logbook; MoT to September 2018; a V5C document; C-Tek battery conditioner and an Aston Martin Works bespoke indoor car cover. Additionally a BMIHT certified copy of the Factory Record is also supplied.

£500,000 - 600,000

€550,000 - 660,000



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.

236

1961 MERCEDES-BENZ 220SE CABRIOLET

Registration no. KJU 604 (not UK registered)

Chassis no. 128.03020003835

- *Delivered new to the UK*
- *First owned by the 7th Earl of Bradford*
- *Rare right-hand drive model*
- *Resident in Sweden since 1981*
- *Restored between 2012 and 2015*
- *Matching chassis/engine numbers*



Introduced in 1956, the 220 S saloon was one of a trio of new models featuring unitary construction bodyshells employing large, box-section side-members - hence the term 'Ponton' - the others being the 190 and 219. All-round coil-sprung independent suspension had long been a fixture of the Mercedes-Benz range, and that of the newcomers benefited from the newly developed single-pivot rear swing axle. Short-wheelbase coupé and cabriolet versions of the 220 S soon followed. Luxuriously equipped in the best Daimler-Benz tradition, these superbly constructed *Gran Turismos* were priced some 70% above the 220 S saloon. For 1959 the 220 range was updated with a fuel-injected version of the 2.2-litre overhead-camshaft six, becoming the 220 SE. Maximum power increased from 100 to 115bhp. There was no increase in top speed, which remained at 160km/h (99.5mph) but there was a useful improvement in acceleration, the 0-100km/h time reducing by two seconds. By the time production ceased in November 1960, fewer than 2,000 220 SE coupé and cabriolet models had been manufactured, and today these stylish and luxuriously equipped Grand Tourers are highly prized.

This rare right-hand drive 220 SE cabriolet was sold new in the UK and registered as 'FC 220' to The Right Hon The Earl of Bradford on 9th March 1961. The original logbook, signed by the Earl, is on file together with an old MoT certificate (expired 1975).

Around 1975, a Swedish engineer working in the UK bought the Mercedes from a dealer and took it with him as 'personal belongings' when he moved back home to Sweden, registering it there on 29th May 1981. 'Personal belongings' was the only way to bring cars into Sweden at that time without paying high taxes, but you must have been the owner and living abroad for more than three years. The Mercedes has remained in Sweden ever since. The private vendor knows of three Swedish private owners (plus a couple of dealers) prior to his purchase of the car in 2003. He has been in contact with the two last owners in Sweden before him.



Former president for the tool manufacturing company, Bahco, the vendor has a well-equipped workshop at his home in Göteborg, and after his retirement in 2010 he began to restore the Mercedes. Although not a professional restorer of classic cars, he has a stock of tools that many professionals would envy. The entire car was dismantled, both inside and out. Rollsbo Billakering, a local paint shop with classic-car experience, undertook the necessary body repairs and then repainted the car. The vendor and his wife then restored the interior, reusing all of the original materials. Of high quality (what else would one expect of a Mercedes?), the interior was in good condition and responded well to careful cleaning, enabling the original wool carpets, leather seats and door panels, and all wood trim to be refitted – an important consideration for the vendors.

Some components in the braking and steering systems were renewed, as was the exhaust system. Red Top Racing, a local workshop, checked the mechanicals and carried out some minor works. Relatively little used during its time in Sweden, the Mercedes passed the Swedish roadworthiness test and was registered again for road use in 2015. Related invoices and photographs of the restoration are on file together with aforementioned UK documentation.

£80,000 - 100,000
€88,000 - 110,000



237

1948 BENTLEY MARK VI 4 1/4-LITRE SPORTSMAN'S ROADSTER

Coachwork by H. Horsfield and Son of Halifax

Registration no. ASN 669

Chassis no. B321CD

- Effortless long distance tourer
- Elegant coachwork in the 30s tradition
- Archetypally sporting 'vintage'
- Offered from a discerning Bentley Collector



Drawing their customer base from the more sporting minded Bentley client steeped in the marque's legendary racing history and from a more conservative customer who faithfully supported the Rolls-Royce marque with its superior engineering, it was natural that Bentley's all-new post-war model would combine sporting flair, luxurious comfort and engineering finesse.

The marque, under the control of 'W.O' Bentley, had distinguished itself some two decades earlier with spectacular victories at Le Mans and impressive record runs at Brooklands. Following Rolls-Royce's acquisition of the Bentley marque in 1931, the Derby-built 'Silent Sports Cars' were to satisfy not only those looking for a comfortable, quick touring car but they also continued the sporting pedigree, attracting many discerning and demanding motorists including the likes of Eddie Hall, who enjoyed pre-war Tourist Trophy successes, and racing drivers Sir Malcolm Campbell, Arthur Dobson, Tim Rose Richards and Prince Bira, to name but a few.

The new generation Crewe-built post war model had much to live up to. The power unit for the new car was a silky smooth 4 1/4 litre six-cylinder engine with inlet over exhaust valves, which had been well proven in military service, and this drove through a four speed manual gearbox with the traditional right hand change lever. Rolls-Royce and Bentley were traditionally coy about the power output but the car had that superb flexibility which enabled top gear to be utilised from 10mph onwards with little apparent strain.



A departure for the new model was the availability for the first time of factory built coachwork, although the Mark VI remained available in chassis only form for the more discerning customer who sought bespoke coachwork from the dwindling band of traditional coachbuilders.

This car left Crewe with standard factory coachwork in 1948 destined for its first owner, a Mrs. J.M. Dykes, and although its subsequent history is not recorded it was despatched in chassis form early this century to bespoke coachbuilders H. Horsfield and Son of Halifax, specialist coachbuilders to Rolls-Royce and Bentley motor cars since 1948. Commissioned by a major northern motor dealer to create a special Bentley, the brief was to overhaul the chassis and mechanics and to design coachwork in a more traditional sporting form – reflecting the golden age of the 'Silent Sports Cars' of the 1930s, and perhaps bearing the imprint of the cars which took part in the 1930s Tourist Trophy races. In that respect Messrs. Horsfield certainly succeeded.

The present owner, a discerning member of the Bentley Driver's Club who has been fortunate to own and drive 'W.O.' Bentleys for some 35 years, acquired B321CD in 2008 to fill a gap in the motor house and to provide slightly easier long distance driving in his advancing years. The car has fulfilled those criteria having been widely used in North Yorkshire, Scotland and in Continental touring. The car holds station comfortably in modern traffic, copes well with motorway driving and yet is equally at home on the narrow twisting roads of the Yorkshire Dales.

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.

During the present ownership it has been maintained regardless of expense by Bentley specialists John Ambler and Horsfields of Halifax. Presented in British Racing Green livery, the lightweight aluminium coachwork provides comfortable seating for two with additional seating for two smaller people in the rear – an area perhaps best suited for luggage accommodation. Trimmed in black leather, the upholstery reflects most careful use and the car is offered with front and rear tonneau covers and hood as well as most practical windscreen side wind deflectors. The owner is allowing the very early 'family' VSCC, Bentley Driver's Club and Brooklands badges to be sold with the car. Overall the attention to detail is exceptional, with the leather-strapped bonnet, Flying 'B' radiator mascot, sprung spoke steering wheel, quick release petrol filler cap, wire wheels and oval side step - in short archetypally sporting 'vintage'.

B321CD features in Ray Roberts' standard work *Bentley Specials and Special Bentleys* and is listed in Bernard King's reference work on the Mark VI Bentley. The car will be serviced prior to the sale and is offered with a handbook and UK registration document, along with copies of the original factory specification sheets.

£80,000 - 100,000

€88,000 - 110,000

1958 JAGUAR XK 150 COUPÉ

Registration no. LFO 476

Chassis no. S824241DN

- Restored in 2013
- Little used since restoration
- Rare right hand-drive variant
- Offered from a private collection



'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable. As with most cars, there are a few body details which could be improved, but we do not know of any more outstanding example of value for money.' - *Autocar*.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

The car we offer is one of 1,368 3.4-litre fixed-head coupés made in right-hand drive specification out of a total production of some 9,395 XK150s of all types between 1958 and 1960. Chassis number 'S824241DN' comes with an old-style continuation logbook listing owners dating back to Albert Morgan in 1961. He was followed by William Havard (1962), Mrs Gillian Dawson (1963), Robert Clark (1964) and a Mr Quayle (1984). John Hill owned the XK during the later 1980s, having bought it from C&A Autos of Forrest Row. By 1997 the car was owned by one Philip Horsley.

In 2013 the Jaguar was restored; there are photographs of a bare metal re-spray on file but no invoices relating to the work. Bucket seats were fitted during the 2013 restoration (originals with car). MoT certificates on file show the recorded mileage increasing from 5,079 in 1982 to 24,214 in 2015, and the car also comes with sundry invoices for work carried out from the 1980s through to the 2000s. Finished in red with black leather interior, the car is offered with a folder of history to include a V5C Registration certificate and the aforementioned documentation, while a fitted car cover is also included in the sale. A relatively rare, right-hand drive XK150 variant.

£40,000 - 60,000
€44,000 - 66,000

1949 LAND ROVER SERIES I 80" 4X4 UTILITY

Registration no. YHL 501

Chassis no. R06103299

- *Early, rare Series 1 'lights behind the grille' model*
- *Ring pull gearbox*
- *Ex-Ministry of Defence*
- *Restored onto the original chassis, repaired and galvanised*
- *Series 1 2.0-litre engine*



Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. Continuously developed over the course of more than 60 years in production, the supremely versatile Land Rover has proved itself adaptable to innumerable civilian and military roles. It was a sad day for 4x4 enthusiasts when the last Defender model rolled off the Solihull production line in January 2016; the Land Rover's successor is keenly anticipated.

'YHL 501' is a very early and rare Land Rover Series I 80"-wheelbase 'lights behind the grille' model, which has been previously restored to reflect the specification of the famous 'HUE 166', the first production Land Rover. During the restoration, the original chassis was repaired and galvanised and some new parts used, in addition to restoring those old parts that were still serviceable with the aim of maintaining originality.

It is suspected this that at some point during its military service (between 1949 and 1963) this vehicle was fitted with the slightly later 2.0-litre engine it has now, almost certainly because of the inherent overheating problems that plagued the early 1.6-litre models. These engine variants are visually almost identical and make very little difference to the on-the-road performance, the 2.0-litre making around two horsepower more. The engine bay is nicely detailed and reflects the attention payed to the bodywork and interior.

The V5 Registration Certificate shows the original chassis number, which matches the stamped chassis and VIN plate, while the engine number listed is that of the original engine, since removed. The current Series I engine is believed to be a reconditioned unit fitted during military service and is not stamped, although of the period.

A Heritage Certificate is included with the paperwork, confirming the build date and the vehicle's supply to the Ministry of Defence. The vendor has sent a Freedom of Information Request to the MoD, which has a record of its existence and supply; however, the documentation relating to its active military service no longer survives. The original military number plate - '10 BC 02' - is still recorded. The vehicle has had only one former keeper since its release from the military in 1963.

£50,000 - 70,000
£55,000 - 77,000

1989 LISTER JAGUAR 7.0-LITRE LE MANS COUPÉ

Registration no. FCF 3

Chassis no. 038LJ05LM

- The factory demonstrator
- The fifth of only 20 made
- Supercar performance
- Circa £15,000 spent in the last three years



From the early 1980s the legendary Lister name has graced some of the world's fastest road cars, after 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. This was no mere makeover of the XJ-S but rather a thorough re-engineering, the only parts left unaltered being the doors, windscreen glass, front suspension uprights and wishbones, and the alternator!

Named in honour of Jaguar's successes at La Sarthe in the 1980s, the four-seater Le Mans featured a 7.0-litre version of Jaguar's V12 engine, comprehensively reworked and upgraded to cope with its now 604bhp maximum power output. A similar torque figure ensured stupendous acceleration in any gear. Needless to say, the suspension, brakes, wheels, and tyres were up-rated, while a purposeful-looking body kit ensured that the car remained stable at its 200mph maximum speed. The price? A cool £160,000.

Previously registered 'G445 UGX' and '9951 EJ', the car we offer is the fifth of only 20 Lister Le Mans made. Chassis number '038LJ05LM' served as Lister's demonstrator and featured in its sales brochures before being purchased by industrialist Jack Walker.

Walker had just sold the Blackburn-based family firm, Walkersteel, for more than £300 million, and spent some of the money on buying Blackburn Rovers Football Club. In 1989 this car featured in *Fast Lane* magazine (May edition, copy available) which concluded its review by stating: 'The Le Mans is a carefully conceived package, and the engineering is faultless, as is the quality of the finish and fittings.'

In 1994 this Lister Le Mans was sold to Mr Eric Palethorpe, one of Jack Walker's fellow company directors, who kept it until September 2013 when it passed to the immediately preceding registered keeper. Whilst in his ownership it was the feature article in the March 2005 edition of *Jaguar Enthusiast* (see cover on file). The current vendor purchased the car at Bonhams' Goodwood Revival sale in September 2014 (Lot 292) since when circa £15,000 has been spent on maintenance to include suspension ball joints and rubbers, new exhaust system, etc.

Now carrying the cherished registration 'FCF 3', the Lister has covered only some 39,000 miles from new. Currently MoT'd, the car comes with a Lister handbook pack, sales brochure, (copy) old V5, V5C document, and a quantity of expired MoTs. 'FCF 3' represents an exciting opportunity to acquire a powerful car possessing an exceptional specification, as well as a direct link with one of the greatest of all Jaguar exponents.

£50,000 - 60,000

£55,000 - 66,000

1973 ASTON MARTIN V8 SERIES 2 SPORTS SALOON

Registration no. FBO 306L
Chassis no. V8/10720/RCA

- Early 'Company Developments' model
- Vantage-style body kit
- Extensively restored by marque specialists
- Recent further works



Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4.0-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

In 1972 the acquisition of Aston Martin by Company Developments brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its restyled front that now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard.

An automatic transmission model, chassis number '10720' was acquired by a previous owner in April 1998 and since then has benefited from considerable expenditure on its extensive refurbishment, there being detailed bills on file from marque specialists Aston Workshop and Trinity Engineering dating back to 2006 totalling approximately £45,000 (close inspection recommended). Areas addressed include the suspension, steering, wheels, tyres, electrics and, most importantly, the chassis to remove all corrosion that these cars develop within the sills, radius arms, and outriggers. The restoration was completed in 2012/2013.

The immediately preceding owner purchased the V8 at Bonhams' Aston Martin sale at Newport Pagnell in May 2014 (Lot 250) subsequently replacing the differential oil seal. All replacement parts were OEM supplied by Aston Martin Stratstone. The following year he offered the car for sale at Bonhams' auction at Aston Martin Works, Newport Pagnell (Lot 246) where it was purchased by the current vendor. The rear brakes have since been stripped and overhauled, and the nearside suspension ball joint replaced (bill on file). Finished in silver grey with deep red leather interior, the car is offered with the aforementioned restoration invoices, MoT to June 2018, and a V5C document.

£65,000 - 75,000
€71,000 - 82,000

242

The ex-David Ham

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

Registration no. 223 HJJ

Chassis no. 861396

- *Original right-hand drive model*
- *Full matching numbers: chassis, engine, registration*
- *Known ownership history*
- *Present ownership for circa 20 years*
- *Extensively restored between 2005 and 2013*





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

The double wishbone, independent front suspension was mounted on the forward sub-frame that supported the engine. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This right-hand drive coupe is offered from the collection of the late David Ham, the long-time Jaguar enthusiast, who was also a highly accomplished Lister-Jaguar driver between 1970 and 2010.

Manufactured on 11th December 1963, it was sold via distributor Henlys of London to agent KDM Cherrington Ltd. of London W1, for onward delivery to its first owner, a Mr. N. Bailey of London NW1.

Between 1969 and 1972, the car had four owners, all of whom were in the Hertfordshire area, and in the late 1970s it was acquired in a derelict state by Brian Jones of Dunstable, Bedfordshire. David Ham purchased the car in its unrestored state in the mid-1990s, and after being kept in storage for some years, a full restoration was embarked upon between 2006 and 2013. Works carried out during this time included full restoration of monocoque and both front and rear subframes, as well as a complete overhaul of the braking, hydraulic, cooling, fuel and electrical systems – the last of which included the fitment of a new wiring loom and Kenlowe electric fan. The car was immaculately resprayed by Retford Auto Finishers in its correct original colour of Opalescent Dark Blue, and was fully re-trimmed by Jaguar specialists Aldridge Trimming of Wolverhampton. It is believed that the engine was rebuilt by the previous owner, and the car has covered just over 3,000 trouble-free miles since completion.

The car is accompanied by a comprehensive restoration file, Jaguar Heritage Certificate, (copy) old style logbook, current V5 registration document and a valid MOT to April 2018. Described by the private vendor as being in generally excellent condition, "223 HJJ" represents a wonderful opportunity to acquire a rare example of the Jaguar E-Type in its earliest and purest form.

£100,000 - 120,000
£110,000 - 130,000

243

1984 FERRARI 512 BBI COUPÉ

Coachwork by Pininfarina

Registration no. A65 WHK

Chassis no. 51335

- *Iconic 'flat 12' Ferrari*
- *Delivered new to California, USA*
- *One of 141 final-year models*
- *Driven and well maintained*





For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders. The increase in engine size from the original Boxer's 4.4 litres was made not so much with increased power in mind but to enable the 512 BB to meet increasingly stringent emissions targets without loss of performance. Displacement was increased by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable.

Changes to Pininfarina's inspired coachwork were, not surprisingly, few: an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tyres meant that the width of the 512's rear grew by just over 25mm. The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, while the already excellent all-round ventilated disc brakes remained unchanged. In 1981 the model was updated with Bosch fuel injection, becoming the 512 BBi. Once again, maximum power remained unchanged but there was more available at lower revs and torque increased still further. Possessing an engine directly related to Ferrari's contemporary Formula 1 unit, as well as being both lighter and faster than the legendary Daytona, the 512 BBi was one of the most capable and exciting supercars of its era and is still capable of providing all the thrills that an enthusiastic owner-driver could wish for.

Despite the fuel injection, the 512 BBi was never approved for sale in the USA, though American customers were given assistance by Ferrari to import them privately and carry out the necessary 'federalisation'. This left-hand drive example is one of only 1,007 512 BBi models produced by Ferrari and was delivered new in 1984 to California, USA. Numbered '51335', it is a very late production car. Sold at a US auction in August 2013, at which time it was stated that it had benefited from a recent engine-out service replaced the vital timing chain tensioner, as well as the exhaust. At the same time, the air conditioning system was refurbished with all-new belts, hoses, seals, and gaskets.

Unlike the average 512 BBi, which typically sees only infrequent use, this one has been driven and enjoyed. The original Rosso Corsa paintwork has been well looked after, while the complementary Rosso/Nero interior shows very little wear, together creating the impression that this car is younger than its 30-plus years. Original books and tools are present.

Imported into the UK after the auction sale. The current vendor purchased the Ferrari several years ago and it's been well stored since. With the value of V12 Ferraris from the 1960s and 1970s having increased dramatically, users and investors alike have recognised the potential of the Berlinetta Boxer series, and particularly that of the more practical fuel-injected models.

£230,000 - 270,000
€250,000 - 300,000

244

1956 ASTON MARTIN DB2/4 MKII COUPÉ

Coachwork by Tickford

Registration no. TLE 300

Chassis no. AM3001241

- One of only 34 fixed-head coupés made
- One of 16 delivered to the UK
- Rare coachbuilt model
- Concours winner in Australia
- Professional engine and gearbox rebuild (2016)





One of the 34 fixed-head coupés made, 16 of which were delivered in the UK, the car we offer is one of the rarest and thus most desirable of all post-war Aston Martins. Chassis number 'AM300/1241' was delivered on 22nd November 1956 to the well-known Aston Martin/Lagonda agent, Brooklands of Bond Street and subsequently was purchased by Ashtons Development, a steel fabrications company based in Essex. Special features included non-polished aluminium castings, a wood-rim steering wheel and striking two-tone livery of Ice Blue with Peacock Blue hardtop and blue-grey interior, all of which the car retains today. The original build sheet (copy on file) confirms matching numbers (engine: 'VB6J/863').

The next owner (from February 1960) was a Mr Maurice Goldman, an Essex resident who kept the Aston for some 20 months, selling it in October 1961 to Mr Anthony Percival Amato of London. Over the course of approximately the next 17 years the car passed through the hands of four owners in the UK before being sold to Australian resident Christopher A Green in April 1978. The AMOC Register records '1241' as winning a 1st place concours award at the Australian National Rally, Shepperton in 1982 and lists only one other owner in Australia – P de Janko – who entered it in the Melbourne Classic Car Show in 1987, winning another 1st place award.

Brought back to Europe via the Houtekamp Collection in 2010, the Aston is believed to have undergone a full restoration in Australia, appearing very presentable and possessing a nice patina. The current vendor purchased '1241' at Bonhams sale at Aston Martin Works, Newport Pagnell in 2015 (Lot 252) since when it has been reunited with its original UK registration, 'TLE 300'. While in the vendor's care, the car has benefited from a complete engine rebuild, complete gearbox rebuild, new fuel pumps, new electronic ignition system, re-chroming, new exhaust, new carpets throughout, overhauled and replaced brakes and cooling system with Kenlowe fan, LED lights, five new tyres, heated front windscreen, etc, as evidenced by the marque specialist's bill on file for £70,270 dated July 2016.

A significant addition to any important private collection, this example of a most desirable 'factory coachbuilt' Aston Martin is offered with tool kit, sundry service invoices, a V5C Registration Certificate and a fitted C-Tek battery conditioner.

£180,000 - 240,000

€200,000 - 270,000

245

The 1963 Earls Court Motor Show car

**1963 MASERATI 3500 GTI SEBRING
'SERIES I' COUPÉ**

Registration no. 41 GUC
Chassis no. AM101 01817

- Formerly the UK Maserati concessionaires' press car
- Tested by Autocar (27/9/1963 edition)
- Rare original right-hand drive model
- Series II 3.7-litre engine
- Latterly owned by Maserati UK's historic fleet
- Winner of 'Best in Show' Goodwood Revival 2016



Introduced in 1962, the Sebring was one of the final manifestations of the landmark 3500 GT, which had been the linchpin of Maserati's programme to establish itself as a manufacturer of road cars. Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sports Car Championship with the fabulous 450S - both in 1957, the marque's most successful season - Maserati was by that time facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing and Maserati's survival strategy for the 1960s centred on switching production from competition to road models.

The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500 GT, its first road car built in significant numbers. A luxury 2+2, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500 GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later 'GTI' examples producing 235bhp on Lucas mechanical fuel injection.

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.



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.

Built on the short-wheelbase chassis of the Spyder and likewise styled by Vignale, the Sebring 2+2 coupé arrived in 1962. By now a five-speed gearbox, four-wheel disc brakes and fuel injection were standard equipment, with automatic transmission, air conditioning and a limited-slip differential available as options. With a price tag of £5,116 (tax paid in the UK) the Maserati was some 22% more expensive than the contemporary Aston Martin DB5, its closest rival. Introduced in 1965, the Sebring Series II came with a 3.7-litre 245bhp engine, while some cars left the factory with 4.0-litre units towards the end of production in 1966, by which time 591 Sebrings had been built, 242 of which were in the second series.

One of the most elegant and understated Grand Touring cars of the 1960s, the Maserati Sebring offered here is a Series I model that has been fitted with the more powerful 3.7-litre engine.

'41 GUC' was displayed at the 1963 Earls Court Motor Show and served as the UK Maserati concessionaires' press car, being tested by *Autocar* for its 23rd September 1963 edition (copy available). In more recent years, '41 GUC' has been owned by Maserati UK's historic fleet. In 2016, this Sebring was selected by Sir Stirling Moss for the Goodwood Revival's 'Best in Show' competition, which it won.

The private vendor understands that the Sebring has never been fully restored, although in 2013/2014 it benefited from an extensive mechanical overhaul with marque specialist Bill McGrath Maserati at a cost in excess of £50,000. This included a full engine rebuild, the addition of electronic ignition, a full gearbox overhaul, new clutch, brake overhaul, and a new windscreen. In addition, the entire chassis was checked and any corrosion cut out and made good, a new bulkhead was fitted, and the electrics totally rewired. All receipts and a photographic record of the works undertaken are on file. Recent bills on file for servicing and an overhaul of the Lucas fuel injection system, carried out by Maserati competition specialists Steve Hart Racing, are documented also, and the car is described as in generally 'A1' condition, structurally, cosmetically and mechanically. Offered with MoT to November 2017 and a V5C registration document, this beautiful Sebring represents a wonderful opportunity for the Maserati collector to acquire an important piece of the marque's history in the UK, believed to be one of just eight surviving right-hand drive models.

£200,000 - 250,000
€220,000 - 270,000

C.1965 MGB 'SEBRING' COMPETITION ROADSTER TRIBUTE

Registration no. EFG 145C
Chassis no. 6HN355354

- *Tribute to Sebring works car 'BMO 541B'*
- *Formerly raced in Japan*
- *Extensively modified*
- *Requires re-commissioning*



Conceived in the late 1950s and launched in 1962, the MGB would turn out to be one of the most successful sports cars of all time, enjoying an 18-year production life and sales totalling in excess of 500,000 units. The MGB was mechanically similar to the preceding MGA, though with a heavier, unitary construction bodyshell. To compensate for the newcomer's increased weight, the existing B-Series engine was stretched from 1,622 to 1,798cc, while the MGB's aerodynamically efficient lines made the most of the maximum available 95bhp to achieve a top speed which just bested the magic 'ton'. Its popularity undiminished today, the classic MGB is one of the easiest sports cars of its era to run and maintain in the 21st Century, being served by a worldwide industry of spare parts and service providers.

Wonderfully redolent of the age when British production sports cars regularly and successfully contested the great endurance classics, the MGB offered here has been constructed as a tribute to the famous works car, 'BMO 541B', which competed in the Sebring 12 Hours race in 1965 carrying competitor number '49'. Entered by the British Motor Corporation and driven by Merle Brennan and Frank Morell, 'BMO' finished 25th overall and 10th in the Prototype class.

The previous year that same car had competed at Le Mans in aerodynamic 'long nose' configuration where, driven by Andrew Hedges and Paddy Hopkirk, it averaged 99.9mph and finished 19th overall and 12th in the GT category, winning *The Motor Trophy* for the best-placed British car.

We are advised that chassis number '55354' was exported to Japan where it was modified for racing in accordance with SCCJ regulations. It is reported that the MG competed in sports car races in Japan in the early 1990s before being placed in storage, remaining out of use for the next 20 years. The car was then discovered by the previous owner, who set about transforming it into a 'BMO' tribute. It is understood that the work was carried out in the USA, but specific details of individual components' origins and specifications are not available. Whatever the case, the car will require re-commissioning before further use.

Accordingly, prospective purchasers must satisfy themselves with regard to this Lot's originality, correctness, and mechanical integrity prior to bidding, as it is sold as viewed. Potentially a lot of fun for next year's racing season, the car comes with a V5C document.

£15,000 - 20,000
€17,000 - 22,000

247

1955 JAGUAR XK140 COUPÉ

Registration no. ULX 140

Chassis no. 804290

- One of 843 right-hand drive XK140 Coupés
- Professionally restored to concours standard
- Overdrive transmission
- A stunning example



Newly introduced for 1955, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing lever type at the rear.

Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers. The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim. A close-ratio gearbox enabled better use to be made of the increased performance and overdrive became an option for the first time. Special Equipment (SE) cars came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the C-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary road-tests regularly recording top speed figures in excess of 120mph.

One of only 843 right-hand drive XK140 fixed-head coupés made, this example has undergone a total 'last nut and bolt' professional restoration to concours standard. The latter included a complete bare-shell body restoration with new panels used where necessary, while painstaking attention to detail has ensured superb shut lines and panel fit. The chassis has been fully overhauled together with the braking, steering, suspension, and electrical systems, as has the engine and original Moss gearbox. The interior likewise has been fully refurbished with new trim and new wood veneers. Other noteworthy features include uprated disc brakes, bonnet louvres, an aluminium radiator and expansion tank; new chrome wire wheels and new tyres; and a new stainless steel twin-outlet exhaust system.

Spectacularly finished in Jaguar Caviar (deep metallic red) with biscuit leather interior and a walnut dashboard, this XK140 is presented in unrivalled condition. It is rare for an XK140 to be restored to this level of quality and detail; the car now looks and drives superbly, and would be equally suitable for shows or long-distance touring. Completed recently, this beautiful XK140 is offered with restoration invoices and a V5C Registration Certificate.

£90,000 - 120,000

£100,000 - 130,000

1972 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. BMS 534K

Chassis no. 151342

- *Desirable manual transmission model*
- *Used sparingly in recent years*
- *Circa 56,500 miles recorded*
- *Recent extensive refurbishment*



One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version - the Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This Series III roadster was acquired by the immediately preceding owner in April 2008 having had, according to the then current V5C document, four previous keepers. The current odometer reading is only 56,504 miles and it is understood that some 30,000 of them were covered in the first car's 18-24 months. 'BMS 534K' has been used sparingly since.

The current owner purchased the E-Type at Bonhams' sale at the Goodwood Members' Meeting in March 2015 (Lot 10). After being in storage for four-plus months, the car was driven to the vendor's home, a journey of some 25 miles, where on arrival there was a 'thermal incident' in the rear caused by binding brakes (a not uncommon occurrence). As a result, extensive remedial works have been required. Carried out by Hindmarch & Co in Stamford, these included stripping and rebuilding the rear sub-frame, and fitting new fuel lines, ignition leads, carpets, and brakes amongst many other components. In total, some £10,000 has been spent on the E-Type, which is now in very good order, looking beautiful and running as it should. The car is offered with all expired MoTs, a V5C Registration Certificate, and MoT to April 2018.

£60,000 - 70,000
€66,000 - 77,000

1999 MICHEL MOTORSPORT COBRA COMPETITION ROADSTER

Registration no. UCA 565 D
Chassis no. LT04PE196173C

- Registered as a 'Michel Motorsport' on V5C
- The second of six built
- 5.0-litre Ford V8 engine
- Endorsed and signed by Carroll Shelby and Phil Hill
- Left-hand drive
- Recently serviced and ready to enjoy



Believed constructed in the 1990s, and first registered in 1999, this unique Cobra replica was ordered and specified by Michael Aguilar in the mid-1990s, and is the second of six such Cobras built at the Michel Motorsport factory. A long-standing member of the Philippines' Manila Sports Car Club, Mr Aguilar enjoyed the car for many years, competing at numerous events where 'UCA 565D' performed consistently on the track and at other gatherings.

This authentic Cobra has an interesting history and is registered on an age-related 1966-period 'D' plate. Prior to road registration it was endorsed and signed by Carroll Shelby and Phil Hill when they visited the Michel Motorsport team. Written confirmation from Michel and the MSCC is on file regarding car's history and Shelby/Hill connection. On 9th January 2001, Mr Alexander Gray of Makati City purchased the Cobra from Mr Aguilar and continued to enjoy it on the Philippines until 2005 when a move back to Scotland forced him to sell the car. Since then, 'UCA 565D' has travelled the globe, being owned in Scotland, England, Wales, Portugal, Spain, France, and Belgium throughout two and a half decades.

This factory-built Cobra has a very well-engineered chassis and Rose-jointed suspension, and was constructed with strict attention to detail as a faithful reproduction of the original.

Offered in excellent condition, the car features a tidy engine bay containing a 302ci (5.0-litre) Ford V8 Cleveland engine dating from 1969. The latter is equipped with a Edelbrock Performer inlet manifold, 4-barrel Holley carburettor, new 157 flywheel, new Powermaster starter motor, new MSD ignition control, and a Holley fuel pump. Power is transmitted via a Ford four-speed manual gearbox. Other noteworthy features include period harnesses, steering wheel, dash, controls, and seats; and an alloy riveted cockpit and boot. Painted in the period Cobra Silver, the body boasts a riveted power bulge bonnet, Quick Jack rear bumpers, and custom tonneau cover.

In 2016/2017 full rebuilds of the engine and brakes were carried out, and the drive shaft seals replaced. Camber, tracking, and timing adjustments have been checked, the Hallibrand wheels restored, and brand new Avon CR6ZZ tyres fitted. Recently serviced, this magnificent Cobra is ready to be enjoyed. Accompanying documentation consists of bills for recent work; some original Michel documentation, bills of sale, notarised deeds, etc; a V5C Registration Certificate; and a quantity of expired MoTs. Possessing a pleasing patina, 'UCA 565D' represents a unique opportunity to own what is believed to be the only Michel Cobra in Europe. A very usable and truly crowd-pleasing car

£50,000 - 70,000

€55,000 - 77,000

250

**1961 JAGUAR E-TYPE 3.8-LITRE 'FLAT FLOOR'
'EXTERNAL BONNET LOCKS' ROADSTER**

Registration no. 517 UYJ

Chassis no. 875143

- *Delivered new to the USA*
- *Left-hand drive*
- *Full matching numbers: engine, cylinder head, gearbox*
- *Flat floors, external bonnet locks, etc*
- *Previously restored and recently re-commissioned*





'Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

There have been few better summaries of the Jaguar E-Type's manifest virtues than John Bolster's, penned for *Autosport* shortly after the car's debut in 1961. Introduced in 3.8-litre form, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150.

An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.



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.

The 143rd left-hand drive roadster built, this E-Type has various features that characterise these early examples in addition to the flat floors. These include welded-in louvres on the (matching-number) bonnet; external bonnet locks; two-part boot reinforcer; two-part boot hinges; early-type petrol filler surround; early-type number plate lamps; and the early rear wheel bearing carriers. Other noteworthy features include the original early inlet manifold with 'snail'-type thermostat housing; and original-type brake fluid reservoir caps. The engine supporting 'picture frame' is stamped but faint.

Chassis number '875143' was originally restored in the USA some years ago, and also benefits from recent extensive re-commissioning here in the UK, which included refreshing the body with new paint and chromium plating, and a new interior and hood by Mike Turley. This re-commissioning also involved removing the engine and gearbox, and detailing the former with new gaskets, seals, and a new water pump, while the gearbox was rebuilt with new bearings and replacement gears.

The clutch and the prop shaft universal joints were renewed, while the rear axle was removed, stripped and detailed, and the differential overhauled. New suspension springs and shock absorbers were fitted all round, and new wheel bearings installed. The front suspension was removed and detailed with all new joints and bushes, and the steering rack and pinion overhauled. New brake piston assemblies were fitted. In addition, the car has been upgraded with a complete stainless steel exhaust system and a new aluminium radiator in the correct style.

Described by the vendor as in 'A1' condition, this beautiful E-Type roadster is offered with MoT to 2018 and a V5C Registration Certificate.

£320,000 - 360,000
€350,000 - 400,000



251

**1989 LISTER-CHEVROLET 'KNOBBLY'
SANCTION II SPORTS-RACING TWO-SEATER**

Chassis no. BHL 148

- One of four 'Centenary Edition' Listers
- Built by Brian Lister (Light Engineering) Ltd
- 5.3-litre Chevrolet V8 engine
- Prepared by CKL Developments, Mark Lewis, and Classic Performance Engineering
- Raced extensively across Europe
- Numerous Class Podium finishes



'BHL 148', Goodwood Members Meeting, in new period livery.



'This car offers the best combined price to performance, power to weight, and power to frontal area ratios available anywhere in the world for a sports car. The 1957 racing season has now ended and out of the 14 races for which they were entered Scott-Brown and the Lister-Jaguar won 11, finished second in one, and had minor mechanical trouble in the other two when in the lead, nevertheless setting up the fastest lap in both races. They have also either equalled or broken the existing unlimited sports car lap record during either the racing or at practice on all circuits where they have appeared.' - *Lister Press Release*, October 1957.

A director of his family's Cambridge-based light engineering firm, Brian Lister was better placed than most to become a racing car designer. He enlisted the considerable talents of Don Moore and Archie Scott-Brown to help with engine tuning and driving respectively, and built his first car in 1954. The MG XPAG-powered Lister proved an immediate success, notching up five 1st and eight 2nd places in short order. Upgraded that summer with a Bristol straight six, the Lister won its class during the British Grand Prix support race and throughout the 1955 and '56 UK racing seasons was a serious thorn in the side of both the Aston Martin and Jaguar works teams.

With Shell/BP backing and a Jaguar engine supply deal, Brian Lister stepped up a gear to build a car capable of contesting the World Sports Car Championship. Debuting at Snetterton on 31st March 1957, the first 'official' Lister-Jaguar took pole position and set fastest lap (though clutch failure denied it victory). The following month, Lister's prototype proved itself the class of the field with dominant overall victories at both the British Empire Trophy race (Oulton Park) and the Easter Monday Sussex Trophy race (Goodwood). Capable of showing a clean pair of exhaust pipes to both the ageing Jaguar D-Type and new Aston Martin DBR1, the Lister-Jaguar was quite simply a revelation.

Production proper commenced in 1958 with an Appendix C compliant version boasting a 10% reduction in frontal area. A riot of swooping wheelarches and air scoops punctuated by a pronounced bonnet bulge and shallow windscreen, it was affectionately christened the 'Knobbly'. One of Lister's many customers was the American millionaire private entrant Briggs Cunningham, who ordered two with Jaguar XK power and a third to accept a Chevrolet V8. The combination of the Lister chassis and lightweight Chevy engine proved immensely successful, Cunningham's cars dominating both the 1958 and 1959 SCCA Championships. For the latter season the Lister had been redesigned with sleeker bodywork by legendary aerodynamicist Frank Costin.



However, by this time the writing was on the wall for front-engined sports-racers and Lister closed at the end of 1959. Opinions differ with regard to how many were made, quoted figures ranging from as few as 34 to as many as 50.

The car offered here is one of four 'Centenary Edition' Listers built in 1989/1990 by Brian Lister (Light Engineering) Ltd. Heading the team of craftsmen that built the Centenary Edition Cars were three individuals who worked on the originals in 1958: George Tyrell (in charge of production); Brian Elliott (responsible for hubs, De Dion suspension parts, and other components); and Bob Gawthrop, the craftsman welder who employed the traditional arc welding methods he used on the original cars.

Made using the original drawings, and fitted with Jaguar engines, the cars were priced in 1990 at £250,000 each. In 1998, 'BHL 148' had a 5.3-litre Chevrolet V8 engine fitted, identical to those fitted to Lister-Chevrolets in the USA. This engine has been measured and certified correct prior to sealing by the MSA.

'BHL 148' comes with an extensive history file covering close to 20 years. This file contains several letters from Brian Lister, together with an original Press Launch folder from 1990. A substantial quantity of spares is included with the car, including an engine, gearbox, and spare wheels. Maintenance and race preparation was initially carried out by CKL Developments, while latterly that role has been fulfilled by Lister-Chevrolet specialist, Mark Lewis, close by Silverstone.

Until 2015, the car was raced in the traditional Lister colours of green and yellow. Then, in 2016, it was repainted in the distinctive colours of blue and white, made famous by Lister racer Art Huttiger in the Southern States of the USA.

This car has raced extensively across Europe, achieving Class Podium Honours at Porto, Brands Hatch, Spa Francorchamps, Oulton Park, Silverstone, Dijon, Portimao and Le Mans. In addition, the car has raced twice at the Goodwood Members' Meeting. This is a rare opportunity to acquire an ultra-fast sports-racing car eligible for many prestigious events and capable of winning them!

£350,000 - 450,000

€380,000 - 490,000



'BHL 148', Goodwood Members Meeting, 2014. In previous livery, prior to respray.

252

The property of Win Percy

**1962 DAIMLER SP250 'POLICE
SPECIFICATION' ROADSTER**

Registration no. 670 ELL

Chassis no. 104052R

- *Ex-Metropolitan Police*
- *Many-time Goodwood Revival Course Car*
- *Comprehensive history file*
- *Engine rebuilt within the last 1500 miles*





'670 ELL' on duty as the course car, Goodwood Revival

This beautiful SP250 is one of 26 purchased by the Metropolitan Police, and details of its acquisition and service record are on file together with a charming photograph showing the Daimler on parade.

For some 13 seasons, '670 ELL' was used as a course car at the Goodwood Revival Meeting, being driven around the circuit before and after each race or ahead of the featured parades. Considered one of the best and most reliable of Goodwood's 'official' cars, the Daimler has also been featured in several magazines.

'670 ELL' was with its previous owner for 32 years, benefiting from an ongoing programme of restoration, maintenance, and improvement. The sizeable history file contains invoices from Daimler specialists for various works, including an engine rebuild and interior re-trim. Unlike many of its kind, this particular SP250 remains in remarkably original condition while benefiting from discreet improvements such as a brake servo and new lever-arm dampers.

Retained police equipment includes an operational Winkworth bell, correct-style driving light, radio (non-working), microphone, aerial, passenger footrest, and radio-interference suppression kit (on the engine). This car also has the automatic gearbox fitted to all Metropolitan Police SP250s, modified with a cable-operated mechanism that holds it in the intermediate gear for quicker acceleration while in hot pursuit.

Among the rare historic Metropolitan Police items offered with car is a large calibrated speedometer and drive cable (used when pursuing speeding motorists) and an original Metropolitan Police document folder, compiled by one of this car's drivers.

The Daimler's current owner - former racing driver Win Percy, three-time winner of the British Touring Car Championship - purchased the car at auction in October 2011. Win describes its overall condition as 'very good'; he advises us that the engine was totally rebuilt within the last 1,500 miles, and that he had rack-and-pinion steering installed to make the car less of an effort to control. Win says that aside from the fact that he always liked the SP250, the main reason for his purchase was that as Driving Standards Advisor each year at the Goodwood Revival, it was the perfect car! '104052R' is listed under Win's name in the owners section of the Daimler SP250 Passport (2017).

The Daimler comes with a black Classic Car Cover, on the front of which is embroidered 'WIN 1', this being the title of Win's biography, a copy of which is included in the sale (Win is pictured with '670 ELL' on page 286). Offered with MoT to August 2018 and a V5C document, this wonderful example of the now ultra-rare police-specification SP250 would surely be a welcome invitee at any future Goodwood meeting.

£50,000 - 70,000
€55,000 - 77,000

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.

253

1962 AC ACECA COUPÉ

Registration no. 922 GAO

Chassis no. AE822

- *The last Aceca to leave the factory*
- *One of 151 built with the 2.0-litre AC engine*
- *Known ownership history*
- *Extensively restored over the years*



Chassis number 'AE822', the last AC Aceca to leave the factory, was delivered via the Keswick Motor Company to its first owner, a Mrs Ellis, on 5th March 1962. Mrs Ellis was a long-standing AC enthusiast, and the Aceca replaced her aging 2-Litre saloon. She specified that the car be finished in Mist Green Metallic ('AE822' is one of only six in this colour) the same as it is today. The interior was trimmed in matching hide, and the Aceca also came equipped with the AC six-cylinder engine; secondary fuel pump with duplicate fuel line; chrome bumpers; screen washer; and heater/de-mister.

In early 1969 Mrs Ellis sold the car to the son of a family friend, Mr Timothy Goss Edwards, who ran it until he suffered a serious injury sometime in 1976. The AC was then garaged until it was purchased by Malcolm Storey, a well-known AC collector living in Cockermouth, on 4th July 1987 (see letter on file). Malcolm completed much mechanical and chassis work but failed to get the car up and running.

On 19th May 1996, the Aceca was purchased by Martin Phillips, who commenced the lengthy and sympathetic rebuild it demanded. To this end, many new-old-stock parts were purchased to improve the car and keep it period correct. Much of the work was photographed as it progressed, and these photographs now form part of the car's fascinating history file.

Restoration works undertaken during Mr Phillips' ownership include replacing the bodywork in the following areas: sills, cockpit and boot floors, 'B' posts, front/rear inner wings, headlamp pods, and the front grille area. Tube framework was replaced as necessary in all these areas, and the floor strengthened for the proper provision of seat belt mounts and to increase the rigidity of the sills. A new battery carrier was fabricated also. Using new seasoned ash, woodwork was replaced in the door, rear hatch, and 'B' post.

Other significant works included removing and overhauling the cylinder head; removing the pistons and fitting new rings; a sympathetic interior re-trim; rewiring the electrics; carburettor rebuilds; water pump modification; installing copper brake and fuel lines; fitting a stainless steel fuel tank; and conversion of the fuel pumps to solid state operation. It is understood that Malcolm Storey carried out much work on the engine and gearbox prior to Mr Phillips' purchase but proof of this is scant. Nevertheless, the Aceca reportedly gave good service on long continental trips to the Le Mans Classic, Pau, Angoulême, etc.



Subsequently Mr Phillips sold the AC to School Garage, who in 2011 sold it on to a new owner in Austria. It later returned to the UK and in August 2016 was sold to the current vendor. There are sundry invoices on file for maintenance carried out in the UK during the 2000s, including an engine top-end overhaul by G F Beck in 2000 (new piston rings, valves, valve seats, cylinder head gasket, etc); work to suspension and brakes; new half shafts, etc; and a new exhaust system. The body had been rebuilt by JJS Engineering in 1998.

Described by the private vendor as in generally excellent condition, this rare AC Aceca is offered with sundry restoration invoices; its original green logbook; a quantity of expired MoT certificates; numerous maintenance and service invoices; Austrian registration paperwork; a V5C Registration Certificate; and an original handbook.

£100,000 - 150,000
€110,000 - 160,000



254

1973 FERRARI DINO 246 GTS

Coachwork by Pininfarina/Scaglietti

Registration no. PMC 327L

Chassis no. 04634

- *Delivered new in the UK*
- *Right-hand drive*
- *One of a believed 17 right-hand drive examples finished in green*
- *Recent extensive restoration (2017)*
- *Original colour combination*
- *Huge history file*





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

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

An original right-hand drive model, the Dino 246 GTS was delivered new in November 1972 to Maranello Concessionaires, the UK's official Ferrari importer. '04634' was originally finished in Verde Gormoglio with black leather interior, and is believed to be one of only 17 right-hand drive examples finished in green. Sold to the Bradshaw Webb & Co dealership in London in November '72, the Dino was first owned by one T Connor of Harrow, Middlesex.

Later in the 1970s the Ferrari was sold to a Mr J Hill in London, and around this time was registered as PMC 327L'. The next known owner was one W J Nash of Norwood Green, London, followed by Michael Wells from May 1996 to 2006, and there are many invoices from Fosker's for servicing relating to Mr Wells' period of ownership.

In 2009 the Ferrari was exported to Selangor, Malaysia where it was serviced by Douglas Garage, Subang Jaya, Selangor as evidenced by various invoices on file. The car was brought back to the UK in 2015 and serviced by Fosker's for a Mr Chris Bucknall (invoice on file). In 2017 the Dino was restored and re-sprayed in its original Verde Gormoglio livery by Hexagon of Highgate, with new black leather interior trim by Luppi, Italy. Fully serviced and freshly MoT'd in readiness for sale, it is presented in beautiful condition and ready to enjoy. The car comes with a leather book pack, two handbooks, two keys, and a most substantial history file containing a Massini Report, the original purchase invoice, numerous bills, expired MoTs, and a V5C Registration Certificate. Benefiting from recent extensive refurbishment, this beautiful Dino has to be one of the very best currently available.

£280,000 - 340,000
€310,000 - 370,000

255

**1964 BENTLEY S3 CONTINENTAL
DROPHEAD COUPÉ**

Coachwork by Park Ward Ltd

Registration no. 684 EMW

Chassis no. BC96XC

- *Delivered new in the UK*
- *Built to 'King of Denmark' specification*
- *Well documented*
- *Circa 63,000 miles from new*





This Continental drophead coupé was supplied new to Dr F Campbell Golding of Highgate, North London by Weybridge Automobiles in early 1964. Originally registered '7 HYH', it was ordered in Steel Blue with matching interior and convertible top, and was specified with many special features including a power-operated hood, hood cover, electric windows, Irvin seatbelts, luggage straps, and a manually operated aerial. In addition, this car was originally completed to 'King of Denmark' specification. When Dr Campbell Golding visited the Park Ward factory for finalisation of the specification, he saw the King's Continental DHC being prepared, and decided his would have the same the split-bench front seats (lowered by 1") and folding down rear seats forming a flat deck, estate car style. Air conditioning and a CD player have been fitted subsequently.

This car also has the so-called 'Continental Kit' intended to cater for all eventualities that might be encountered when long-distance touring. These include spare lighting bulbs, assorted electrical and ignition parts, hydraulic/braking system spares, fuel system spares, engine oil filter, sundry gaskets and 'O' rings, power assisted steering spares, and miscellaneous engine spares.

The car was used regularly by Dr Campbell during his eight years of ownership, during which time it was maintained by Rolls-Royce Motors. When he sold the car the mileage total was 46,000.

The purchaser was Dr Campbell's partner in the practice, Dr Pattinson, a fellow Bentley owner, who bought it via a dealer for financial reasons. Maintenance continued to be undertaken by Rolls-Royce Motors and recognised specialists. Offered for sale at P J Fischer in 1997 (inspection report on file) the Bentley was purchased from them by Mr John Simpson of Virginia Water, Surrey. The current vendor purchased the car for his wife in 2000 (at 63,000 miles). During the early 2000s the Continental was maintained and restored by Enfield Auto Electrical Ltd (William Medcalf) - recognised Bentley Specialists - at a cost of £45,000.

Renovation included fitting a new mohair hood by S C Gordon, together with air conditioning, new carpets, refurbished interior trim, and re-chromed brightwork, the result being quite lovely. Servicing and annual MoTs were subsequently entrusted to Bentley Berkshire (Pangbourne). Only 100 miles have been covered in the last in seven years, and the odometer reading of circa 66,000 miles represents the genuine mileage from new.

The substantial history files contain service records from new, instruction books, numerous recent MoTs and tax discs, copies of previous history/ MoTs, copy build sheet, a V5 registration document, and MoT to February 2018.

£150,000 - 200,000
£170,000 - 220,000

1953 JAGUAR XK 120 DROPHEAD COUPÉ

Registration no. 506 UYG

Chassis no. 667082

- One of only 294 right-hand drive dropheads
- Previous long-term ownership (39 years)
- 'Body off' restoration circa 2000/2001
- Recent extensive additional refurbishment



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

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coachbuilt, aluminium panelled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! In conjunction with the Pressed Steel Fisher Company a new all-steel panelled body was developed, which retained the fabulous looks of the coachbuilt original while differing in minor external details. Beneath the skin the steel car was entirely different and it would take some 20 months of development before manufacture could begin.

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



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

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

The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which only 294 were right-hand drive dropheads like that offered here. Introduced in 1953, late in the XK120 production run, the drophead coupé is considered by many enthusiasts to be best of the breed, retaining the original open roadster's lines while boasting much greater practicality and refinement courtesy of its wind-up windows, opening quarter lights, heater, improved ventilation and a permanently attached lined Mohair hood, all of which had been first appeared on the fixed head coupé in 1951.

Nothing is known of this XK120's history prior to its purchase in December 1975 by a previous owner. Works carried out during the latter's 39-year ownership include rewiring the electrics forward of the bulkhead in the late 1970s and a 'body off' restoration undertaken circa 2000/2001 (photographs on file). The latter involved removing and repairing all body panels; minor patching to the chassis; a complete interior re-trim in red Bridge of Weir leather; and a new hood. In 2013 the car was treated to a new clutch, all new brake hydraulics, an engine flush and new core plugs. The engine is believed to come from a Jaguar Mark 2, which used a similar 3.4 litre XK6 engine to the XK120, while the only other known departures from factory specification are rear wheel spats, air horns, copper brake pipes, two 12-volt batteries, and negative earth electrics.

The current vendor purchased the XK at Bonhams' sale at the Goodwood Members' Meeting in March 2015 (Lot 55). Carried out by Leicester-based Jaguar specialists MDM Services, works undertaken since then include (but are not limited to) newly assembled refurbished carburettors and manifolds; water inlet rail changed, new correct engine mounts, new suspension kit; change of rear springs, ball joints, and front steering arms; throttle linkage re-assembled; and hoses and gasket renewed where required. There are related bills totalling circa £12,000 on file, and the vendor advises us that the car now starts and drives like a dream.

£85,000 - 105,000
£93,000 - 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.

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1964 ALFA ROMEO GIULIA 1600 SPIDER VELOCE

Coachwork by Pininfarina

Registration no. PTU 329B

Chassis no. AR1390059

- *Delivered new in Italy*
- *Brought to the UK in 2015*
- *Restored at date unknown*
- *22,170 kilometres from new*





Sporting elegant coachwork designed and built by Pininfarina, the 1.3-litre Giulietta Spider was a huge success and continued virtually unchanged in 1.6-litre Giulia guise when the latter joined the Alfa line-up in 1962. Launched at the Monza Autodrome on 27th June that year, the Giulia was the work of a design team headed by one of the greatest of Italian automobile engineers, Dr Orazio Satta Puliga, who had been responsible for all the post-war Alfa Romeos. A bonnet air scoop, necessary to clear the larger engine's taller block, readily identified the new model.

The capacity increase boosted maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109mph. Reliability was likewise enhanced and the larger engine was noticeably smoother and less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until replaced by the Duetto in 1966. Towards the end of production, in 1964, the up-rated Spider Veloce was introduced, which came with the Sprint Speciale's 129bhp engine installed, making it the fastest of the mainstream production Giulias.

Described by *Cars Illustrated* as 'probably one of the most delightful small sports cars which will ever be produced,' the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now, especially in its ultimate Veloce specification.

This restored Giulia Spider Veloce comes with a copy of an Automobile Club d'Italia Foglio Complementare showing that at some time during the 1970s (the date stamps are indistinct) it was registered in Savonia to one Italo Faverio, a resident of Celle Ligure. Also on file is a letter (dated February 2015) from Maurizio Minuto, stating that he purchased the Giulia in 1982, at which time he was an authorised Alfa Romeo dealer, and had used it very sparingly. The Alfa had a total of 8,284 kilometres on the odometer when acquired, which by February 2015 had risen to 22,125. In addition, the car comes with two expired MoTs (2015-2016 and 2016-2017), a V5C Registration Certificate, and MoT to April 2018.

£80,000 - 120,000
£88,000 - 130,000

258

The 1951 Turin Motor Show

**1951 ROLLS ROYCE SILVER DAWN
FASTBACK COUPÉ**

Coachwork by Pininfarina

Registration no. 270 YUW

Chassis no. SCA43

- *The only Rolls-Royce Silver Dawn bodied by Pininfarina*
- *First owned by Commendatore Luigi Brassani*
- *Long-term single family ownership in Italy*
- *Careful and sympathetically restored circa 2014*
- *1st in Class award winner at the Warren Concours d'Elegance 2014*



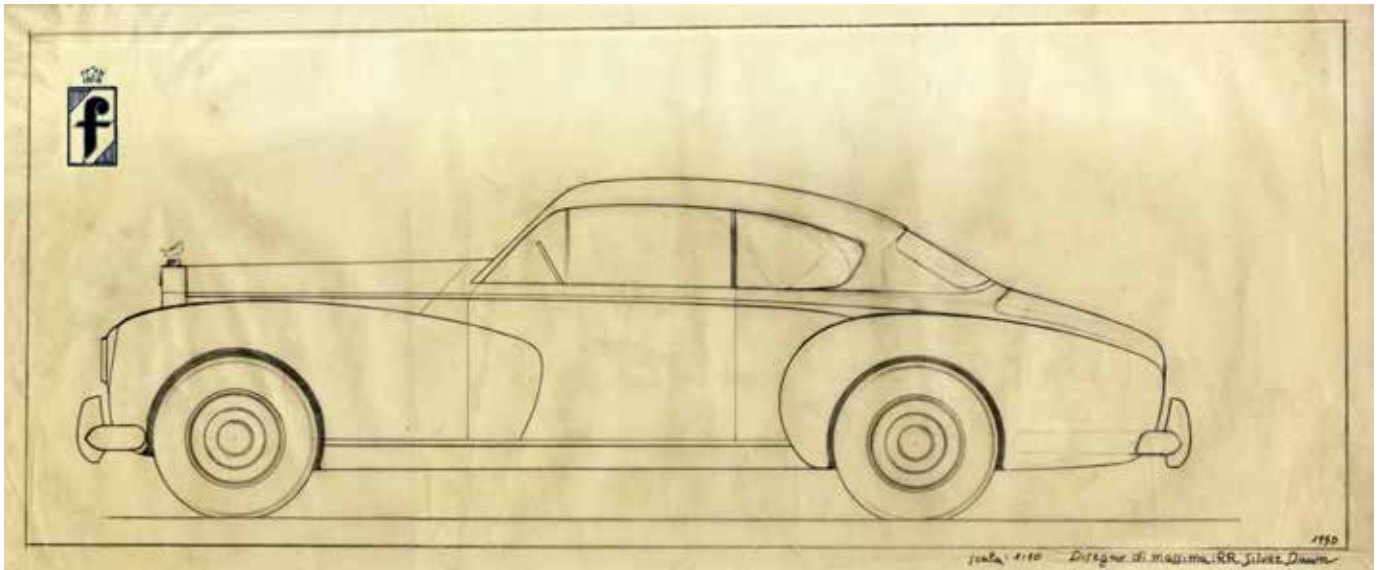


Carrozzeria Pininfarina's best known collaboration with Rolls-Royce is the exclusive Camargue coupé, 531 of which were produced between 1975 and 1985, but before then the celebrated Italian coachbuilder had built a relative handful of one-offs on Crewe-built chassis. The unique car offered here is one of the earliest: a 1951 Rolls-Royce Silver Dawn, chassis number 'SCA43', which was ordered by Commendatore Luigi Bressani, a resident of Milan, Italy.

The policy of rationalisation begun in the late 1930s had continued at Rolls-Royce after WW2; more components were bought in rather than manufactured in house and for the first time there was factory bodywork, which was better suited to the owner driver than to a chauffeur. This 'standard steel' body was available at first only on the Mark VI Bentley, the equivalent Rolls-Royce - the Silver Dawn - not appearing until 1949. Codenamed 'Ascot', the Silver Dawn was produced alongside the Mark VI and the coachbuilt Rolls-Royce Silver Wraith, albeit in far fewer numbers. A separate chassis was retained, the same basic design being built in three different wheelbase lengths, while other notable features were independent front suspension and hydraulic front brakes.

The range featured a new 4,257cc six-cylinder engine (enlarged to 4,566cc in 1951) with inlet-over-exhaust valve gear, which had been under development since the mid-1930s. The company used belt drive for the water pump and dynamo for the first time on this engine, which employed a Zenith Stromberg carburettor in Rolls-Royce configuration. The latter was preferred to the Mark VI's twin SUs as it offered smoother running and a cold start facility, which was not available on the SU-equipped Bentley until 1952.

Reporting on the Silver Dawn's arrival in 1949, *Autocar* declared: 'The new Silver Dawn, which was exhibited for the first time at the recent International World's Fair at Toronto, is designed to appeal to those overseas connoisseurs who appreciate the quality of a Rolls-Royce but who do not require a chauffeur-driven car.'



Despite the popularity of the Crewe factory's 'standard steel' body, pioneered on the Mark VI Bentley and continued on the Rolls-Royce Silver Dawn, a coachbuilt alternative remained the preferred choice of many customers, including Luigi Bressani. The Commendatore must have been an immensely wealthy man, for the factory records show that the Silver Dawn cost him £2,100 – roughly equal to the average house price in the UK at that time and the equivalent of well over £200,000 today – and that was just for the chassis!

On 30th August 1950, the Silver Dawn was handed over to the shippers for onward transit from Dover to Dunkirk on the Hampton Ferry. Pininfarina duly completed the car at its factory on the Corso Trapani in Turin, by which time the total cost had risen to a reputed £10,000, and in 1951 it was displayed at that year's Turin Motor Show. Its price made the Pininfarina Silver Dawn far too costly, even for Rolls-Royce, and any thoughts of a limited series were abandoned. When the Bentley Continental appeared the following year on the R-Type chassis, it cost only half as much. The only Silver Dawn bodied by Pininfarina, 'SCA43' is featured in many books on Rolls-Royce, including Lawrence Dalton's *'Rolls-Royce The Classic Elegance'* (page 182) and also *'Pininfarina'* by Antoine Prunet (page 112).

Copies of old Italian registration documents on file (issued 1961) show ownership passing in 1983 to one Anna Maggioli of La Spezia, believed a relative of Commendatore Brassani. The most recent (copy) Certificato di Proprieta (dated April 2013) lists the owner at that time as one Anna Maria Morale of La Spezia, believed to be another relative. The Pininfarina Silver Dawn was then purchased from the Commendatore's relatives by Mr Stewart Wilkie and treated to a careful and sympathetic restoration, receiving the age-related UK registration '270 YUN'. In May 2014 the car was presented at the Warren Classic Concours d'Elegance at Maldon, Essex where it received a 1st in Class award and was judged 2nd overall.

An email from Rolls-Royce (printout on file) acknowledges that Pininfarina's Silver Dawn has a 'strong connection with the design lines of our new Rolls-Royce Wraith coupé'. And there can be no doubt that this wonderful car would be welcome at the world's most prestigious concours events including Pebble Beach, Villa d'Este, Techno Classica Essen, Salon Privé, etc. A unique opportunity.

£450,000 - 550,000

€490,000 - 600,000



259

2003 FERRARI 575M MARANELLO COUPÉ

Registration no. HX03GMZ

Chassis no. ZFFBT55C000132365

- Fiorano handling pack
- 'F1' paddle-shift gearbox
- Full service history
- Recent full service (cam belts, clutch)
- Circa 60,300 miles recorded





Introduced for 2002, the Ferrari 575M (Modificata) represented an evolution of the acclaimed 550 Maranello rather than an entirely new model. With the introduction of the 550 Maranello in 1997, Ferrari had 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. 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.

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. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' semi-automatic gearbox, a technology that Ferrari had developed in Formula 1. Traditionalists could still order a conventional six-speed gated manual 'box.

Finished in the rare and particularly handsome combination of Grigio Titanio with Burgundy leather interior, this 575M Maranello has been in the present owner's possession for the last seven years. Unlike the majority of Maranellos, this car has the rare and desirable full Fiorano handling package for greatly enhanced on-the-road performance, an option that added some £17,000 to the purchase price. Other noteworthy features include factory 19" wheels, sports exhaust system, and a full leather-trimmed parcel shelf.

Carried out fewer than 100 miles ago, the last full service included changing the cam belts and clutch. The car comes with full service history consisting of the service booklet (13 stamps), numerous bills, and a quantity of expired MoT certificates. Having covered some 60,300 miles from new, this beautiful car represents a very rare opportunity to acquire a superb, low mileage example of one of Ferrari's best ever V12 Grand Tourers. It is surely one of the best examples of its type currently available and an excellent future investment. A worthy modern-day successor to the Ferrari 'Daytona'.

£70,000 - 90,000
£77,000 - 100,000

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.

1960 AUSTIN-HEALEY SPRITE MARK I ROADSTER

Registration no. 522 MBH

Chassis no. AN5/35156

- Landmark British sports car
- Well maintained over the years
- Extensively restored in 2007
- Recent major service
- Good history file



Having forged strong links with BMC in the process of developing the successful Austin-Healey 100, Donald Healey turned his attention to designing a smaller version intended to make sports car motoring affordable to a wider sector of the market. Raiding the BMC parts bin for suitable components, Healey used the Austin A35's 948cc A-Series engine, gearbox, front suspension, and rear axle, though he chose to up-rate the rest of the running gear by using Morris Minor rack-and-pinion steering and an MG master cylinder for the hydraulic brakes (the A35's rears were mechanical). Equipped with twin SU carburettors, the engine produced 43bhp, which was good enough for a top speed of around 86mph.

Although its power train and running gear were entirely conventional, as well as thoroughly tried and tested, Healey's new baby was notable for its state-of-the-art unitary construction body/chassis. Christened 'Sprite', the new sports car entered production at MG's Abingdon factory in March 1958 featuring a distinctive forward-hinging bonnet/wings topped by two fixed 'Frog Eye' headlamps, thus ensuring instant recognition and the now-familiar nickname.

Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which was not really surprising as there was nothing competing with it either on price or performance. A very nice example of the much loved 'Frog Eye' Sprite that brought affordable sports car motoring to many enthusiasts, this example was delivered new to the UK market in 1960.

The car is to original specification and has all of its fully functioning weather equipment (hood, side screens, full tonneau). The comprehensive history file indicates that it has been much loved by enthusiastic owners over a number of years, with many invoices for work completed by various specialists. Fitted with a replacement engine, in 2007 the body was fully restored and the drive train rebuilt; photographs and invoices on file detail the work completed. Since then the Sprite has clearly been carefully looked after and well maintained, hence it remains in good order, the restoration having mellowed nicely. Benefiting from a recent inspection and major service by the respected Ricketts Restorations of Wroughton, Wiltshire, the car is offered with current MoT, (copy) old-style logbook, a V5 registration document, and the aforementioned history file.

£15,000 - 18,000
€17,000 - 20,000

1992 PORSCHE 944 S2 SE COUPÉ

Registration no. K190 JES

Chassis no. WP0ZZZ94ZMN401336

- *Ultra-rare, limited-edition last-of-the-line model*
- *One of 14 made*
- *One of only six known survivors*
- *Recently re-commissioned*
- *Documented circa 85,000 miles from new*
- *Full Service history*



This ultra-rare and highly desirable Porsche is a rare survivor of a limited series built following the favourable reception given to a prototype 'Sport Equipment' version of the Type 944 S2. An internal Porsche Memorandum states: 'After being driven by a number of the Management Team, verbal approval was given for the purchase of the parts to construct 15 vehicles.' This memo is dated 7th February 1992, production of the 944 having ceased in 1991.

The SE's improved specification included Koni adjustable dampers; shorter and stiffer front suspension springs; Additional coil springs at the rear; adjustable rear stabiliser bar; stiffer front stabiliser bar; engine output increased to 225bhp (with improved torque from 4,250rpm); and ride height lowered by approximately 30mm. Benefits listed include improved acceleration in higher rev range; flatter cornering due to stiffer springs and increased roll resistance; more precise steering; improved responsiveness and confidence-inspiring handling; adjustability – can be 'tuned' to suit customer requirements; and all-round better responsiveness. The downsides include a harsher ride, increased noise, and higher fuel consumption, but then increased performance always comes at a cost, not that this would have troubled the SE's target market.

It was understood that only 14 cars were completed; indeed, so rare is this model that its creation was long thought to be a myth. As such there is very little information about the 944 S2 SE. Porsche Club GB records show that two of the cars were written off in accidents; only six, including that offered here, are known to exist today.

This car is offered from 10-year storage, has covered a documented 85,000-or-so miles from new and a programme of re-commissioning/ mildly restoration has just been completed, with the emphasis on originality and correctness. It comes with letters of authenticity from Porsche confirming that the VIN is one of the SE cars; a copy of the aforementioned Porsche Memorandum; sundry bills; a V5 registration document; and full service history. A wonderful opportunity for the discerning Porsche collector to own one of these mythical beasts.

£40,000 - 45,000

€44,000 - 49,000

262

1989 ASTON MARTIN V8 VANTAGE VOLANTE X-PACK CONVERTIBLE

Registration no. A5 VOL
Chassis no. SCFCV81V2KTR15779

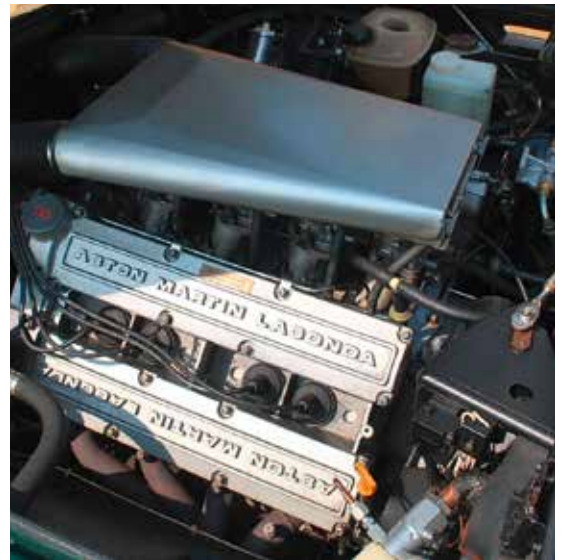
- Matching chassis/engine numbers
- 15,400 miles from new
- Full service history
- Recent expenditure with Aston Martin Works
- Numerous upgrades
- Outstanding condition
- Original factory fitted manual-transmission included



'Anyone wondering why Aston Martin bother to make their own vee-8 when so many big American ones are so cheaply available need take only one look at the performance data... for the best explanation in the world. Whatever the undisclosed output of the Aston V8, it is enough to rocket this heavy car to 60mph from rest in exactly six seconds and to 100mph in only 14.7 seconds. Much more than this, we were able to reach 138 mph from rest in a mile and on the Continent record a mean maximum speed of 161.5 mph.' - *Autocar*, 8 July 1971.

With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to high-power versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 had suffered as emissions legislation became ever more strangling, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries.

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburettors rather than the standard 42mm units. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375bhp.



Chassis changes were minimal apart from the adoption of bigger ventilated discs all round and low-profile Pirelli tyres. The Vantage was, nevertheless, readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler, and lip on the boot lid.

Produced to satisfy demands from the USA, the Volante convertible debuted in 1978, but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp. Along with the Vantage engine and bonnet came flared wheelarches, boot spoiler (a feature the Volante had previously lacked) and extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-Pack' engine like this example. A total of 166 Vantage Volantes had been completed by the end of production in December 1989.

Judged by colour, condition, specification and performance, this stunning car is quite simply the best-presented Vantage Volante we at Bonhams have ever seen. Chassis number '15779' was sold new via Marshall's of Cambridge to first owner Peter Hoskins of BCC Cambridge Ltd. The car has covered a genuine 15,400-or-so miles from new, as evidenced by the accompanying stamped service booklet and expired MoTs. Servicing has been undertaken by Aston Engineering and latterly by Works Service, there being plentiful correspondence with the latter on file.

Repainted in its original Rolls-Royce Balmoral Green livery at Works Service in 2002, the car is trimmed in green-piped parchment leather, with dark green carpets and matching hood. While in the preceding owner's possession the Volante was fitted with a ZF four-speed automatic transmission, using factory parts, by JD Classics.

The current owner purchased the Aston at Bonhams' Works Service Sale in May 2011 (Lot 341). While in the vendor's care the car has benefited from a no-expense-spared approach to its upkeep, there being numerous invoices on file from Aston Martin Works for routine servicing, maintenance, and numerous improvements totalling many thousands of pounds (inspection recommended). Works carried out include replacing both brake servos; installing an AP Racing six-pot brake calliper upgrade; replacing the air conditioning compressor and re-gassing; and upgrading the interior with a DAB radio, Alpine satellite navigation module, Bluetooth adaptor and iPod connection. In addition, the interior woodwork has been refurbished by Spray Tec Restorations and the seats and steering wheel partially re-trimmed by Elite Coach Trimming (bills on file).

Described by the vendor as in excellent condition, this beautiful Vantage Volante X-Pack is offered with the aforementioned extensive service history, current MoT, and a V5C registration document.

£350,000 - 400,000
€390,000 - 440,000

263

1972 ISO GRIFO SERIES II COUPÉ

Registration no. to be advised

Chassis no. GL210364D

- Sold new in the UK
- One of only five right-hand drive UK cars
- Automatic transmission
- Present ownership since 2001
- Body professionally restored and repainted in 2002
- Recently re-commissioned and MoT'd



'For front-engined machismo at a bargain price, look no further than the 7-litre Iso Grifo – fastest and rarest of all the hybrid, American-engined heavyweights that proliferated in the Sixties.' – *Classic Cars*.

Bubblecar manufacturer Iso joined the ranks of supercar constructors in 1962 with the launch of the Giotto Bizzarrini-designed Rivolta coupé at the Turin Motor Show. Renzo Rivolta's Isothermos company had begun life pre-war making refrigerators, turning to the manufacture of scooters, under the Iso name, after the war and thence to the highly successful Isetta bubblecar. Styled at 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). Iso's first supercar set the pattern for those that followed: Bizzarrini-designed chassis, Bertone coachwork and Chevrolet engines, its future developments including 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 V8 in all but its final Ford-powered incarnation. Even the tamest Grifo came with 350bhp, which was good for around 160mph, while for the seriously speed addicted there was the exclusive, 390bhp 7.0-litre model, only 90 of which were made. Iso claimed a top speed of 186mph for the long-legged Grifo, making it faster than a Ferrari Daytona.

Powered by the 5.3-litre V8 engine, this Iso Grifo Series II is one of only five imported to the UK in right-hand drive configuration. It was originally finished in Gold with tan interior, and was first registered in the UK in February 1972 with the number 'VRV 629K'. Being an automatic, it has the tall axle ratio of 2.88:1, and was factory fitted from new with air conditioning and ZF re-circulating ball power steering.

Previous owners include Rupert Beckwith-Smith from 1982 to 1990, and Anders Schroeder up to 1992. In 1994 the Iso was sold through auction to Nick Carter in North Norfolk, from where the current owner bought it in 2001. At that time the car was in good running order but the paintwork (already changed to metallic blue) was tired.

The current owner then commissioned a repaint in Blue Sera, which was carried out to a high standard in 2002 by Prestige Restorations in Chertsey. Mechanical re-commissioning and subsequent servicing has been entrusted to McGrath Maserati. In 2005, the car was invited to the Cartier 'Style et Luxe' at Goodwood where it won its class. It was also exhibited at Salon Privé at the Hurlingham Club in 2009. In storage for the last few years, the car has recently been re-commissioned and MoT tested. Accompanying documentation consists of sundry invoices for servicing and repair during this ownership, a V5C Registration Certificate, and the current MoT certificate.

Finished in dark blue metallic with cream leather interior, this beautiful Iso Grifo represents a rare opportunity to acquire the very best in Italian Gran Turismo style and performance.

£200,000 - 250,000

€220,000 - 270,000

1997 LAMBORGHINI DIABLO SV

Registration no. R569 MGK

Chassis no. ZA9RE37ADWLA12872

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



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

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon-fibre composite panels, first seen in the Countach 'Evoluzione' model, was extended in the Diablo, which also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension. Stretched to 5.7 litres for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time and producing a maximum of 492bhp. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.

With more power and a lower drag coefficient than the Countach, the Lamborghini Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40.



The Diablo though, was not a limited edition model like the latter, but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilised Gran Turismo as suited to city streets and motorways as the racetrack. Its UK launch price was pitched at just under £153,000, making the Diablo one of the world's most expensive cars. Four-wheel drive Diablo VT and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition) only 150 examples of which were built to celebrate Lamborghini's 30 years as a car manufacturer.

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

This stunning Diablo SV was delivered new to Lamborghini GB on the 3rd January 1998 finished in Blue Scuro with Snowcorn hide interior, and is believed to be one of only three 1998 models with this colour combination. The interior is most impressive, boasting half leather/half Alcantara trim, with door sills, centre console, steering wheel cowl, and dashboard surround in carbon fibre. A Focal Audio sound system and navigation package complete the picture.

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

The Diablo's first two services were carried out by main dealers, since when it has been looked after by Lamborghini specialists Carrera Sport, who undertook an engine-out service in August 2015. There are service invoices available for every year from 2001 to March 2015 showing that no expense has been spared in keeping this car in fine fettle. The Lamborghini also comes with an extensive history file containing the V5C registration document, copies of previous V5Cs, owner's manual, service manual, sundry service invoices, and a quantity of expired MoT certificates. The current odometer reading is c.50,700 kilometres (approximately 31,500 miles). A 200mph supercar that turns heads wherever it goes, this beautiful Diablo SV is every enthusiast's dream.

£180,000 - 220,000

€200,000 - 240,000

No Reserve

265

1963 BENTLEY S3 CONTINENTAL COUPÉ

Coachwork by H J Mulliner

Registration no. 502 HWR

Chassis no. BC100XA

- One of eight right-hand drive cars in this design
- Long-term (20 years) family ownership in recent times
- Serviced and maintained by Frank Dale & Stepsons
- The ultimate Grande Routière of its day





The S3 is perhaps the ultimate post-war Bentley in terms of appearance, performance and practicality, as well as the last medium sized Bentley to be offered with custom coachwork. H J Mulliner of Chiswick were responsible for some of the most iconic and beautiful coachwork designs on post-war Bentley chassis, especially the Continental variants. Their styling of the R-Type and S1 Continental fastback coupés evolved into the S2 Continental coupé, with the final development being Design No. 2012: the S3 Continental coupé. The lines were very similar to those of its predecessor, with wraparound rear windscreen and a graceful appearance. But H J Mulliner's S3 Continental was produced in far fewer numbers, with just eight cars in right-hand drive and a further three in left-hand drive.

Quad headlamps were the S3's major styling innovation, and on many of the H J Mulliner, Park Ward-bodied Continentals were contained in slanting nacelles, giving rise to these models' 'Chinese Eye' sobriquet. Fog lights were still fitted, but these no longer also functioned as flashing indicators; instead, the indicators on the new models were incorporated into redesigned sidelights, positioned on the front of the wings. Headlamps aside, the most significant change was to the S3's engine, which boasted an increased compression ratio, larger carburettors, and a Lucas vacuum-advance distributor, modifications that raised peak power by some 7%. There was also improved power steering to ease maneuvering at parking speeds. A further minor change was the adoption of smaller bumper over-riders and a slightly reduced radiator height of about 1.5 inches, giving a sloping bonnet line and improving forward vision.

Individual front seats and arm rests became a standard feature, and more powerful lighting and additional indication lights and switches on the instrument panel were introduced, presenting a far more modern feel to the last of the S-series Bentleys.

Chassis number 'BC100XA' is one of the original eight cars built in right-hand drive and was completed in March of 1963. It was supplied by H R Owen to its first owner, Mr S J Chaffrey of Sutton Coldfield in Warwickshire. It was originally completed in velvet green with a beige leather interior, and was fitted with a Triplex roof panel. In October 1964 the Continental was purchased by Mr J Elliott of Yorkshire, who retained it until 1971 when it was supplied by Jack Barclay to its third owner, Mr D Wheeler of Warren Street in London. In more recent times, 'BC100XA' has belonged to the same family in central London, for approximately the last 20 years. It has been serviced and mechanically maintained in workshops of renowned marque specialists, Frank Dale & Stepsons, and drives just as one would expect, with smooth transmission and effortless power. It comes complete with all of its original tools, including the small tool kit located in the boot, together with its handbook. 'BC100XA' represents a rare opportunity to acquire this greatly admired model, the culmination of H J Mulliner's development in the post-war era.

£250,000 - 300,000

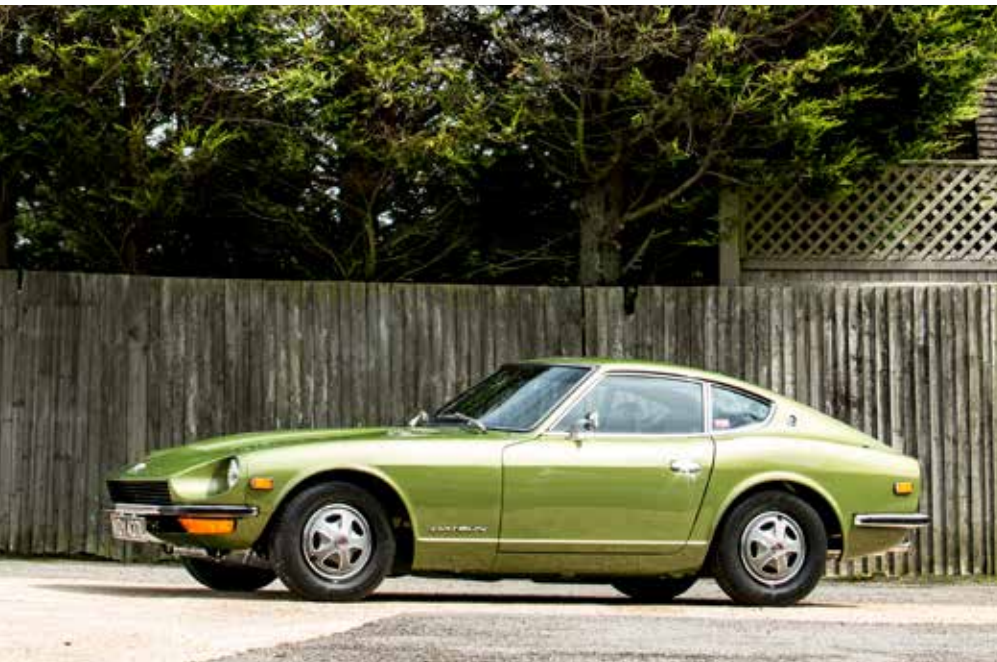
€280,000 - 330,000

1973 DATSUN 240Z COUPÉ

Registration no. VOY 437L

Chassis no. HLS30145991

- *Iconic Japanese classic*
- *Left-hand drive*
- *Restored with no expense spared (2015-2017)*
- *'As close to factory-new as you can get'*



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

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

Boasting a 2.4-litre overhead-camshaft six-cylinder engine, five-speed manual (or three-speed automatic) transmission, independent suspension all round and a generous equipment level as standard, the keenly priced 240Z proved an outstanding success in the all-important North American market, taking sales from MG, Triumph and Jaguar.

Writing in his book 'A-Z of Sports Cars', Mike Lawrence observed: 'With a top speed of 125mph (0-60mph in eight seconds), a high level of trim as standard (options included air conditioning), a low price and new standards of reliability, the 240Z not only replaced the Austin-Healey 3000 but took sales from both the MGB and Jaguar E-Type.'

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

This beautiful Datsun 240Z has been restored in the UK over the last three years at a cost of tens of thousands of pounds. According to the vendor: 'as close to factory-new as you can get', the car comes with MoT to February 2018, a V5C Registration Certificate, and bills and photographs relating to the restoration.

£30,000 - 35,000
€33,000 - 39,000

1967 FORD MUSTANG COUPÉ

Registration no. MUS 302E

Chassis no. 7R01C219973

- *Iconic American muscle car*
- *Believed matching numbers*
- *4.7-litre V8 engine*
- *Automatic transmission*



'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. The Mustang was enlarged and restyled for 1969 and again for 1971, but of all the many versions since 1964, it is the early cars that are by far the most desirable.

This automatic transmission Mustang is very original and is believed to be a matching numbers example. A rust-free California-registered car, it was generously specified from new, boasting power disc brakes, tilt-away steering wheel, power steering, AM/FM radio, air conditioning, styled wheels, roller-shutter centre console, and mirrors on both sides. We are advised by the private vendor that the Mustang has had only two previous owners from new, and that the recorded mileage total of 35,336 is genuine.

Benefiting from new tyres, the car comes with good history file containing the original factory order/build sheet, original bill of sale and inventory, factory air conditioning leaflet, UK import certificates, numberplate transfer documents, MoT certificates, V5C document, and current MoT. The cherished registration 'MUS 302E' is included in the sale.

£20,000 - 30,000

€22,000 - 33,000

1958 LAND ROVER SERIES II 109" CUTHBERTSON TRACKED UTILITY VEHICLE

Registration no. 178 UYU
Chassis no. 151900157

- *Cuthbertson converted from new*
- *Matching numbers*
- *One of relatively few survivors*
- *Stated as restored circa 2000*
- *Believed genuine 3,982 miles.*



'Cuthbertson was an early manufacturer of rubber tracks, dating back to World War II, and designed the first endless rubber belt. This led to many further developments based on applications for his invention, including half tracks, the unique "Water Buffalo" and the Land Rover conversions specifically for farmers forced to work in an uneven, hostile landscape.' – James A Cuthbertson Ltd.

This Series II Land Rover has one of James A Cuthbertson Ltd's tracked conversions, which was fitted in 1958 when the vehicle was new. A 2,286cc petrol-engined model on the 109" wheelbase, it was built on 8th September 1958 and despatched on the 12th of that month to SMT Sales & Service Company Ltd, Carlisle, registered as 'NHH 297'. It is a very early Series II (production began in 1958) with twist-type vent openers and a stalk-mounted horn.

Little is known of this Land Rover's early history, though it later became part of the 'Norwegian Collection' before being sold in November 2011 by John Craddock. The 'Landie' was owned by a German businessman until 2015 when it was acquired for the current owner's private collection. It was reregistered on the current plate '178 UYU' in 2016.

We are advised by the private vendor that the vehicle was restored circa 2000, the work being completed to a very high standard; it still presents well, the quality of finish being stunning both inside and out. '178 UYU' is described by the vendor as in full working order and 'on the button'. Fitted with power steering, it is said to be extremely capable off road, particularly on grassland.

Surely the ultimate off-roader, this rarely seen Land Rover variant would be ideal for classic vehicle/agricultural shows or use on private land, and would suit corporate events or inclusion in any private collection of rare and unusual vehicles. Exempt from both taxation and the MoT test, this is believed to be the only Cuthbertson Land Rover currently in the UK. Accompanying paperwork consists of a BMIHT certificate and V5C registration document.

£50,000 - 60,000

€55,000 - 66,000

269

1960 FORD ANGLIA DELUXE SALOON

Registration no. 140 JHT

Chassis no. 148066

- *Fully restored example*
- *A must for all Ford Collectors*
- *Sort after Deluxe model*
- *Fondly remembered design classic*



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

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

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

Restored in 2015, this exceptional example comes with a wealth of original material to include the owner's handbook and manufacturer's warranty (framed) together with a substantial file of documents and no fewer than 17 events plaques. The vendor describes the Anglia as in generally very good condition, pointing out that the original plastic covering is still in place on the rear seats. One of the finest currently available, the car is offered with current MoT, a V5C document, and a photographic record of the restoration.

£14,000 - 16,000

€15,000 - 18,000

1956 AUSTIN A50 CAMBRIDGE COMPETITION SALOON

Registration no. LJY 541

Chassis no. HS5/130338

- Built to competition specification in 2007
- 1,860cc MGB engine (also 1,600cc unit)
- Raced in Masters 'Top Hat' and HRDC 'Touring Greats'
- Regular Goodwood invitee
- Road registered with V5 document



This 1956 Austin Cambridge was purchased in 2006 from a family in Plymouth as a good condition classic vehicle, regularly used and with a current MoT. It was then subjected to a full strip down and body restoration during 2007. This comprised acid dipping the body/chassis and repairing all corroded areas. The shell was then seam welded in high-stress areas and a bespoke full roll cage fitted before being prepared and re-sprayed in Old English White and black to Austin A50 Export pattern.

The bare shell was then fitted out with refurbished or new items as appropriate to enable the car to participate in circuit racing. These include an OMP plumbed-in fire extinguishing system with multiple outlets; laminated windscreen, and polycarbonate side and rear windows; rear doors bolted shut and lock-wired; Sparco race seat (in date); Schroth 5-point race harness (new in 2015); and a AH Fabrications foam-filled fuel tank.

'LJY 541' runs a full race MGB engine of 1,860cc, with a gas-flowed big-valve cylinder head and two 1¾" SU carburetors. The MGB gearbox incorporates an SCCR straight-cut close-ratio gear set from Hardy Engineering, and transmits power to an MGB rear axle with 'Gripper' limited-slip differential. The lowered suspension features anti-roll bars front and rear; up-rated front coil springs; flattened rear leaf springs up-rated Armstrong dampers all round, and rear axle location by means of a Panhard rod and bespoke anti-tramps bars. Brakes are MGB discs at the front and MGB drums at the rear, all suitably up-rated. The 15"x5" steel wheels are to Triumph TR6 pattern.

Since 2008, 'LJY 541' has competed regularly in Historic Saloon Car racing, firstly in the Masters 'Top Hat' series and latterly in the HRDC 'Touring Greats' series for pre-1960 production saloons. It is well used but in really good condition, and has accumulated an impressive racing history. Throughout its racing life the car has been steadily developed to improve handling and braking performance.

In 2008, 'LJY 541' was invited to race in the St. Mary's Trophy race at the Goodwood Revival meeting, one of the drivers being the late Sir John Whitmore, although engine problems curtailed both races. In 2015, the Cambridge was invited to race in the Sopwith Cup at the Goodwood Members' Meeting. The car ran well, holding its midfield position despite being collected early on by an over-zealous Ford Anglia!

All restoration receipts plus some photographs of work in progress are included in the sale, and the car also comes with a spare engine: again full-race MGB but of 1,600cc enabling it run in a lower class. Many other spares come with the car as well.

£30,000 - 40,000

€33,000 - 44,000

271

1967 MINI MOKE

Registration no. LDD 384E
Chassis no. M/AV4/274092

- One of the last UK built examples
- Restored circa 2015
- 1960s' spirit of freedom



Like that other great cult car of the post-WW2 era - the Volkswagen 'Beetle' - the Mini proved amenable to all manner of imaginative interpretations, though its boldest reinvention - the Jeep-like Moke - came from BMC itself. Conceived as a military vehicle but rejected by the Army, the Moke was redeveloped for the civilian market, deliveries commencing in 1964. The open design meant that it was not ideal for the British climate and the vast majority ended up overseas. Production too was transferred abroad after 1968.

Sold overseas as a utility vehicle but in Britain viewed more as a fashion accessory, the Moke captured the 1960s' spirit of freedom and self-expression more effectively than any other car.

The Moke's prominent role in Patrick McGoochan's cult TV series *The Prisoner* has only served to maintain its popularity, and today this quirky Mini variant remains highly sought after.

One of the last UK-built Mokes - and thus the one to have - this example was restored circa 2015 and is described as in very good condition by the vendor, who advises us that many tens of thousands of pounds have been spent on it. The car is offered with a comprehensive file containing the restoration invoices, old MoTs and tax discs dating back to 1979, and a V5C Registration Certificate. The original steering wheel and a more usable modern one are included in the sale.

£16,000 - 20,000
€18,000 - 22,000

272

The Olympia Motor exhibition display car

**1934 LAGONDA M45 RAPIDE CLOSE-COUPLED
PILLAR-LESS SALOON**

Coachwork by J Gurney Nutting Ltd

Registration no. Us 9772

Chassis no. Z11131

- One of only six Lagondas bodied by Gurney Nutting
- Unique coachwork
- Restored in the late 1980s
- Featured in numerous books on the marque





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

What finer combination of chassis and coachwork can the sporting motorist of 1934 have sought than one bearing the legendary names of Lagonda and J Gurney Nutting? George A Oliver described the 4½-litre Lagondas as skilfully 'making the transition from the big and robust sports car of the early years to the equally robust but suave town-carriage cum road-burner of the later period' and this was especially true of the M45 Rapide, the top-of-the-range model. Quicker and cheaper than the contemporary Bentley, the Rapide incorporated significant improvements over the standard M45 model. The wheelbase was shortened to 10' 3", Girling brakes were standard equipment, the crankcase was RR50 alloy, heavier connecting rods and larger diameter crankshaft bearings were fitted, and a freewheel device was bolted to the T8 gearbox. A Tecalemit full-flow oil filter was provided for the Rapide together with a Scintilla magneto, while suspension was damped by Girling-Luvax hydraulic shock absorbers and André Telecontrol dampers.

At £825 it was significantly more expensive than the standard M45 – perhaps a sales ploy to enable the M45 to be phased out and manufacture of the Rapide to continue at a more commercially viable price.

J Gurney Nutting was a relative newcomer among coachbuilders, enjoying the benefit of a Chelsea address and having the services of A F McNeil, designer par excellence. Their coachwork was almost exclusively of a sporting nature and in 1931 the company was awarded the contract for bodying Sir Malcolm Campbell's 'Bluebird' record car. The marriage of Lagonda engineering and Gurney Nutting coachwork could only be a success.

'US 9772' is unique and believed to be one of only six Lagondas ever fitted with coachwork by J Gurney Nutting. It was specially commissioned for Lagonda's Motor Exhibition Stand No.143 at Olympia in October 1934. The pillar-less saloon coachwork was finished in two-tone maroon livery and the car was offered at £1,250, making it the most expensive on the stand by a significant margin.



Lagonda retained the Rapide as their flagship model for exhibition at The Scottish Motor Show that same year, and the car was registered to its first owner in Glasgow on 5th January 1935. A year or so later it passed to its second owner, a Dr Tweed, who kept the car until 1967. It subsequently passed through the hands of dealer/enthusiast Leonard Potter of Newbury and then found a new home in North America (the Lagonda Club's records list owners in Illinois and California).

In the mid-1980s, 'US 9772' returned to the UK, passing almost unrecognised through 'the trade' before its significance was recognised by Anthony Dady of Brighton, who saved it from the indignity of conversion to a racing special. The Girling brakes and special radiator cap were the clues that identified this rather tired saloon as the rare Rapide model, and further research revealed its Motor Show history. This is confirmed in correspondence to Anthony Dady from Lagonda Club Registrar Arnold Davey, who remarks, 'I can reassure you that the car is well worth restoration (not that it seems to require much) and when finished will be a unique Lagonda.' Davey also reveals that the car's original engine was numbered 'Z2881'.

The engine currently fitted, '8066', was delivered from Meadows to Lagonda in February 1934 but it is not known how long it has been in 'Z11131', though it was already installed when the car was purchased by Anthony Dady. Davey speculates that this Gurney Nutting-bodied car may have been the one featured in contemporary advertising, the 'works' body being at that time unfinished.

Restoration began in 1987, the work being entrusted to Barry Simpson of Totnes, Devon and involving the removal of the body with the timber framework being replaced as necessary, the brief being to retain originality wherever possible. The freewheel mechanism and Jackall system were carefully re-commissioned, while the engine overhaul included fitting hardened valve seats for running on unleaded fuel and re-white metalling the bearings. The restoration culminated in 'US 9772' winning several notable concours d'élégance awards.



In December 2003 the Rapide was offered for sale at Bonhams' auction at Olympia, London (Lot 1076) and was purchased there by well known collector Jim Boland. The previous vendor acquired the car in 2010, the current vendor purchased the Lagonda at Bonhams Goodwood Festival of Speed auction, 2015 (Lot 327). The elegant close-coupled coachwork is superbly presented in two-tone dark blue/black livery with grey leather upholstery. All period fittings have been carefully retained, the snug interior affording all the comforts for the gentleman driver while the lusty 4½-litre engine and Rapide specification provide the exhilarating sports car performance that made these Lagondas noted for 'the exuberance of their manner of going'.

'US 9772' is recorded in the Davey/May 'magnum opus', *'A History of the Marque'*, in Bird's *'The Lagonda Marque'*, and is pictured in Seaton's book on Lagonda. Offered with a very comprehensive history file containing restoration invoices totalling in excess £100,000, 'US 9772' represents a wonderful opportunity to acquire a unique example of the very best of British coachbuilding, gracing one of the finest sporting chassis of its era.

£180,000 - 220,000

€200,000 - 240,000



273 N

**1959 LOTUS ELITE S1
COMPETITION COUPÉ**

Registration no. not UK registered
Chassis no. 1159

- A landmark of sports car design
- Lighter (500kg) S1 body
- Full-race Coventry Climax FWA engine
- Weber carburetors & ZF gearbox
- Period-adapted race dashboard and controls



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

With the Lotus 14 of 1957 - better known as the Elite - Colin Chapman demonstrated that his skills as a racing car designer and constructor could just as easily be applied to production road cars. The Elite was, nevertheless, conceived with competition in mind - Chapman had his sights set on class wins at Le Mans and the Monte Carlo Rally - and incorporated technology developed in Lotus's single seaters. Every bit as innovative as Chapman's outright competition cars, the Elite featured a glassfibre monocoque body tub (the world's first), independent suspension all round (based on that of Lotus' racing monopostos), rack-and-pinion steering, and four-wheel disc brakes, the rears mounted inboard. Its engine was the lightweight four-cylinder Coventry-Climax FWE, a single-overhead-cam unit of 1,216cc producing 75bhp, while the gearbox, an MGA unit fitted with an alloy casing and modified bell-housing, was sourced from BMC.

The curvaceously styled body - the work of Peter Kirwan-Taylor and aerodynamicist Frank Costin - although possessing an admirably low coefficient of drag (0.29), made few concessions to comfort or noise suppression, not that that is likely to have bothered the Elite's customers, for whom its 112mph top speed and superlative handling were of far greater importance. The Elite made its debut at the Earls Court Motor Show in 1957, with deliveries commencing in 1958.



Body production was farmed out to Maximar, a boat builder, which supplied around 250 for assembly at the Lotus factory in Edmonton, North London. With demand increasing, the company relocated to a new purpose-built factory in Cheshunt, Hertfordshire in 1960. By the time production ceased in 1963 an estimated total of 1,078 cars had been completed. Series 2 developments included an improved design of rear suspension and more civilised interior. Engines in higher states of tune became available and the Elite could be ordered with optional twin Weber carburettors and/or a ZF all-synchromesh close-ratio gearbox. With a kerb weight of just over 500kg (1,100lb) and perfect chassis balance, the little Elite was able to run rings around larger-engined rivals while offering unparalleled driver enjoyment.

On the racetrack, the Elite proved every bit as successful as Chapman had hoped, scoring its first international class win at the Nürburgring 1,000km race in 1959, and would go on to win its class at Le Mans on five occasions, twice winning the prestigious Index of Thermal Efficiency competition, with best finishes of 8th overall (twice). Driven by the likes of Jim Clark, Trevor Taylor, Peter Lumsden, and Les Leston, Elites were a mainstay of sports and GT racing at national level on both sides of the Atlantic, and many are still in action in historic events today. This particular Elite S1, chassis number '1159', was delivered new in the UK to a Mr F Springer on 12th February 1960 and registered as '6577 AR'.

The car was raced in the UK until 1962 when it was sold to Dieter Schmid from Munich, Germany, who raced it in VSA (Vereingigte Süddeutsche Automotorsportler) events. Between 1962 and 1964 it raced at various venues including Norisring, Wallberg, Spessart, Neu Biberg, Schwäbische Alb, Augusta, Happurg, Eberbach, and Bad Neuenahr (see period photographs). Registered for the first time in Germany in 1965, it comes with the old-style German Kraftfahrzeugbrief.

In 1964 the Elite was bought by Winfried 'Winni' Reithmeier from Starnberg Bayern, who kept the car in storage for 52 years, preserving it in exactly the same specification as when last raced in 1964. In the mid-1990s Winni restored the Lotus, discovering that the body was in very good condition and without any cracks. The restoration included a rebuild of the full-race Coventry Climax engine, since when the car has been driven for less than five hours. The car comes with a letter from and a video interview with its long-time owner, Winni Reithmeier, detailing the full history. This car offers a unique opportunity to acquire an original three-owner Elite with continuous history, undisputed provenance, and in-period race history, which has covered only some 20,000 kilometres from new. Importantly, it also has the later, and therefore better quality, S1 body. Presented in immaculate condition, '1159' is ready to be enjoyed immediately either as a fast road car or in prestigious historic race series such as the GT & Sports Car Cup, Peter Auto's 'Sixties Endurance' races and, of course, standalone events including the Tour Auto and Le Mans Classic – not to mention Goodwood.

£80,000 - 110,000
€88,000 - 120,000

274

1960 JAGUAR XK150S 3.8-LITRE FASTBACK

Registration no. RPM 935

Chassis no. T825146/DN

- *Historic, period-converted, and unique XK150*
- *Featured in numerous publications*
- *Up-rated specification*
- *Present owner 27 years, continuous history and excellent file*



This XK150S is the famous 'Hartin Fastback', which was commissioned by its first owner in 1962. Originally a fixed-head coupé, the car was supplied new to the Cooden Engineering Co of Cooden Beach, Bexhill-on-Sea, Sussex and registered by them on 3 March 1960. Cooden's was an authorised Jaguar dealer and sold the car with a recorded mileage of 186 miles on 7 March 1960 to Mr A E Richardson of 679 London Road, Thornton Heath, Surrey.

Eric Richardson appears to have been a senior partner of the firm of solicitors, Clutton, Moore & Lavington, which had offices at the Thornton Heath address (see letter dated 7 March 1978). Research has revealed that he had family in Durham and travelled there and back from Surrey most weekends. In his letter to Jaguar Cars of 22 March 1960, Mr Richardson states that he normally drove almost 1,000 miles in a weekend - and this before a network of motorways existed! He undoubtedly clocked up a very high mileage with the car. Service records show the mileage total increasing to 17,000 by 28 September 1960; to 61,600 by 20 April 1962; and to 77,500 by 27 February 1963.

Eric Richardson obviously chose the XK150S with great expectations, it being one of the fastest sports cars of its day, boasting a 0-60mph figure of under 8 seconds and a top speed of over 135mph. Not being content with this performance, he wrote to Jaguar Cars less than a week after taking delivery asking for information relating to the maximum speed attainable, maximum revs usable, if a speedometer with a higher reading was available, what alternative axle ratios could be fitted, etc.

Jaguar's reply makes amusing reading as they obviously thought the car was fast enough in standard form (see letter of 17 March 1960). However, undaunted by their reply he wrote again on 22 March to the Technical Service Manager at Coventry asking for more information and insisting that he would need a speedometer with a higher reading.

Mr Richardson obviously managed to find even more speed from the car, as later on he contacted Jaguar saying that the car needed an even higher speedometer as he was then managing to get the needle off the clock! Eventually they managed to come up with a speedometer of the type used on D-Types, which was calibrated to 200mph. This was fitted on 14 May 1962 after the car had covered some 63,000 miles in little over two years, and is still fitted to this day. Jaguar also supplied a higher (2.88:1) final drive ratio. In 1964, having been worn out, the engine was replaced with a correct 3.8-litre 'VAS' S rated engine.

The conversion to fastback configuration was undertaken in order to be able to keep the car while Mr Richardson's young son was growing up. Apparently he had become too tall to sit in the back of the standard XK150S FHC on trips to Durham and back. Rather than sell the car, Mr Richardson commissioned Leonard and Ron Hartin to design a conversion based loosely on the Ashley hardtops fitted to Sunbeam Alpines and Aston Martins of the period. Based in Hanwell, West London, L&R Hartin Panels Ltd started out as commercial 'metal bashers' before undertaking to manufacture bodies for Cooper Cars, a contract that would lead to them making bodies for Lotus (including Jim Clark's Indianapolis 500 winner) and McLaren.



The conversion was carried out to the highest standards using aluminium panelling and, at the same time, the front wings were also redesigned with the sidelights being incorporated into the front indicator units. The end result was, arguably, a much prettier fixed-head coupé with more headroom at the rear and a boot of still adequate proportions.

Sold by Richardson, and several owners later, 'RPM 935' was purchased by the vendor at Brooks' Castle Donington auction in February 1990 (Lot 19). By then the XK was in a very sorry state, necessitating a slow and lengthy restoration that took the best part of four years to complete. Numerous parts had to be specially made, including the rear window and rear trim. Fewer than 200 XK150S fixed-head coupés were made, so the final decision that had to be taken was whether to return it to standard or retain the existing bodywork.

After consultation with many Jaguar experts and historians (including Bonhams' Doug Nye), it was decided to follow the designs and wishes of the original owner, keeping the spirit of this unique car. Halfway through the restoration it was decided to prepare 'RPM 935' for light competition work in order to take advantage of the growing number of classic car events. With this in mind, the chassis was strengthened and seam-welded, a roll-cage and competition seats fitted, and the engine power increased by fitting triple Weber carburetors, competition pistons and cams, etc.

'RPM 935' was finished two days before the start of the 1994 Lands End to John O'Groats Touring Trial ('Le Jog') and completed the event without missing a beat.

Since then the Hartin Fastback has featured in numerous publications including *Thoroughbred & Classic Cars* (October 1995), *Jag Mag* (December 1995), *XK Gazette* (May 1998), and *Jaguar World Magazine* (November 2009). It continued to be maintained and improved by Cambridge Motorsport with additional input from marque specialists, CKL Developments (bills on file). In the last six months, JD Classics have renovated the 150S to an exemplary standard. In its current specification, 'RPM 935' boasts a Mass Racing-prepared engine; triple SU carburetors; Borg-Warner T5 five-speed gearbox; alloy radiator and oil cooler; Coopercraft 4-pot brake callipers and vented discs at the front; XJ6 disc brakes at the rear; vacuum brake servo; adjustable dampers all round; negative-earth alternator electrics; and Aston Martin DB6 wire wheels.

Summing up his *Thoroughbred & Classic Cars* road test of the Hartin Fastback, the magazine's then editor and noted motor racing driver, Tony Dron, said: 'It is a unique car which, being a period conversion, has a place in XK150 history and enables its very enthusiastic owner to have a lot of fun.' There can be no doubt that its next owner will too.

£100,000 - 140,000

€110,000 - 150,000

275

1972 FERRARI DINO 246 GT BERLINETTA

Registration no. TGU 969L

Chassis no. 05206

- *Delivered new in the UK*
- *Right-hand drive*
- *E-series model*
- *Matching numbers*
- *Restored in Australia during 2014/2015*



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

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

Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but



related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

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

Originally finished in Azzuro Dino with beige leather interior, '05206' - a right-hand drive E-series car - was delivered new in November 1972 to Maranello Concessionaires, the UK's official Ferrari importer. Sold to North Worcester Garage, Birmingham in December '72, the Dino was registered as 'RWP 5L'. Its first owner was Jim T Smith, one of North Worcester Garage's directors.

In 1973, North Worcester garage traded the Ferrari to Halesowen Jensen Garage, who sold it on to one Ronald Strasser of Birmingham. In 1979 Mr Strasser exported the car to Brisbane, Australia where it was registered as '067 NQI'. He appears to have owned the car for some considerable time, as the next known occasions it changed hands was 2002, when ownership passed briefly to one Trevor Bassett and then to Neil Bourne. In May 2014, Trevor Bourne sold the Dino to Terry Healy's Automobili Rapide in Queensland Australia, whereupon it was reregistered as 'POW 747'. The Ferrari's next owner would appear to have been a Mr G Lammana of Richmond, Victoria, as evidenced by a detailed invoice of sale (dated 20th May 2015 and issued by J W Allan Automotive of Carlton, Victoria), which relates to a most extensive restoration costing almost \$38,000 (Australian). Additional documentation consists of a Massini Report, MoT to November 2017, and a V5C Registration Certificate. The car also comes complete with its original jack, tool kit, and handbooks.

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

£280,000 - 340,000
€310,000 - 370,000

276

1962 FACEL VEGA FACEL II

Registration no. 694JGW
Chassis no. HK2A122

- Sublime Franco-American Grande Routière
- One of only 27 right-hand drive Facel IIs
- Matching numbers
- Offered fresh from full restoration
- Over £200,000 spent
- Outstanding condition



'The HK500 was the most interesting car we ever made but the Facel II was the best. It was totally elegant.' – Jean Daninos.

In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious and fast. Hand built, they were necessarily very expensive – the Facel II was priced in Rolls-Royce territory – and bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners includes royalty, politicians, diplomats and entertainers: Tony Curtis, Danny Kaye, Ringo Starr, Joan Fontaine, and Ava Gardner being counted among the latter. Confirming that there was high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing figures such as Sir Stirling Moss, Maurice Trintignant and Rob Walker.

Founded by Jean Daninos in 1939, Forges et Ateliers de Construction d'Eure-et-Loir (FACEL) specialised in the construction of aircraft components and metal furniture. After the war the company engaged in the supply of car bodies to Panhard, Simca and Ford France, before branching out into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon.

Government legislation had effectively killed off France's few surviving luxury car manufacturers after WW2, but that did not deter Jean Daninos in his bold attempt to revive what had once been a great French motoring tradition. A luxurious Grande Routière, the Vega took its name from the brightest star in the Lyra constellation and featured supremely elegant coupé bodywork welded to a tubular-steel chassis. There being no suitable French-built power unit, Daninos turned to the USA for the Vega's, that chosen initially being Chrysler's 4.5-litre V8, while there was a choice of push-button automatic or manual transmission.

Launched in 1961, the Facel II was destined to be the last of the V8-engined models, production ceasing in 1964 after an unsuccessful venture into engine manufacture effectively bankrupted the company. Production of the preceding HK500 amounted to only 500-or-so units between 1958 and 1961 and that of the Facel II to a mere 182. Today these rare Franco-American classics are highly sought after. Of the 183 Facel II examples produced only 27 of these were right-hand drive.

One of only 27 built in right-hand drive configuration, chassis number 'HK2A122' was delivered new on 26th March 1962 to International Cars, London. It was finished in Iridescent Blue metallic with Luxan Blue Connolly hide and featured three-speed automatic transmission, power assisted steering, a radio, and Borrani wire wheels.



According to the information supplied by Amical Facel, this car was sold to its first owner in March 1962, the powerboat-racing, Ferrari 250 SWB owning, stockbroker, Dick Wilkins.

In February 1963 the Facel was sold to a Mr Marriot, and then to a Mr Cowley in 1966. The car had two further owners in the UK before being exported to Malaysia in 1997. It spent 13 years in the Far East before returning to Europe in 2010, when it was purchased by a German collector. By this time the car was still in completely original and un-restored condition. It was purchased as a restoration project by a well-known British collector of Facel Vega motor cars in February 2013. This car retains its original 6.3-litre Chrysler TY8 Typhoon V8 engine producing 360bhp, making it capable of reaching 150mph.

In September 2015 the Facel was purchased by the vendor's company, which set about totally dismantling the car prior to carrying out a complete restoration to show condition. This lengthy process involved a bare metal re-spray in the original factory colour, while the interior was re-trimmed in new Luxan blue Connolly leather with new dark blue Wilton carpets, new black Wilton carpet in the boot area, and new dark blue Alcantara headlining, correctly stitched.

All gauges and the electrical wiring loom have been fully reconditioned, and the car's underside and engine bay fully detailed. The stainless steel bumpers have been fully restored and polished as per factory specification.

The engine, gearbox, and rear axle have been completely overhauled, and the suspension fully rebuilt with new Polybushes. The braking system likewise has been fully rebuilt, and now features 4-pot Coopercraft front callipers. Other noteworthy features include a new custom-built polished stainless steel twin exhaust system; new 205/70 R15 tyres; five new stainless steel wire wheels; full tool kit (restored); oak chocks (in boot); special hub spinner tool; and a leather tool roll with embroidered 'Facel' logo.

Over 3,000 man-hours have been invested and over £200,000 spent to make this gorgeous Facel II one of the best for sale on the open market. Complete with MoT until June 2018, it simply radiates French sophistication and elegance, and would suit any serious collector that likes to stand out from the crowd.

£300,000 - 350,000
€330,000 - 380,000

277 * N

The ex-Georges Fillipinetti and in current ownership since 1975

1952 BENTLEY R-TYPE CONTINENTAL SPORTS SALOON

Coachwork by H.J. Mulliner

Registration no. not UK registered

Chassis no. BC10A

- *Displayed at the 1952 London Motor Show*
- *The tenth R-Type Continental built*
- *Delivered new to Switzerland*
- *Resident in Australia since 1960*
- *Extensive mechanical restoration in 1988*

'The vocabulary of motoring being a lame and limited thing, it is difficult to put into words the gulf that separates a Continental from the average car in all the qualities that have a bearing on safety at speed. In acceleration, in braking, in cornering power, in roadholding, in responsiveness to the controls, this Bentley is the equal of modern racing cars, and superior to some.' – Raymond Mays, *The Autocar*, 2nd October 1953.

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 in 1952 on the R-Type chassis. Of all-welded construction, the latter enabled the incorporation of a much-needed improvement to Rolls-Royce's standard bodywork in the shape of an enlarged boot together with associated changes to rear wings and suspension. The standard R-Type was a lively performer, achieving 106mph in silence and reaching 50mph from standstill in 10 seconds despite a kerb weight approaching two tons.



'BC10A' on the Bentley stand at the 1952 London Motor Show, Olympia





The Continental raised this already superlative combination of high performance and exceptional refinement to hitherto unattained levels. Unlike the ordinary '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, aluminium, wind tunnel-developed fastback of H J Mulliner. In developing the Continental, Bentley Motors made every effort to keep its weight to the minimum, knowing that this was the most effective way to achieve the maximum possible performance.

Rolls-Royce's six-cylinder, inlet-over-exhaust engine had been enlarged from 4,257cc to 4,556cc in 1951, and as installed in the Continental benefited from an increase in compression ratio - the maximum power output, of course, remained unquoted but has been estimated at around 153bhp. As the Continental matured, there was - inevitably - an increase in weight, which was offset by the introduction of a 4,887cc engine on the 'D' and 'E' series cars, commencing in May 1954. 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. As *Autocar* observed: 'The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started.' When production ceased in 1955 a total of 208 cars had been completed, the left-hand/right-hand drive split being 43/165.

The example offered here - right-hand drive chassis number 'BC10A' - is the tenth R-Type Continental built (the ninth with right-hand drive) and represents the model in its original conception, without the chromed waist moulding adopted later. This car is pictured in Martin Bennett's book on the marque, 'Bentley Continental, Corniche and Azure' carrying its State of Victoria registration, 'JJC 777' (page 37). 'BC10A' was first owned by Georges Filipinetti, founder of the famous Swiss racing team, Scuderia Filipinetti, and was delivered to him via Garage de l'Athénée in Geneva, Switzerland.



The Continental was shipped to Zeebrugge via the Norfolk ferry on 14th December 1952, having been displayed on H J Mulliner's stand at that year's London Motor Show. Accompanying build details show that the Continental was originally finished in Circassian Blue with red leather interior trim, while special features included a speedometer in kilometres, high-frequency horns, and Wilmot Breedon bumpers (changed from the Mulliner type).

'BC10A' also has the manual gearbox and right-hand gear lever, the latter considered to be far superior to both the steering column and central gear changes, which have the disadvantage of additional linkages resulting in less precise shifting. A published road test of the right-hand gear change on an R-Type Continental noted that the expression, 'like a hot knife through butter!' was especially apt.

Georges Filipinetti did not keep the Continental for very long, and in February 1954 the car passed into the ownership of one Jacques Bordier in Switzerland, the selling agent again being Garage de l'Athénée. On 1st January 1960, the Bentley was acquired by one R Jelbart in Australia, having been re-sprayed silver and had a sunroof added.

'BC10A' has remained in Australia ever since, its subsequent owner's being M Ricketson (from October 1965), T Parkinson (from November 1971) and the lady vendor's late husband, who bought the car in November 1975 from a fellow lecturer at the Royal Melbourne Institute of Technology. In 1966, during the Ricketson ownership, Baker & Tait had restored the car, removing the sunroof and fitting the current tail lamps.

At the time of acquisition, the late owner was setting up his own architectural practice while his wife was at home looking after three young children; it was a big financial commitment for them, but his heart was set on it. He joined the Victoria Branch of the Rolls-Royce Owners Club of Australia, quickly making contact with other enthusiasts in order to learn how to maintain this beautiful and iconic car. The family was living in Melbourne at the time and was able to attend several club events. The old club newsletters were recycled recently, but a few remain in the history file together with the draft of an article for the R-ROCA's journal, Praeclarum.



Its owner loved driving the Bentley around Victoria's countryside while managing two architectural practices in country centres. When the family moved to Dunkeld in the Western District, he continued to drive the car to his various jobs and back to Melbourne for his work with the Anglican Church. He kept a logbook only when required by law to do so for taxation purposes (July 1986-1992, with the occasional later entry until 2014) and then as a Vintage Car Club registration (2015-2016).

In the 1990s, the late owner closed his architectural practice to become a full time farmer and 'wool politician', championing the rights of the individual sheep farmer. He became a member of the Australian Wool Council, a job that demanded much travel and gave him further opportunities to drive the Bentley. He was delighted that all four daughters used the Continental for their weddings, as did a few other young friends. The car also went on family holidays to Canberra, New South Wales, Tasmania, and South Australia, while in more recent years it has undertaken a few journeys to Bundella in northern NSW.

As he grew older and had more spare time, the late owner loved to talk to anyone that showed an interest in his beautiful Continental. In 2008 he joined the South Australian Bentley Drivers' Club and enjoyed a number of very pleasant and enjoyable outings with them. He was always tinkering with the Bentley. There were a couple of major dramas: one in 1987 when the windscreen cracked, which necessitated obtaining a new one from the UK.

The owner supervised/helped install the new screen, and the cracked original was kept as a pattern in case of another failure, together with two pages of written notes on how to do the job (his files tell the story). Then in 1984, while speeding home from Melbourne one night, a piston holed. This required a major engine rebuild, which the late owner did himself with assistance from two engineering workshops in Hamilton and the now much consulted Service Handbook (in file). All this and more is described in the aforementioned Praeclarum article (No.4-02, August 2002, pp. 3,946-48) and there are also typed notes in the history file: 'Restorations To Date (1.12.88)'. Later records are sparse.

Two years ago, because of the increasingly dense traffic in cities and the increasing age of its owner, the Bentley was semi-retired on a Vintage Registration, though it has continued to be driven regularly enjoying on country runs in South Western Victoria. Presented in good condition, 'BC10A' represents a rare opportunity to acquire a fine example of the most famous post-war Bentley, possessing impeccable provenance. Should the vehicle remain in the EU, local import taxes of 5% will be applied to the hammer price.

£500,000 - 700,000

€550,000 - 770,000

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 N

1967 MAZDA COSMO 110 S COUPÉ

Registration no. not UK registered
Chassis no. L10A10040

- *Flagship limited-edition coupé*
- *One of 343 1st-Series cars produced*
- *Owned by the former Mazda importer for Sweden since 1988*
- *Restored in 2002*
- *Extensive history available*



One of only 343 1st-Series Cosmos, this example was imported as a used car to Sweden in 1971. According to registration papers (the first issued in 1972) it was first registered on 1st January 1968. A list of its subsequent owners in Sweden is on file, commencing with Wolfgang Hennig of Bonässund in October 1971.

Since 1988, this rare Mazda Cosmo has been owned in Sweden by Olle Olsson Bolagen AB (formerly Olle Olsson Bilimport) the sole importer of Mazda vehicles to Sweden from 1972 to 2004. As the official importer, Olle Olsson Bilimport AB was, among other things, responsible of the training of Mazda workshop personnel, and was the centre of competence regarding technical issues. The company also provided workshop facilities for more complicated repairs when needed. Unless stated otherwise, all repairs to this Cosmo have been carried out by technicians employed by Olle Olsson Bilimport AB.

When purchased in September 1988, the Cosmo had an oil pressure gauge mounted instead of the original clock. An original clock proving unobtainable, a similar one (believed to come from a 1960s MG) was fitted instead. The side indicators too are not original. Only one correct indicator came with car, so in order to have two identical side indicators, two similar-looking FIAT 500 units were used. The original indicator is included in the sale.

The gear lever gaiter was missing, so a new in black leather was found and mounted with a plate.

In August 2000, the body was fully cleaned, corrosion in the floor repaired, and a complete re-spray carried out by Broderna Gustafssons Bil, the Mazda dealer in Stjärnhov (invoice available). Further restoration was undertaken during the second half of 2002 and beginning of 2003. The idea was to display the Cosmo at the Stockholm Car Show in 2003 when the new Mazda RX-8 was presented (though this was later changed).

Works carried out included an engine overhaul, replacing any worn parts, though the rotor housings, rotors, and sliding bearings were in good shape. However, the rotor oil seals were not replaced. The 110A engine has triple seals that are unique (all later Mazda rotary engines use double seals) and they have been out of production for many years. The seals' measurements were within the specified maximum size (but towards the high end of the scale). All other seals were replaced (apex, side, and corner seals) together with all O-rings and gaskets. The engine components and ancillaries were repainted in correct colours.



The fuel system was fully overhauled with new hoses, reconditioned fuel pump, cleaned tank, overhauled carburettor, and adjusted metering pump. Found to be in good shape, the exhaust system was cleaned and repainted in high temperature-resistant paint.

The interior too was in good condition (the seats and black vinyl panels are original). Some damaged carpets were replaced with felt mat with as near as possible similar appearance, while the others were retained. Sealing rubbers to the doors and boot were replaced, while other sealing rubbers (windows, etc) were retained, as new replacements could not be obtained. The cracked dashboard was repaired by a specialist firm, and a new windscreen installed.

The electrical system was inspected and cleaned or repaired as needed (cable connectors, contacts, etc). Some components (relays, sensors, ignition coils, and distributor caps) have been replaced with either original new-old-stock items or similar new ones intended for the early Mazda RX2/RX3, which shares many such components with the early Cosmo and R100.

The steering and front/rear suspension received new rubber bushes and gaiters, and all components were cleaned and repainted. The braking system was overhauled with new copper brake lines, new brake hoses, and new rear brake shoes and wheel cylinders. New Dunlop front brake pads were fitted; these were manufactured for the Skoda Rapid (1968-1974) and are the same as used by Mazda. One brake calliper was replaced with a new-old-stock item – the last in Mazda Japan's stock. The brake and clutch master cylinders were overhauled, and a new clutch slave cylinder fitted. The clutch driven and pressure plates were renewed also. New tyres with a late-1960s tread pattern were fitted to the wheels. Bought from Cosmo Owners Club in Japan, reproduction decals were applied to the air filter housing and door shut. More recently, towards the end of 2016, the carburettor's secondary system was reconditioned with new fuel needle valves.

Well cared for by those best qualified to do so, this rare Mazda Cosmo comes with a file containing maintenance/repair history, ownership history, copies of old registration papers, a workshop manual, and a parts catalogue. A quantity of spark plugs and some other spare parts is included in the sale.

£80,000 - 120,000
€88,000 - 130,000

279

The ex-Alan Mann Racing, Tour de France

1964 FORD MUSTANG COMPETITION COUPÉ

Registration no DPK 5B

Chassis no. 5F07K208109



The last remaining Alan Mann Racing Tour de France Mustang from 1964, 'DPK 5B' represents a unique opportunity to own a piece of Ford Motor Company history.

Ford had 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 Mustang would enjoy a lengthy and often glorious competition career, commencing not long after its introduction when two works-backed cars entered by Alan Mann Racing finished 1st and 2nd in class in the 1964 Tour de France international rally. In the USA the Mustang first made its mark on the drag strip, where a 427ci (7.0-litre) engined example won the NHRA's 'Factory Stock Eliminator' class at the 1965 Winternationals. On the racetrack, Carroll Shelby's modified GT350 Mustangs were the dominant force, winning five of the SCCA's six divisions in 1965 and the B-Production tile again in 1966 and '67.

- Works entry in the 1964 TdF
- The ex-Bo Ljungfeldt car
- Also campaigned by Mike Salmon
- Known history
- Fully restored by Alan Mann Racing



1
Bo Ljungfeldt and 'DPK 5B'
Tour de France, 1964

2
Tour de France, 1964

3 & 4
Reims Circuit, Tour de France, 1964





5
Mike Salmon ,St Marys Trophy British Saloon
Car Championship, Goodwood, 1965



6
Mike Salmon & 'DPK 5B' pressing on, 1965

7 (main)
Tour de France, 1964





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Across the pond, Roy Pierpoint drove a Mustang to overall victory in the 1965 British Touring Car championship, and in more recent times this quintessential American 'Big Banger' has been a mainstay of historic saloon car racing.

Returning to 'DPK 5B': in February 1964, Alan Mann Racing was sent a pre-production chassis for testing and evaluation prior to homologation. The car was tested secretly at Goodwood, and a detailed report sent back to Dearborn. Ford had decided to enter the Mustang in some European endurance rallies, including the Tour de France and Marathon de la Route. Alan Mann Racing prepared and entered two cars, and won the Tour de France, providing the new Mustang with its first international competition success. AMR also prepared Roy Pierpoint's British Saloon Car Championship-winning Mustang.

'DPK 5B' was built in Dearborn in 1964, and delivered to Holman & Moody before being exported to Alan Mann Racing in the UK. It was driven in the 1964 Tour de France as car number '82' by the Swedish driver, Bo Ljungfeldt. Later in the 1960s the Mustang was sold to F English of Bournemouth, a Ford Main dealer, which entered the car for Mike Salmon to race. The car was sprayed dark blue. The Mustang was then sold to well-known Dutch racing driver, Rob Slotemaker, who changed the colour to white/red.

The remaining history is known, and the car remained in France until its present owner returned 'DPK 5B' to Alan Mann Racing for a full restoration to the original Tour de France specification. The car has been inspected by Alan Mann Racing, and even by the original engineer who built it in 1964, who has confirmed that he recognises the fabrication work and his own welding signature! 'DPK 5B' has been completely stripped down to the bare shell, its history being confirmed by the various colours under the latest paint, including the blue from when Mike Salmon raced the car! Following a re-spray in the original Ford Poppy Red, the Mustang has been fully restored by Alan Mann Racing (bills on file). A unique opportunity.

£250,000 - 300,000

€280,000 - 330,000

280

1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE COUPÉ

Registration no. 3234 WK

Chassis no. 886776

- UK registered then exported new to the USA
- Converted from left- to right-hand drive
- Matching numbers
- Original registration
- Recent extensive mechanical overhaul including full engine rebuild



Chassis number '886776' was manufactured on 3rd September 1962, dispatched from the factory on 2nd October and sold directly to 'Home Delivery'. The car was registered in Coventry as '3234 WK' and transferred by Jaguar Cars Ltd on 27th September 1962 to a Mr P H Crandon of Pall Mall, London for 'Personal Export' to the USA, where the local climate seems to have been kind to the Jaguar's underpinnings. The accompanying Jaguar Heritage Certificate records the original colour scheme as Opalescent Silver Blue with Dark Blue interior trim. The vendor has tried to make contact with Mr Albert V Yersavich in the USA, who quite probably owned the E-Type in the 1980s, but received no reply; according to Mr Yersavich's Auto Insurance ID Card, a Ford and a Cadillac shared the Jaguar's garage.

The V5 registration document suggests that '3234 WK' was repatriated to the UK and registered on 23rd of May 1991 to Joseph William Gazey, a jeweler from Totnes, Devon, receiving the age-related registration mark 'FSK 519'. Mr Gazey obtained a Manufacturer's Statement of Build on 30th March 1990. Sadly, Jo Gazey died, and sometime afterwards (in December 2012) the vendor was able to purchase the Jaguar from his widow.

In November 2014, the vendor put in hand a major mechanical restoration with Devon Jaguar specialists, S&P Auto Services Ltd, who had previously rebuilt the engine of his Series 3 XJ6. The E-Type's original cylinder block was re-bored and the crankshaft de-plugged and polished, while the cylinder head overhaul was contracted out to Bridgewater-based precision engineers, Thomas Hamlin & Co. The engine was then reassembled with all new bearings, pistons, timing chains, oil pump, water pump, etc, etc.

Other works carried out included rebuilding the dynamo; fitting a new radiator, electric fan, hoses, and thermostat; overhauling the heating system with a new matrix, blower motor, fan, ducting kit, etc; Rebuilding the front suspension; installing new wiring looms throughout; reconditioning the carburetors; replacing the clutch, slave cylinder and pipes; installing a new fuel tank and pump; servicing the rear brakes and suspension; and fitting a stainless steel exhaust system. The front brake calipers had already been upgraded, probably in period. S&P's breakdown of their work is on file together with related invoices. In 2016, the Jaguar's interior was fully re-trimmed.



This car has matching numbers; however, on locating the body number tab on the nearside rear wing it was found that the hole for a seat belt mounting had been drilled through the tab, obliterating the two centre digits of the four-figure number. The prefix and two outer numbers remain and are correct. This has been brought to the attention of the Jaguar Enthusiasts Club and the DVLA.

With regard to the chassis number, '886776', this is correct as confirmed by both the Manufacturer's Statement of Build supplied by Jaguar Cars Exports Ltd, and the Jaguar Heritage Certificate. On a copy of the Record of Registration of Motor Vehicles supplied by the Coventry Transport Museum, the chassis number is shown as '886276'. This one-digit difference has been accepted as a clerical error by both the Jaguar Enthusiasts Club and the DVLA, which has allowed the E-Type to be reunited with its original registration number, '3234 WK'.

£100,000 - 130,000

€110,000 - 140,000



1965 TVR GRIFFITH 200 COUPÉ

Registration no. YRD 394C

Chassis no. 2005023

- *Rare Anglo-American sports car*
- *New chassis; original body and bonnet*
- *Widely raced in modern historic events*
- *Engine rebuilt less than 200 miles ago*
- *Eligible for a wide variety of historic race series*
- *Road legal with full and correct interior*



'... the performance of a Griffith was quite phenomenal by any standards. Certainly, in straight-line performance, if not in ultimate road behaviour, the car was good enough to embarrass severely an E-Type Jaguar and many V12 Ferraris!' – Graham Robson, 'TVRs Volume 1'.

Founded in Blackpool in the late 1940s by Trevor Wilkinson, TVR began by making various 'specials' before introducing its first series production model – the TVR Sports Saloon – in 1954, most of which were sold in kit form. The car that really put TVR on the map though, was the Grantura. Launched in 1958, the Grantura used a multi-tubular spaceframe chassis with Volkswagen trailing-link independent suspension all round, which was clothed in very pretty glassfibre coachwork that set the pattern for TVRs for years to come. The generously proportioned engine bay could accommodate a wide variety of engines, those of Ford and BMC being the most popular, while Grantura owners intending to go racing, as many of them did, usually specified the 1.2-litre Coventry Climax FWE unit.

Perhaps inspired by Carroll Shelby's Cobra, which had resulted from dropping a Ford V8 engine into an AC Ace, American motor dealer Jack Griffith performed the same trick on a MkIII Grantura. The prototype was shipped to the UK and the concept approved by the factory, with production of the TVR Griffith 200, as this new model was known, commencing towards the end of 1962.

Lightweight and compact, and with a claimed 195bhp available from the 298ci (4.7-litre) Ford V8 engine, the Griffith afforded the prospect of some seriously exciting motoring. Sadly for British enthusiasts, almost all were exported to the USA.

'YRD 394C' was made in Blackpool in 1964/1965, then shipped to the USA for Jack Griffith to add the Ford 289 motor and related modifications. This car was then sold new in 1965 out of the Ford dealership in Alaska where it would be owned by some interesting characters. The second owner is said to have drag-raced the Griffith at the Polar Dragway and used it in the annual February ice races, while the third owner, from 1972, Mike Laven, used to street-drag the car.

The Griffith gradually fell into disuse and was bought in the early 1990s by Jason Len of XKs Unlimited, California. He fully restored the TVR using a new David Gerald-supplied chassis; however, except for some extra bonnet cooling ducts the body and bonnet remain original, which is very rare for a Griffith that has been raced. This Griffith even retains its original enlarged side vents that were only fitted to the first 30-or-so cars. Jason Len completed the restoration to concours standard inside and out, and then raced the Griffith in some US vintage events including Willow Springs, Laguna Seca, and the Los Angeles street race.



In 2001, this Griffith was bought by the current owners, who imported and UK registered the car, and prepared it for UK racing with a six-point roll cage. It has since been raced in Top Hat 'Best of British', HSCC RoadSports, Heritage GT, CSCC 'Swinging Sixties', HRDC 'All Stars', and Bernie's V8s series. It has also run at Santa Pod, Brighton Speed trials, Shere hill climb, and the Ollon-Villars hill climb in Switzerland. In 2007 the car was shipped to Daytona and raced on the banking, reaching 150mph. The best competition results include two overall wins in HSCC RoadSports, numerous top 10s, and a second in the Birkett 6-Hour as part of a TVR team. Despite this, the Griffith is fully road legal, fully carpeted, and road useable. It has a full compliment of Smiths gauges and is not a stripped-out competition car.

This Griffith remains highly original and, as we have seen, retains its original body and bonnet. Noteworthy features include a correct and recently fully refreshed C5AE 289 Ford V8 with cast-iron cylinder heads and original-type rockers; original Ford 'top loader' four-speed manual gearbox; correct Jaguar three-pot front brake callipers; and correct Triumph rear drum brakes.

Modifications from original include various engine upgrades: ICON forged pistons; Crower Sportsman con-rods; crack tested, polished and flowed cylinder heads; Competition Cams camshaft; Manley valves; ARP studs; double-pumper Holley 650 carburettor; Edelbrock Performer RPM inlet manifold; Magniflow headers; and a stainless exhaust system. Power is delivered to the Salisbury 3:54:1 limited-slip differential via a Sachs clutch plate with Centreforce clutch cover and Tilton racing clutch release bearing. A Cambridge Motorsport high-capacity radiator with swirl pot and twin fans keeps the engine cool. The up-rated suspension is by DG Motorsport, and the car rolls on either 6 x 15" Pansport wheels of which there are four or 6 x 15" Compomotive wheels of which there are six.

Offered with a V5C document and MoT to August 2018, this fully sorted Griffith represents a wonderful opportunity to acquire one of these legendary Anglo-American sports cars, eligible for a wide variety of historic race series.
£70,000 - 80,000
€77,000 - 88,000

282

1964 GORDON-KEEBLE COUPÉ

Registration no. RCA 132B

Chassis no. C34F1004RD

- One of only 99 made in period
- Styled by Giorgetto Giugiaro
- Restored in the 2000s
- Recently serviced and fettled





Produced between 1964 and 1966, the Gordon-Keeble was one of a select band of 1960s GTs that combined British chassis engineering with American horsepower and Italian style. Designed by John Gordon, lately of Peerless, and produced in collaboration with garage owner Jim Keeble, the car featured a spaceframe chassis with independent front suspension, De Dion rear axle, and four-wheel disc brakes. Styled by Giorgetto Giugiaro at Bertone, its elegant glassfibre bodywork was manufactured in England by Williams & Pritchard, one of the foremost firms specialising in this form of construction. A 327ci (5.4-litre) Chevrolet V8 engine provided effortless cruising and a top speed in the region of 140mph. All of which ought to have been a recipe for success, but the company failed to get its pricing right and production ceased after little more than a year. A brief revival saw a few more cars assembled, but when finally the end came, just 99 had been produced. Today the Gordon-Keeble remains a fascinating 'might-have-been' that can only become increasingly collectible.

This manual transmission example was originally exported to Canada in 1964 and in May 1967 was sold to the second owner with 5,500 miles on the odometer. The immediately preceding owner bought this Gordon-Keeble and imported it into the Netherlands in 2000, since when approximately €30,000 has been spent on bringing the car to its present excellent condition. British-car specialists Noble House in Almere, Holland carried out the restoration, since when only some 2,000 miles have been covered. Noteworthy features include an additional brake servo, a Kenlowe electric cooling fan and its original Radiomobile radio, and the car also comes with its original steering wheel, two spare headlight rims, and a copper mallet. It is understood that the rear axle ratio of 3.07:1 was changed to 2.88:1 at 14,188 miles, and that the speedometer had been changed by 15,522 miles, making the total covered from new approximately 58,000 miles.

Since its acquisition by the current vendor around two years ago the car has been serviced and fettled by CMC in Bridgenorth. Finished in Sage Green metallic with original black skai interior, this ultra-rare British GT is offered with a V5C Registration Certificate.

£80,000 - 90,000

€88,000 - 99,000

283

Formerly the personal conveyance of HM the Queen

2012 BENTLEY MULSANNE SALOON

Registration no. DC61 ACF

Chassis no. SCBBA63Y5CC016596

- *Used by HM The Queen from 2012 to 2014*
- *Registered 'DK61 FHM' while in Royal service*
- *Unique specification*
- *Well documented*
- *Under 6,000 miles from new*



For many decades the Royal fleet of official cars consisted of Rolls-Royce Phantom and Daimler DS420 limousines. Traditionally finished in Garnet over black, with the Coat of Arms on the doors and carrying the Royal Standard pennant, they were used for all manner of State occasions. By the turn of the century, though, both the Phantom VI and DS420 had been out of production for many years, and in 2001 it was decided that the Royal Family's fleet of cars needed updating. One of four Royal Warrant holders for the supply of vehicles, Bentley Motors Limited was commissioned to design and build two State Limousines to be ready in time for HM The Queen's Golden Jubilee tour of Great Britain in 2002. Subsequently it was decided that a more-subtle but no less luxurious car would be needed for The Queen's Diamond Jubilee year of 2012. Once again, Bentley was asked to fulfil the brief, and came up with a very special version of their top-of-the-range Mulsanne - the car offered here - which was delivered to the Royal Mews early in 2012.

Appropriately, this car is finished in Barnato Green, similar to British Racing Green, a colour named in honour of Captain Woolf Barnato, the wealthy financier whose injection of capital had saved the original Bentley company from bankruptcy in 1924. One of the celebrated 'Bentley Boys', Barnato was also an accomplished racing driver, as his three consecutive Le Mans wins testifies.

This car's unique interior boasts burr walnut veneered picnic tables, door panels and rear quarter vanity lights, while the similarly veneered waist rails featured inlaid Royal crests. As one would expect of a car intended for a Head of State, the Mulsanne incorporated some discreet security features, including flashing blue lights front and rear.

The Mulsanne was used mainly for State occasions in London from 2012 to 2014. When HM The Queen attended her only ever Cabinet Meeting - in December 2012, arranged as part of the Jubilee celebrations - it was the Mulsanne that conveyed her to 10 Downing Street, flanked by a police motorcycle escort. The then Prime Minister, David Cameron, opened the door for her in front of the world's media on one of the exceptionally rare occasions that a reigning monarch has set foot in No 10. The Bentley was also used to take Her Majesty to visit her husband Prince Philip at the London Clinic on his 92nd birthday in 2013 during his convalescence from surgery. Extensive video coverage of the Mulsanne being used during its time in Royal service may be found online.

During its time in HM The Queen's service, the Bentley was registered as 'DK61 FHM', as seen widely in the news media. There are copy service records from Jack Barclay on file (dated 3rd December 2013) showing that chassis number 'SCBBA63Y5CC016596' was registered 'DK61 FHM' at time of service, while for security reasons the customer was listed as Bentley Motors Ltd.



Queen Elizabeth II Attends The Government's Weekly Cabinet Meeting © Getty

As is customary with cars used by the Royal Family, security devices and bespoke interior fittings are removed, and registration numbers changed when they are returned to the manufacturer. After the Mulsanne's use by HM The Queen came to an end, the Royal Crests were removed from the rear waist rails, the registration changed, and the car was sold discreetly by Bentley Motors Ltd via Bentley Leicester. One aspect of the car's specification that appears to have been overlooked when it was returned to 'civilian' use concerns the satellite navigation system, which, when the 'Home' icon is tapped, issues instructions taking the driver to Windsor Castle!

The Bentley was then purchased by the proprietor of a prestigious Surrey specialist-car company for occasional personal use, covering only a few miles. It was then bought from that company by the present owner, the morning after its sale had been announced on the national television news. Currently displaying an odometer reading of a little under 6,000 miles, this unique piece of the Royal Family's history is presented in excellent condition throughout.

An eminently usable modern luxury car from one of the world's most prestigious makes, this beautiful Mulsanne has the unique distinction of having been HM The Queen's personal transport during a landmark period of her reign. As such, it represents a possibly once-in-lifetime opportunity to purchase a car intimately associated with Great Britain's longest-reigning monarch.

£160,000 - 180,000

€180,000 - 200,000



284

1954 BEDFORD SA ARTICULATED TANKER

Registration no. NUW 984

Chassis no. 17664

- Ex-Shell-Mex & BP tanker fleet
- Restored over an eight-year period
- Painstaking attention to detail
- Immaculate condition
- HCVS concours winner 2016



1
Period drivers uniform offered
with the lot

2
As featured in *Classic &
Vintage Comercials*



1

2



Shell-Mex and BP Ltd's newest member of the fleet, leaving the Coventry works, 1954.



Launched in 1950, the Bedford 'S' series - 'The Big Bedford' - was the largest commercial vehicle produced by the company until superseded by the TK in 1959. Powered by a 4.9-litre six-cylinder petrol engine, with the option in later life of a Perkins diesel unit, the 'S' series was not only the stalwart of many UK hauliers, but also in four-wheel-drive 'RL' form was the basis of the famous 'Green Goddess' fire engines that were still in service with the British armed forces until 2005.

With a family interest in historic vehicles and employed by a leading Vintage car specialist, the vendor of this outstanding 'S' series tanker embarked on a restoration project that few would have undertaken. Having found the cab in 2006, in complete but deteriorated condition with no engine or gearbox, the inspiration to restore the vehicle to tanker configuration came from two sources. The first was the registration mark 'NUW 984'. A period photograph of Shell-Mex & BP tanker 'NUW 983' would lead one safely to assume that this cab had been one of their tanker fleet. The second was the known whereabouts of a similarly deteriorated tanker trailer, with the remains of the Shell livery and retaining its original data plates. All that remained was to source a donor vehicle with the correct 4.9-litre petrol engine and transmission.

The resulting work, carried out entirely by the vendor and his father with scholastic attention to detail over an eight-year period, has resulted in what can only be described as the most outstanding commercial vehicle of its type currently on the market.

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.

Believed to be the only one of its kind in existence, 'NUW 984' exudes an unsurpassed quality of workmanship. Noteworthy features include detailed hand-painted and correct sign-writing; hardwood dipsticks; a wooden slatted catwalk and similarly slatted delivery hose fixtures to both sides of the tanker unit; while the tractor unit features the correct coupling unit and heavy goods fixtures throughout. A period driver's uniform and torch are included.

Some measure of the excellent quality of the entire ensemble may be gained from the fact that it was judged a worthy recipient of the Historic & Commercial Vehicle Society's 'Best in Class' award, 'Best Bedford', and overall concours winner at Brighton in 2016. The tanker has featured in *Classic & Vintage Commercial* magazine and has been the overall winner at the HCVS's celebrated Ridgeway Run. It is driven to and from events and will be driven to the Goodwood Revival sale.

This is a wonderful opportunity to acquire a unique and painstakingly detailed commercial vehicle, which in this condition could be used as a promotional tool or simply retained as a magnificent example of an historic commercial vehicle.

Due to the size and weight of the Bedford, vehicle movement by Polygon Transport will be at commercial rates.

£50,000 - 70,000
£55,000 - 77,000

285

**1954/59 MORGAN PLUS 4 SS 'WORKS'
LIGHTWEIGHT ROADSTER**

Registration no. YSK 899

Chassis no. T.3114

- *In-period competition history*
- *Works-built lightweight aluminium body*
- *Special race-tuned engine*
- *Competitive historic racer*
- *2½ hours on rebuilt engine*
- *FIA HTP papers (valid until 2026)*





Morgan's first four-seater, four-wheeled sports car - the Standard 10-engined 4/4 - appeared in 1937, forming the mainstay of production up to 1950 when it was superseded by the larger and more powerful Standard Vanguard-engined Plus 4. With 70% more power than the 4/4 courtesy of the 2,088cc Vanguard engine, the Plus 4 represented a major step forward in the evolution of the Morgan sports car. Although the traditional chassis layout was retained - what else would one expect from Morgan? - it did undergo extensive alteration, gaining in both wheelbase and track dimensions while being considerably strengthened. The centrally mounted Moss gearbox was carried over from the 4/4.

With supplies of the old flat-fronted radiator and free-standing headlamps coming to an end, Morgan opted for a front-end makeover for 1953, filling in the gap between wings and body with a sloping valance that incorporated the headlamps in a pair of cylindrical fairings. The radiator grille was cowed and gained a quarter-moon trim panel at the top, which carried the Morgan badge. A change in vehicle regulations soon forced Morgan to raise the headlamps, but the result remained dissatisfying and led to a further revision that saw the 'interim' radiator grille replaced by a curved design and the headlamps placed in teardrop-shaped housings atop the valance. At last the quintessential Morgan look had arrived.

This particular Morgan Plus 4 was despatched to Thomas Haddon, Newcastle-upon-Tyne on 2nd June 1954 and was actively raced in period.

More recently, it was acquired by well known Morgan main agent and racer, John Macdonald, and developed as a replacement for his ex-Chris Lawrence/Shepherd Baron Plus 4, 'PGP 123' (known as 'Choc Ices'). It was returned to the Morgan works and fitted with an ultra-lightweight aluminium body, and completely rebuilt to Super Sports specification. The latter included a very special all-steel full-race engine with twin 45 Weber carburetors; a close-ratio gearbox; 4.1:1 GKN differential; integral aluminium short- and long-distance race fuel tanks; aluminium floors, sump, and rocker cover; Alfin rear brake drums and original Lawrencetune manifold. The Morgan won its first race in this form, beating a field of rapid historic sports cars including a lightweight E-Type, Tojeiro Buick V8 and assorted single-seaters, one of which was Roddy McPherson's Cooper-Bristol Grand Prix car. It also came second to Ben Cussens' Jaguar C-Type at Oulton Park.

The current owner has had the engine completely rebuilt (by John Macdonald) and a dynamometer sheet showing a maximum of 128.3bhp at the rear wheels is on file. The owner has also fitted new wheels, a new clutch, and a hardtop so that the Morgan can compete as a GT as well as a sports car. At the GTS Equipe race at Donington Park, 'YSK 899' was on the grid with the rebuilt Plus 4 'Choc Ices', which it managed to lap! This car has also competed with success in the Bentley Drivers Club's Morgan races in 2009 and 2010 (8th). Accompanying paperwork consists of sundry bills, current MoT, a V5 registration document, and current FIA HTP papers.

£70,000 - 90,000
£77,000 - 99,000

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.

286

1991 JAGUAR XJR-15

Registration no. J980 BAR

Chassis no. 016

- One of only 50 made
- Directly descended from the Le Mans-winning XJR-9 and XJR-12
- Sold new to Japan
- Known ownership history
- Offered from long-term dry storage
- Requires re-commissioningkins and Frank Gardner





1 & 2
'No.016' as found



'In the canon of supercar culture, the XJR-15 has reached near mythical status, largely off the back of its unparalleled beauty and racing lineage. That, and the popular belief that it was the car Jaguar should have built instead of the corpulent XJ220...' – *Classic & Sports Car*.

The limited-edition road-going XJ220 supercar introduced in the early 1990s set new performance standards for Jaguar, but the fact that it was powered by a turbo-charged V6 and not Jaguar's own V12 disappointed some. For this reason many Jaguar enthusiasts consider the even more exclusive V12-powered XJR-15 produced by Tom Walkinshaw's JaguarSport organisation to be the charismatic Coventry marque's ultimate expression.

Tom Walkinshaw Racing (TWR) built its endurance racing reputation through the 1980s with a succession of Jaguar XJR Coupés, before the foundation of the JaguarSport supercar-building organisation and the development of the XJ-220 and XJR-15 Coupés. TWR's prototype Group C endurance racer was the Tony Southgate-designed, carbon-composite chassis XJR-6 of 1985-86, which the team campaigned with 6.2 and later 6.5-litre V12 engines. The Silverstone 1,000kms on 5th May 1986 provided the XJR-6's maiden victory and marked the start of a new era of Jaguar endurance racing success.

The chassis was re-worked incorporating numerous detail changes to create the 7.0-litre V12-powered XJR-8 of 1987, with which the team achieved eight World Sports Prototype Championship race wins from ten starts that season, TWR-Jaguar becoming the Championship-winning team and Raoul Boesel Jaguar's first World Champion Driver.

An up-dated XJR-9, still using the same basic monocoque, won the Le Mans 24-Hours Race in 1988 and added five other Championship victories that season, thus achieving back-to-back Team Championship successes for TWR-Jaguar and bringing Martin Brundle the Drivers' Championship in the category.

In American IMSA-GTP competition, 6.0-litre XJR-9s won the Daytona 24-Hours and at Del Mar and Tampa, while for 1989-90 a completely new composite-chassis XJR-10 with 3.0-litre twin-turbo-charged V6 engine won four times. The World Championship Group C version of the design - the XJR-11 - was powered by a 3.5-litre engine, winning at Silverstone in 1990, while a special endurance racing V12-powered XJR-12 was built for Daytona and Le Mans in 1990/1991. Using a 6.0-litre V12, these cars finished 1, 2 on their debut at Daytona in 1990 and a 7.0-litre version secured Jaguar's remarkable seventh victory at Le Mans that same year.



It was during the 1991 season that Walkinshaw commenced manufacture of the strictly limited edition batch of 50 of these outstandingly beautiful XJR-15 6.0-litre V12-engined high performance coupés, like the one offered here, of which fewer than half were prepared for circuit racing. Although derived from the XJR-9 and XJR-12 Le Mans winners, the XJR-15 was completely re-engineered for road use and featured bodywork by Peter Stevens, an outstanding stylist responsible for many of the most exciting sports cars of recent years including the McLaren F1, Lamborghini Diablo and Lotus Esprit. To promote the car, a batch of 16 XJR-15s was built to racing specification for the 1991 Intercontinental Challenge, a three-race series supporting Formula 1 Grands Prix, each of which commanded a purse of \$1 million.

The example offered here, chassis number '016', was delivered new to a private owner in Japan, who later sold it to Philippe Olczyk. Mr Olczyk brought the car back to Europe and then (circa 1998) traded it to M C Wilkinson Ltd of Doncaster, from whom it was purchased by the current owner in August 2000.

In 1999, the car had received UK Type Approval, and was issued with the chassis number 'SABTVRO3598317220' by the DVLA. Don Law had serviced it in September 1998 (bill on file), while new brake pads were fitted in 2001.

Classic & Sports Car magazine featured the Jaguar in its December 2001 edition (copy available), following which the car was placed in barn storage - started and turned over regularly - where it remained until removed by Bonhams in June 2017. The XJR has also featured in the Jaguar Cars Ltd calendar and *Jaguar Enthusiasts' Club* magazine.

'016' has not been used actively for many years and will require specialist re-commissioning before it returns to the road, including clutch plate adjustment, draining of stale fuel, and replacement of wiring to the offside headlights (ex-works loom supplied). Accompanying documentation consists of sundry bills and a V5C Registration certificate, and the car also comes with a copy of the XJR-15 operator's manual, and its original key and key ring. In addition, numerous boxes of virtually unobtainable small spares are included in the sale together with an engine cover, induction cowl, wheel nut remover, and JaguarSport intercom headphones.

'A sensational car on the road,' recalls the vendor, 'especially double de-clutching down through the gears blipping the throttle! This engine has one of the finest soundtracks on earth. Just starting it up has to be savoured!' Clearly, the next owner is in for a real treat.

Finished in its original blue metallic paintwork with grey leather interior, '016' represents a rare opportunity for the discerning collector to acquire one of the most beautiful and rare supercars of recent times, descended directly for a famous Le Mans winner.

£350,000 - 450,000
€380,000 - 490,000



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**1968 ASTON MARTIN DB6 VANTAGE
SPORTS SALOON**

Registration no. TUA 193G
Chassis no. DB6/3480/R

- *Delivered new in the UK*
- *One owner for the last circa 25 years*
- *Resident in the South West of France since the early 1990s*
- *124,180 miles recorded*
- *Running well*





Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

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

Motor clearly appreciated the power and poise of their test Vantage: 'In an effortless way that few other cars can match, the DB6 makes an overall speed limit of 70mph look quite ridiculous. At its maximum speed of more than twice this, it is reassuringly stable, probably more so than many cars struggling to maintain their 70mph convoy speed. If you need to stop from high speed the brakes are outstandingly powerful, a point which really needs remembering if there is a less well endowed vehicle behind; and the handling in both wet and dry conditions is superior to all but a couple of the production two-seater sports cars we have tested.'

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.

The accompanying copy guarantee form reveals that this DB6 was retailed via Sundridge Park Motors and sold new to Business Products Ltd of Hainault, Essex. The car was originally finished in Dubonnet Rosso with black Connolly interior trim, and left the factory equipped with Vantage engine, ZF gearbox, chrome road wheels, heated rear screen, three-ear hubcaps, power operated aerial, and lap/diagonal safety belts.

This DB6 Vantage is offered for sale because the last owner, David Picken, sadly passed away earlier this year. David took the Aston to Biarritz in the South of France, where it has been based since the early 1990s. The DB6 was in pretty good shape when acquired, merely requiring a new clutch and exhaust system. A precautionary bodywork restoration revealed that the car was rust-free and had no accident damage, and it was then repainted in British Racing Green. After several years stored in a garage in Nice, the DB6 was re-commissioned in 1998 with new fuel lines, Weber carburettors rebuilt, new brake callipers/pads, etc. Only regular servicing has been required subsequently, the work being entrusted to the well-respected classic and historic car specialists, 'The Workshop' in Arbonne.

In the intervening years David Picken covered no more than a few thousand miles in the Aston, and when the vendor competed a 50-mile run in the car a couple of years ago, it ran well and sounded good, just as it does today. Accompanying documentation consists of MoT to June 2018, a V5 registration document, and the aforementioned copy guarantee form.
£180,000 - 240,000
€200,000 - 260,000

288

1964 CROSSLÉ 5S SPORTS-RACER

Registration no. not registered

Chassis no. C5-S64-13

- Ordered new by Brian Nelson
- Converted to 9S specification in period
- History known to the Crosslé Car Company
- Fresh 4.6-litre Buick V8 engine
- Raced successfully in historic events
- Eligible for the Goodwood Whitsun and Surtees Trophy races, Silverstone Guards Trophy, Sports Car Masters, etc



1 (main) & 2
In action at Goodwood



The Crosslé Car Company was founded in Holywood, Northern Ireland in 1957 (just a few months after Lola) and is one of the longest surviving specialist racing car manufacturers. Founded by former champion motorcyclist, John Crosslé, the company grew and developed from a one-man-band into a skilled and ambitious team. The Crosslé MkI and the successor MkII and MkIII - all 1,172cc Ford-based specials - won the majority of their races. For a while Crosslé were the dominant force in Irish motor sport, and there was never any shortage of customers. The first single-seater design - the 1S - appeared in 1960, and during the next decades Crosslé produced cars for a wide variety of single-seater formulae, as well as a number of sports-racers.

The firm is best known for its Formula Ford designs, particularly for the FF1600 class, the first of which - the 16F - appeared in 1969 and won the European Formula Ford Championship, driven by Gerry Birrell. Wins in the first British Formula Ford 2000 Championship (1975) and SCCA Formula Ford Championship (1976) followed. Many drivers who have since gone on to become household names drove Crosslé cars early in their careers, among them Nigel Mansell, John Watson, Eddie Irvine, and Martin Donnelly.



All the Crosslé sports-racing cars (5S, 7S, and 9S) were designed and built to accommodate various engine and gearbox combinations, depending on the customer's requirements. Chassis number 'CS-S64-13' was ordered new by Brian Nelson, and supplied with a Daimler SP250 V8 engine coupled to a Jack Knight gearbox. Nelson, who is remembered as one of Ireland's top drivers in Formula 2 and international rallying, competed in 'CS-S64-13' throughout the 1964 and 1965 seasons, including events at Phoenix Park, Bishops Court, and Kirkstown. Over the winter of 1964/1965, the car was modified to accept the wider bodywork introduced by the factory for the 7S model, but continued to compete throughout the 1965 season with the Daimler V8. In 1966, in line with other cars being developed by the factory, it became a 9S with a 2.0-litre BMW engine.

'CS-S64-13' was then sold to Michael Martin and then to John le Sage, who fitted a 2.5-litre Repco engine. Around 1968, the Crosslé was brought to the USA by a Robert Winkelman, subsequently passing into the ownership of Jim Profit. He sold the car to Jim Wallace in 1977, who in turn sold it to Jim Miller in 1980. Jim Miller then proceeded to race 'CS-S64-13' until November 1988, firstly with a Buick engine and latterly with an Oldsmobile. Jim Miller passed away in April 1989 and in February 1990 his widow sold the car (see email printout on file).

During the car's time in the USA, the Crosslé Car Company has kept in close contact with all the owners. When its then owner Neil Davies returned the car to them in the mid-2000s for restoration, they were able to confirm its history, noting that it had even retained its original braking and suspension systems! The extensive history files contain correspondence with the factory from very early in the car's life, together with press cuttings and numerous bills.

'CS-S64-13' benefits from recent extensive renovation and maintenance by historic racing car specialists, R M Wilson Engineering, as evidenced by bills of file dating from 2015/2016 totalling many thousands of pounds (see file). The car is powered by a freshly rebuilt 4.6-litre Buick V8 engine breathing via a quartet of Weber 48 IDF carburettors, which produces a maximum of 396.5bhp at 6,575rpm (see dynamometer printout on file).

Now restored to its original 1965 specification, this historic Crosslé has regularly competed with success in the Whitsun and Surtees Trophy races at Goodwood, as well as the Silverstone Guards Trophy and Sports Car Masters. A 'turn key' sports-racing prototype, 'CS-S64-13' is ready to continue its racing career in the hands of a new owner.

£130,000 - 160,000
€140,000 - 180,000

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

Registration no. 525 WPA

Chassis no. 850151

- The 151st RHD roadster built
- Present ownership for 36 years
- Un-restored and original
- Wonderful patina
- Well documented



'Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

There have been few better summaries of the Jaguar E-Type's manifest virtues than John Bolster's, penned for *Autosport* shortly after the car's debut in 1961. Introduced in 3.8-litre form, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

One of some 400 right-hand drive 'flat floor' roadsters made, of which around 170 are estimated still to exist, this example was manufactured on 19th September 1961. Retailed via Henlys, it was sold new by Weybridge Automobiles of Surrey to G Wolsey & Co Ltd. The accompanying Jaguar Heritage Certificate records the original colour scheme as Opalescent Dark Blue with light blue interior trim and blue soft-top.

'525 WPA' remains in outstandingly original, un-restored condition, retaining all the rare fittings - many now unobtainable - that characterise these early E-Types. Noeworthy features include the original aluminium radiator; original bonnet; 1961 date-stamped electrical components; 1961 date tagged hydraulic components; original tool kit (unused); and the original jack (broken). A stainless steel exhaust system, brass expansion tank, and chromed wire wheels are the only notified deviations from factory specification.

The car comes with extensive documented history from new and has enjoyed three owners since Messrs Wolsey & Co: G D Spratt (1963-76), T P Frost (1976-81), and the current vendor from 1981 (advertisement and sales invoice on file). The engine is a replacement unit, fitted in 1968 at 42,000 miles by Rowland Weller of Cobham during Mr Spratt's ownership (see letter on file). This engine (number 'RA 75461-9', block date stamp 21/8/64) would appear to have been a new unit when fitted, left over at the end of '3.8' production.



During the 36 years of the vendor's ownership, the E-Type has been in continuous, albeit very light, use and has never been driven in anything but dry weather. There are 36 MoT certificates on file relating to the vendor's period of ownership. Engine oil pressure is reported as very good: 50psi at 3,000rpm; 30-40psi at idle.

Presented in generally very good condition, this unmolested 'flat floor' E-Type is offered with MoT to August 2017, V5 registration document, and a most extensive history file. The latter contains the original logbook, original tan documents wallet, original handbook, original lubrication chart, manufacturer's warranty (for first owner), and Jaguar periodic maintenance vouchers (completed to 40,354 miles). Also on file are various letters between previous owners, sundry bills, 35 tax discs (plus one on car) and a large quantity of MoT certificates appearing to indicate that the recorded mileage of 71,245 is genuine.

£110,000 - 140,000

€120,000 - 150,000



290

1973 FERRARI 365 GTB/4 'DAYTONA' BERLINETTA

Coachwork by Pininfarina

Registration no. 365 BRO

Chassis no. 16725

- *Delivered new to the UK*
- *One of approximately 150 right-hand drive cars*
- *55,117 miles from new*
- *Exceptionally detailed and comprehensive history file*
- *Superb condition*





'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 *Ferraristi* like the 365 GTB/4. The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365 GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honour of the sweeping 1, 2, 3 finish by the Ferrari 330P4 at that circuit in 1967. Pininfarina's Leonardo Fioravanti, later the famed *Carrozzeria*'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 some 150-or-so Daytonas manufactured in right-hand drive configuration, chassis number '16725' was delivered new to the UK via Maranello Concessionaires Ltd on 1st August 1973 and registered as 'SPL 61M'. The company's demonstrator, the Daytona was originally finished in Rosso Ferrari with beige leather and dark red carpets, and came equipped with air conditioning. Registered in the Isle of Man in 1994, the Ferrari returned to the UK in 1995 and was reregistered in this country on its return.

Retaining its original book pack and handbook, together with its full and complete tool kit, '16725' is presented in exceptional condition, benefiting from a no-expense-spared approach to its maintenance over the years. Details of its maintenance and servicing are contained within the exceptional history file - one of the most comprehensive we have seen - from its first service invoice of 1973 and its first MoT certificate in 1976 right up to the present day.

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.

Noteworthy maintenance landmarks include: clutch replaced in January 1976 (20,608 miles); brake overhaul and partial engine rebuild in February 1981; torque tube bearing replaced in April 1985 (32,694 miles); brake and mechanical overhaul by Lorenzini Motorsports in January 1994 (40,647 miles); bodywork restoration by Graypaul in May 1995 (42,365 miles); major overhaul of complete vehicle by Lorenzini Motorsports in October 1996 (43,686 miles); and a complete engine overhaul by Tim Samways in April 1999. Since then a further 10,000-or-so miles have been covered, during which time the Daytona has required little attention other than routine servicing. Its most recent service was undertaken only a few miles ago by Graypaul Classic Cars, who carried out an annual service, refurbished the brake callipers, overhauled the brake servo, and refinished all four wheels, after which the car was detailed by Swissvax.

Finished in Rosso Chiaro with beige leather interior, this low-mileage Daytona must be one of the very best examples of this iconic Ferrari currently available.

£550,000 - 600,000

£610,000 - 660,000

291

1980 ROLLS-ROYCE SILVER WRAITH II LWB SALOON

Registration no. LNF 354G
Chassis no. 11304422006583

- Delivered new for the personal use of HRH Princess Margaret
- Unique specification
- Original registration mark
- Only 48,000 miles from new
- Detailed history files
- Superb condition



Princess Margaret at Chelsea Flower Show with RHS President Robin Herbert 1985 © Alamy

Born at Glamis Castle, Angus, the ancestral home of her mother Elizabeth, Duchess of York (later HM Queen Elizabeth the Queen Mother) on 21st August 1930, Her Royal Highness Princess Margaret Rose was the younger daughter of the then Duke of York, later King George VI. The only sibling of Queen Elizabeth II, Princess Margaret led a sometimes colourful life that made her a favourite of the British popular press. In 1960 she married the noted photographer and filmmaker, Anthony Armstrong-Jones, later the Earl of Snowdon. For almost the next two decades, Princess Margaret would fulfil two contrasting roles: as HM The Queen's supportive sister, and the wife of one of the Swinging Sixties' most in-demand photographers.

After the couple's divorce in 1978, Princess Margaret divided her time between her home on the Caribbean island of Mustique and her apartments in Kensington Palace. Requiring a new car for public and private engagements, she took delivery this Rolls-Royce Silver Wraith II, registered '3 GXM', 16th May 1980. The Silver Wraith II was the long-wheelbase version of the Silver Shadow II. To satisfy the chauffeur driven market, a long-wheelbase Shadow, available with or without division, had been introduced in 1969, being christened 'Silver Wraith II' on the introduction of the Shadow II range. A separate chassis having been abandoned, construction of this long-wheelbase model was entrusted to Rolls-Royce's in-house coachbuilder H J Mulliner, Park Ward Ltd.



In keeping with the 'formal' tradition, the 'Wraith II came with a reduced-size, limousine-style rear window for greater privacy. Although ideally suited to 'official' duties and other formal work, the Silver Wraith appealed equally to owner-drivers and their families, who appreciated the increased roominess, particularly over long journeys.

This particular Silver Wraith II was delivered with several special features in accordance with Princess Margaret's personal instructions. The car was finished in Cardinal Red with a black Everflex roof carrying Standard Pennant and Royal Crest mountings and a police blue light. As one would expect, the interior is unique, featuring a matte rosewood dashboard and door cappings trimmed in black Nuala leather, the latter preferred to polished veneer because it did not reflect press photographers' flashguns. The seats are trimmed in cream fabric, as are those of many Royal cars, while the rear bench seat is raised enabling the Princess to be seen.

This car is said to have been loaned by Princess Margaret to HRH Princess Diana; to President of the United States, Ronald Reagan and his wife on visits to London; and is believed to have also conveyed HM The Queen. Serviced regularly by Rolls-Royce main dealers in London, '3 GXM' undertook its final Royal duty on 15th February 2002 when it carried members of Princess Margaret's family to her private funeral in St George's Chapel, Windsor Castle.

Her son, Viscount Linley, inherited the Rolls-Royce which, being surplus to requirements, was sold later that year to P&A Wood. The latter sold the car to a Mr Allwright, an enthusiastic Royalist, who even went so far as to purchase its private registration, '3 GXM', which had been carried by Princess Margaret's cars for many years, receiving assistance from Viscount Linley in its acquisition.

Mr Allwright also compiled an impressive history file, including Christmas cards from Dave Griffin, Princess Margaret's chauffeur; numerous photographs of the car in Royal service; assorted press cuttings; correspondence with Viscount Linley's office; copy invoices; and the original Rolls-Royce build sheets. It is believed that Princess Margaret had not kept previous cars for anything like the 22 years she used '3 GXM'. Interestingly, the extensive history files detail the various unique fittings that were removed from her previous Wraith and incorporated into this one: recessed glove box handle, side repeater indicators within the chrome trim strip, etc.

The current vendor purchased the Rolls-Royce from JD Classics in March 2016, and had them Waxoly all panels prior to taking delivery. Presented in superb condition, '3 GXM' represents an extremely rare opportunity to acquire a unique car from very long-term Royal Family ownership.

£70,000 - 90,000
€77,000 - 99,000

292

1960 BENTLEY S2 CONTINENTAL SPORTS SALOON

Coachwork by H J Mulliner

Registration no. 182 UYR

Chassis no. BC127AR

- *The ultimate Grande Routière of its day*
- *One of only 71 right-hand drive S2 coupés by H J Mulliner*
- *Sold new to McVitie & Price Ltd*
- *Professionally restored between April 2016 and September 2017*
- *Show condition*



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 in 1955 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. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch 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, which produced approximately 25% more power than the old six.

'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only British craftsmanship can give,' enthused *Autosport*. 'The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique.' There were few significant changes to the running gear, though power-assisted steering was now standard and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The Continental version of the Bentley remained, as ever, exclusively a coachbuilt automobile. The firms of H J Mulliner, Park Ward, James Young and Hooper (with a solitary example) all offered hand crafted bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition.



Consolidating its in-house coachbuilding capability, Rolls-Royce had purchased H J Mulliner in 1959 and two years later the firm was merged with Park Ward, which had been acquired in 1939. Of the 388 S2 Continentals made, 222 were bodied in styles that originated with H J Mulliner and 125 with those of Park Ward.

Described as 'arguably the best looking' by Martin Bennett' in his book *'Bentley Continental'*, the S2 version typically cost some 40% more than the equivalent standard steel saloon and was the preserve of a privileged few. The S2 Continental represented the ultimate in luxury travel for the sporting motorist, affording a fast yet comfortable journey for four people and their luggage to glamorous destinations such as the Côte d'Azure and St Moritz.

Representing the pinnacle of bespoke taste in its day, 'BC20CZ' was supplied new in August 1960 to the famous biscuit manufacturers, McVitie & Price Ltd and first registered as 'EGT 5'. It was delivered for the use of Hector Lang, CEO of McVitie & Price's parent company, United Biscuits. Unusually, Lang had all his cars fitted with a compass, this one's being still in place, and working.

The current vendor purchased the Bentley from a private collector in Austria, who had owned it for some 15 years. Prior to that it had been in a museum in Austria for ten years. Since acquisition, the vendor's company has carried out a complete 'last nut and bolt' restoration to show condition. Stripping off the paint revealed that the body was in excellent condition, very straight, and it was then treated to a full bare-metal re-spray in attractive Tudor Grey, with coachlines hand painted by Terry Cramp. The front bulkhead and under-bonnet area has been repainted in the correct khaki colour, and the engine bay and underside fully detailed.

The engine and transmission have been rebuilt, and the chassis, body, brightwork, and running gear all fully restored. The interior has been re-trimmed in black leather, while other noteworthy features include new European walnut veneers by Silver Crest, new grey West of England cloth headlining, a new windscreen, and a full stainless steel exhaust system. Restoration bills are on file, and the car also comes with MoT to August 2018, and a V5C Registration Certificate. Presented in show condition, 'BC127AR' represents a rare opportunity for the discerning collector to acquire a beautifully restored example of this stylish and exclusive model.

£280,000 - 340,000
€310,000 - 370,000

293

**1956 ASTON MARTIN DB2/4 MKII
SPORTS SALOON**

Registration no. SYL 436
Chassis no. AM3001153

- *Matching numbers*
- *Present ownership for the last 22 years*
- *Restored in the 1980s (it is believed)*
- *Restoration photographs on file*





The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door, one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor.

The DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle. The W O Bentley-designed, 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-litre, 140bhp engine in 1954. The car's top speed was now 118mph, with 60mph reached in around 11 seconds.

David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised MkII model, launched at the London Motor Show in October 1955, being manufactured by the Newport Pagnell coachbuilder. While mechanically very little different from its predecessor, the DB2/4 MkII was readily identifiable by its subtly altered lines, the most significant change being a ¾" increase in roof height that afforded greater headroom.

Sold new in September 1956 via Brooklands of Bond Street to Wilson & Rose Limited of London's Hatton Garden, this DB2/4 MkII was delivered finished in Moonbeam Grey with blue Connolly leather trim. Two further owners are listed on the guarantee form (copy available): N R Howarth of Altrincham, Cheshire (undated) and R P Davies Esq of Bristol (from 1993). The original logbook lists three private owners up to 1964, when the car was acquired by John Herbert Summerhill of Kingswood, Bristol. The current vendor has owned the Aston for the last 22 years.

The accompanying history file contains the photographic record of a past restoration (believed during the 1980s), the original buff logbook, and a V5C Registration Certificate. Little used in recent years, the car is described by the private vendor as in generally good condition, with excellent engine and chassis.

£120,000 - 150,000
£130,000 - 160,000

294

2001 BENTLEY CONTINENTAL R MULLINER COUPÉ

Registration no. N1 PHB

Chassis no. SCBZB25EX2CH01766

- One of only 46 made
- Present ownership since 2011
- 31,750 miles from new
- Well maintained
- Service history (2011-2017)





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 John Heffernan and Ken Greenley at Worthing-based 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 an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say this was outstanding, the combination of the 325bhp Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to under 7 seconds and boosting top speed to around 150mph.

As if that wasn't enough, there was even more performance available from the follow-on Continental S and Continental R Mulliner versions. Introduced at Geneva in the spring of 1999, the latter was the most powerful Bentley after the Continental T, boasting a maximum output of 420bhp and a staggering 650ft/lb of torque, the latter delivered at all of 2,200rpm.

The 0-60mph time dropped slightly, to a fraction under 6 seconds, while top speed went up to 167mph. Improved suspension, quicker steering, switchable traction control and massive 18" diameter wheels helped keep the 2,450kg plot under control. Only 46 Bentley Continental R Mulliners were made between 1999 and 2003 at a basic price of £225,000, although as each was produced to individual customer order where was considerable variation.

First registered on 29th November 2001 and owned (it is understood) by an Embassy, this Continental R Mulliner was acquired by the previous owner in December 2006, passing to the vendor on 13th September 2011. All MoTs and service bills relating to the vendor's period of ownership are in file, the most recent MoT certificate being issued on 21st October 2016 at 31,390 miles. Servicing has been undertaken by Harwoods exclusively, significant works having included fitting a new cylinder head gasket (2015), rewiring (2017), and rebuilding the steering (2017). Described by the private vendor as in good condition throughout, this magnificent modern Bentley is offered with current MoT and a V5C Registration Certificate. Parking assist and a rear view camera are the only notified deviations from factory specification.

£70,000 - 100,000
£77,000 - 110,000

295

1929 ASTON MARTIN 1½-LITRE SPORTS MODEL

Coachwork by Aston Martin Motors Ltd

Registration no. UU75 33

Chassis no. ST18

- One of only six Sports Models
- One-off factory body
- One of only 12 Aston Martins completed in 1929
- In-period competition history
- New Ecurie Bertelli engine installed
- 'ST18' engine with car
- Eligible for VSCC and AMOC events

01 & 02

'ST18' in action on the Flying Scotsman Rally,



01



Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the immediate post-WWI years. The company traces its history back to 1914, when Bamford & Martin Ltd built their first car - ultimately known as 'Coal Scuttle' - at their works in Henniker Place, Chelsea. The coming of war saw the two founders engaged in more important activities, and 'Coal Scuttle' remained the sole Bamford & Martin car for some years. The company later changed its name to Aston-Martin, retaining the name of founder Lionel Martin and borrowing from the Aston hill climb near Aylesbury, Buckinghamshire (the hyphen was later dropped).

The first Astons used four-cylinder sidevalve engines, and though the firm experimented with overhead-camshaft types, it was the trusty sidevalves that did most of the winning. Indeed, the firm's single-cam 16-valve motor was barely any more powerful than the sidevalve unit while at the same time being less reliable. Both engines were the work of one S Robb, previously with Coventry-Simplex. In 1922 the sidevalve Aston Martin enjoyed its finest hour when one nicknamed 'Rabbit', and latterly known as 'Bunny', set 25 light-car and 10 outright world speed records at Brooklands.

Unfortunately, the management's concentration on motor sport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so sold by 1925 when the company underwent the first of what would be many changes of ownership.

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. Available in long or short chassis configuration, the new Astons featured a 1½-litre single-overhead-camshaft engine with wet sump lubrication (the later International model had dry sump), while these 'First Series' cars further are distinguished from later versions by their separate gearbox and worm-drive rear axle.



Built on the short chassis, 'ST18' - described as a 'Sports Model' but also referred to as an 'International' - is one of six Sports Models made and one of only 12 Aston Martins completed in 1929. 'ST18' has in-period competition history with one W L Bain and is referred to twice in Inman Hunter's book, 'Aston Martin 1913-1947'. In 1930 Bain gained a 1st Class Award with 'ST18' in the JCC's trial at Kingston Vale.

The factory record card (copy on file) lists the first owner as 'L G Bain' (presumably a relative of W L Bain) and names various subsequent owners including J H Carter of Stourport, Worcestershire; R Eason Smith of Stoke Bishop, Bristol; Denham Motor Services; J G Readley(?) of Bristol; and Captain D F James, Redford Cavalry Barracks, Edinburgh. We are advised by the Aston Martin Owners Club Registrar that 'ST18' started life with a wet sump engine but was converted to dry sump in 1947 by someone called Summerskill. It is also recorded that the body was altered by one D B Stone circa 1963.

The car is original: body, chassis, gearbox, and rear axle, while the engine in situ is a new unit supplied as a kit by Ecurie Bertelli in 2009 as part of ongoing major refurbishment, completed in 2010. The original 'ST18' engine (dismantled) comes with the car.

The vendor has owned 'ST18' for three years and has spent around £28,000 in bringing the Aston to the state it is in now: a reliable Vintage rally car. Works carried out include rebuilding the gearbox with new gears and shafts; a complete electrical rewire; new oil filter system; and new brake drums with relined shoes. Regular rally preparation and servicing has been undertaken by either Alan Brooke (ex-Ecurie Bertelli) or Ecurie Bertelli. The vendor has competed in and finished the 2015 and 2017 Flying Scotsman rallies plus the Kop Hill Climb in 2015 and 2016. Accompanying documentation consists of an old-style logbook, dating certificate, V5C Registration Certificate, and a VSCC 'Buff Form' (standard car).

An excellent and competitive Vintage rally car, and a unique early product from one of Britain's greatest sporting marques, this charming 1½-Litre would surely take pride of place in my collection of fine Aston Martin motor cars.

£180,000 - 220,000
€200,000 - 240,000

296

The 1955 Scottish Motor Show

1955 JAGUAR XK140 DROPHEAD COUPÉ

Registration no. 881 UYN

Chassis no. 807021

- Original right-hand drive model
- In storage for 35 years
- Professionally restored with no expense spared (2015-2016)
- Five-speed gearbox, disc brakes, and other upgrades
- Immaculate condition





This is an original right-hand drive, matching numbers, XK140 that has been refinished in the original colour/trim combination as detailed in its Jaguar Heritage Certificate. '807021' was one of four produced by Jaguar in 1955 as 'show cars' probably for the Scottish Motor Show of that year. The original distributor is listed as 'Jaguar Cars – Show' and the original dealer as 'Ritchies, Glasgow'.

The DVLA has produced copies from their records, which confirm that the original registration of this car was 'OYS 414'. The early history of the car is explained in the accompanying extract from the April 2014 edition of 'XK Gazette', which also confirms that it competed at the Doune circuit in 1977,

In 1979 the Jaguar was purchased by an American tourist who stored it in his garage on the West Coast of America for around 35 years; the car turned out to be virtually rust free when the paint was removed. Since then, '807021' has had over 2,000 hours of work lavished on it by various marque specialists. Robin Burdon was brought out of retirement to do justice to the rebuilding of this magnificent car. His expertise ensured close control of subcontractors. All final assembly was carried out by him in a purpose-built dust- and oil-free environment. The Trac Mon private circuit and test facility in Wales was used to carry out carefully monitored initial testing and running in. Sandblasting, welding, panel work, and painting of the chassis and body were undertaken by Chris Brown Classic Cars. All work was carried out personally by Chris, who spent 12 years at the Dennis Welch Motorsports bodyshop. Zinc phosphate undercoat was employed, and the body rebuilt with easy access to 'A'-post hinges. The underside was wax coated, including all cavities and the chassis interior. Chromium plated.

Aldridge Trim Centre, very experienced at working on XK dropheads - made the hood and re-trimmed the interior. Woodwork was refurbished by Chapman & Cliff, and the instruments reconditioned by Speedy Cables. The engine was rebuilt by VSE Engineering Ltd, a long-established XK engine specialist, whose proprietor undertook all the rebuilding work on this unit. It was converted to a C-type cylinder head, and the rear main bearing was machined to accept an improved oil seal.

Elite Racing Transmissions, supplied a Borg-Warner T5 five-speed gearbox and overhauled the rear axle. A new prop shaft has been fitted also. The steering rack was overhauled by SNG Barratt, and the electrics by auto electrician Neil Ferguson. Electrical upgrades include an alternator, electronic ignition, electronic fuel pump, halogen headlights, high-torque starter motor, digital clock, and an immobiliser switch. Running gear upgrades include Zeus four-wheel disc brakes with servo assistance; adjustable Koni telescopic shock absorbers front and rear; suspension Polybush conversion; and chromium-plated stainless steel wire wheels shod with Blockley Tyres. Other noteworthy features include a six-branch exhaust manifold with twin outlets, stainless steel throughout; a large-capacity aluminium radiator with electric fan, heat sensor and manual override switch; and an aluminium fuel tank, fabricated to the original dimensions.

Completed in 2016, this fully restored and extensively upgraded XK140 drophead is only offered for sale due to a change in the vendor's circumstances. Only some 650 miles have been covered since the rebuild's completion and the car is presented in immaculate condition, ready for the next fortunate owner to enjoy.

£130,000 - 150,000
£140,000 - 170,000

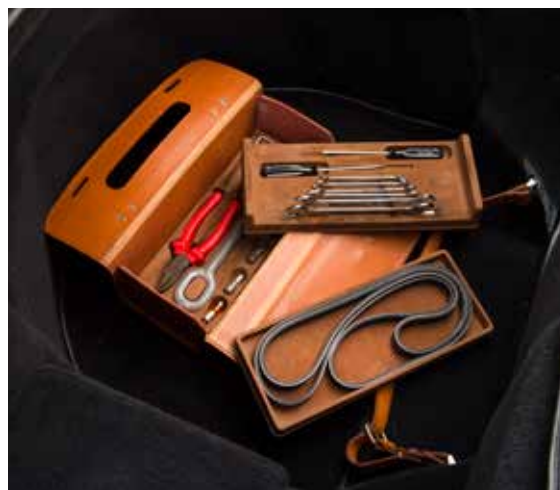
297

1996 FERRARI 512 TR COUPÉ

Registration no. N666 FER

Chassis no. ZFFLA40B000096466

- Delivered new to Belgium
- Left-hand drive
- Original ABS model
- Free from accident damage
- Only 200 kilometres since last major service (July 2014)





Introduced in 1992, the 512 TR was one of the final developments of Ferrari's sensational Testarossa supercar. Ferrari's flagship model, the Testarossa revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine; the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 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 512 TR version, which came with 428bhp on tap.

This stunning 512 TR was sold new in Belgium via Garage Francorchamps, and was first registered in the UK in March 2001. The current owner purchased the Ferrari from Runnymede Motor Company in July 2014, immediately after it had been serviced by marque specialists QV London Ltd, including a change of cam belts and recharging the air conditioning system. Only some 200 kilometres have been covered since purchase and the car remains immaculate condition. Accompanying documentation consists of a V5C Registration Certificate, MoT to August 2018, the original service booklet, and a history file of bills, etc. Finished in the classic colour combination of Rosso with black leather interior, this 512 TR is a most attractive proposal for the Ferrari aficionado.

£90,000 - 120,000
€100,000 - 130,000

298

2002 FERRARI 360 CHALLENGE COMPETITION COUPÉ

Coachwork by Pininfarina

Registration no. not registered

Chassis no. ZFFFYR51B000119353

- Winner of the 2010 GT Cup race series
- Recently repainted
- Recently serviced (including cam belts)
- New track tyres



Ferrari's most successful model since the 308, the F355 was always going to be a hard act to follow. Clearly, in order to surpass the outstanding F355, its successor would have to break new ground rather than offer mere incremental improvements. By starting with a clean sheet of paper in designing the 360 Modena, Ferrari and its partner Pininfarina succeeded in doing just that, the new car attracting superlatives that put even its illustrious predecessor in the shade.

Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6-litres for the 360, producing 400bhp. Mounted longitudinally behind the similarly disposed engine, the 360's six-speed gearbox could be ordered with the F1-inspired paddle-operated gearchange pioneered on the F355. In every other respect the 360 was entirely new, the most striking break with Ferrari tradition being the body's frontal treatment: gone was the omnipresent oval grille, replaced by two separate intakes set low into the front wings. A larger car than the F355, the 360 owed its radical new shape to the quest for increased downforce, generating four times as much as its predecessor yet achieving the impressively low Cd of 0.33.



There was further innovation beneath the skin: a lighter, stiffer aluminium spaceframe/monocoque replacing the old tubular steel arrangement, resulting in a dry weight around 220lbs less than that of the F355. Although it was also more powerful (by 20bhp) than its predecessor, the only straight-line performance increase claimed was a marginal reduction in the 0-60mph time to 4.5 seconds, top speed being unchanged at 183mph. Nevertheless, the 360's on-the-road dynamics constituted a significant advance, its best time around Ferrari's Fiorano test track being some three seconds faster than the F355's.

Despite its prodigious performance the 360 Modena is no mere 'racer on the road' but a thoroughly modern automobile employing state-of-the-art technology: computer-controlled variable damping; electronic drive-by-wire throttle; traction control and anti-lock brakes. Proportional power-assisted steering and a driver's airbag are other features calculated to make the car reassuringly user-friendly.

Commencing with the 348, Ferrari had started the first factory-backed, one-make race series for amateur and semi-professional racing drivers back in 1993, and the immensely successful Ferrari Challenge increased in popularity with the subsequent introduction of the F355 and 360 Modena. The latter first appeared on the grid in Challenge form in 2000, and a succession of track-orientated versions followed.

The last of these were the 360 GT and 360 GTC, which were developed by the Corse Clienti department at Maranello in collaboration with long-time Ferrari collaborators, Michelotto Automobili, and intended for racing in the N-GT class of the FIA GT Championship. Aerodynamics were significantly improved and weight reduced by the extensive use of composite materials for the bodywork, bringing the 360 GTC down to 1,100kg, the minimum required by the N-GT class regulations.

This Ferrari 360 Challenge has been modified with the GT aero package to race in the GT Cup series. Entered by the OMG team, it was raced successfully by Marco Pullen in the UK's GT Cup in 2010, securing eight wins, 10 podiums and four fastest laps over the 15 rounds, winning the championship with a total of 409 points. Since its acquisition by the vendor, the Ferrari has benefited from a full re-spray and a major service (including a change of cam belts) by marque specialists QV London Ltd. In addition, new race seats and harness have been installed, the wheels powder-coated, and a set of new track tyres fitted (see bill on file dated 31st August 2016). Offered complete with its fuel filler and stand, this competitive 360 Challenge is ready for use in Ferrari-themed events and other race series.

£80,000 - 100,000
€88,000 - 110,000

299

1967 MASERATI MISTRAL 4000 SPYDER CONVERSION

Coachwork by Carrozzeria Frua

Registration no. NOP 81F

Chassis no. 109A11481

- Chassis no. 109A11481
- Rare original right-hand drive model
- Matching numbers
- Two owners from new
- Converted by marque specialists Corley Motors
- Present ownership since circa 1984
- Genuine warranted circa 54,000 miles from new
- Recent extensive refurbishment



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

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

Built initially with drum brakes and four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

Last of these classic six-cylinder Maseratis, the Pietro Frua-styled Mistral commenced production in 1963. The 3.7-litre version of the Bolognese manufacturer's long-stroke engine was fitted to most cars, other options being the 3.5-litre or, from 1966, the 4.0-litre unit. A handsome two-seater on a shortened, square-tube chassis, the Mistral was built in coupé and spyder versions, the former's opening rear window hatch making it an unusually practical car. A five-speed gearbox, disc brakes and fuel injection were standard equipment; automatic transmission, air conditioning and a limited-slip differential the options. Production ceased in 1970, by which time a total of 828 coupés and 125 spyders had been built.

A converted coupé, this particular Mistral Spyder has the 4.0-litre engine and five-speed manual gearbox, and thus represents this iconic model in its ultimate and most desirable form (only 37 of the 125 factory Mistral Spyders were made with this engine). Apart from the fact that it is a converted coupé, the most unusual fact about this car is that this is the first time it has ever been offered for public sale.



The previous owner acquired the Maserati when he and his wife were in London for the weekend in their new Aston Martin DB6, which broke down. They were taken to a garage (probably South Audley Street) where his wife saw the Maserati, which had been imported for a customer, and decided that they must have it. Telephone calls were made, the Aston Martin was swapped, and they returned home in the Mistral. Her next step was to insist that her husband should drive to the Lamborghini factory to collect the correct orange paint that she had chosen for the re-spray, which he did.

Sometime after the divorce, around 1984, the lady helped to persuade her former husband to sell the car to the present owner. The personal number plate was changed, and the logo advertising a wine bar was removed from the driver's door! It was the owner's idea to convert the car, and marque specialists Corley Motors carried out the work, since when they have been the only firm to maintain it. We are advised that Corley's Mr Jones will be pleased to confirm all the work done to the Maserati since its conversion and during its recent refurbishment.

On conversion, the car was completely dismantled and the chassis thoroughly restored; the aluminium body was repainted in blue and the interior re-trimmed in silver/grey hide. During its recent refurbishment, '11481' was treated to a bare-metal re-spray its original silver paintwork; the interior trim was in too good a condition to warrant replacement. The engine has been fully and properly rebuilt, with a new clutch and fuel injection overhaul, while the brakes have been renewed and the Borrani wheels re-spoked, chromed and polished. A stainless steel exhaust is fitted. All necessary work has been done, so although the Mistral is not a 'show car', it is in outstanding condition: superb mechanically and thoroughly useable.

The vendor is now aged 72 and has recently 'down-sized', and believes that the time has come for a new owner to enjoy the car. This most handsome soft-top Maserati is offered with an old-style logbook, current MoT, and a V5 registration document.

£150,000 - 200,000

€160,000 - 220,000

300

1966 FORD SHELBY MUSTANG GT350 FASTBACK COUPÉ

Registration no. not UK registered

Chassis no. 6R09K1200689 / SFM6S434

This extremely rare 1966 Shelby Mustang GT350 is fully documented in the SAAC Shelby Register as having the most comprehensive racing history of any genuine GT350 racing today. '120689' was built at Ford's San Jose factory and completed at Shelby's plant in Venice, Los Angeles when the company was based there, receiving the Shelby number 'SFM 6S 434'. Howard Pardee, who is the authority on Shelbys and runs the Shelby Owners Club, is acquainted with this car.

The Mustang has had three owners since new (all documented), its second owner being Jim Bridges, another expert on Shelby GT 350s. The car's racing history began during Jim Bridges' ownership. Its palmarès include triple consecutive IHRA drag-car world records (1971-1973) and a class win in the HSC championships in the USA.

- *Genuine Shelby GT350*
- *Raced by Jim Bridges in the USA*
- *Documented in the SCCA Shelby Register*
- *Raced successfully in historic events in UK & Europe*
- *'Last nut and bolt' restoration completed in June 2017*
- *FIA re-registration in progress*

The Shelby was brought to the UK by its current owner, who is well known for racing Mustangs and TVRs. It was sponsored by Hertz to be the 'Hertz Rent-a-Racer' of the 'noughties' and was painted in the iconic Hertz Black with Gold Le Mans stripes.

In this guise the car has held FIA and (subsequently) HTP papers, and successfully competed (twice) in the Le Mans Classic as well as finishing on the podium at the Spa Summer Classic and Spa 6 hours meetings where it won its class. It has also enjoyed considerable club racing success in the Heritage and Masters racing series, all documented.





Over the past 12 months, the car has been painstakingly restored with no expense spared. The restoration included being completely stripped back to bare metal and re-sprayed in the original livery of Wimbledon White with a double Guardsman Blue stripe.

During the complete 'last nut and bolt' restoration, the engine was rebuilt and subject to a full refresh using new piston rings and bearing shells. All valves were removed and re-lapped in, and new competition-grade gaskets fitted. The distributor was rebuilt and Billet gears installed. The camshaft was removed and new bearings fitted. The (top loader) gearbox was subject to a full refresh with new bearings throughout, while the gear changer assembly was stripped and a new selector pin made and fitted. New oil lines and oil pump were fitted. A new geared starter motor was fitted also.

The alternator was reconditioned with an updated regulator, and the car runs a custom race wiring loom with all systems fused and relays fitted. The Holley carburettor was subject to a full strip down and vapour blast before being rebuilt with all new gaskets, diaphragms, and float tubes.

New Koni adjustable shock absorbers were fitted. The brakes and lines have been renewed and the Kelsey Hayes callipers have been refreshed with new competition seals and pistons. The Detroit Locker back axle has been refreshed. In addition, the following parts were replaced with OEM parts (not copies) as indicated:

- Original wings (both sides)
- Heated clear windscreen (replaced with racing type)
- Original front headlight buckets (both sides)
- Original doors (x2)
- Original door cards
- Original interior rear panels
- Reproduction interior glassfibre racing cover for rear
- Original glove box with fixtures.
- All seals with fixtures
- Leading replaced to the rear quarters and wheel arches

At present the car is currently being re-registered with the FIA.

£160,000 - 200,000

€180,000 - 220,000

301 N

The ex-Team Palma, António Peixinho

1969 FORD ESCORT TWIN CAM

Registration no. not UK registered

Chassis no. BB49HL10999

- Rare and desirable Ford competition saloon
- Prepared by Willment and supplied new to Portugal
- In-period race/rally competition history in Portugal
- Known ownership history
- Beautifully restored



On the Rainha Santa Rally, April 1970



Peixinho started from pole at the Vila Real circuit



At Vila do Conde, Peixinho finished second



This Ford Escort Twin-Cam was supplied new in 1969 to Lisbon-based Team Palma, one of Portugal's most successful racing teams, and received the registration number 'IB-91-00'. It was one of two, the other being 'IB-90-99'. They were both painted blue with a white longitudinal stripe, and to distinguish both cars quickly in a race, 'IB-90-99' had its front grille painted white, while 'IB-91-00's was yellow. 'IB-90-99' was assigned to Ernesto Neves, Team Palma's main driver, while 'IB-91-00' would be driven by António Peixinho, a Ford driver in previous seasons. Interestingly, it was Peixinho's car that was exhibited at the team's press presentation, in May 1969. Both cars had been race prepared by Willment and arrived pretty much race-ready.

The Escorts' first outing was at the Automobile Club of Portugal's ACP Grand Prix at the Granja do Marquês circuit on the Sintra military airbase. Were it not for the fact that José Lampreia had a new and very powerful BMW 2002 Alpina, the Escorts would have dominated practice. Lampreia spoiled Team Palma's party and would do so consistently during the season, as the BMW proved faster than the Escorts and much more reliable. Peixinho was second fastest in practice, followed by Neves, but in the race was forced to retire with mechanical problems on lap 19.

This first outing set the pattern for the rest of the season, with Team Palma's two Escort Twin-Cams proving fast but fragile. The championship next visited the demanding Vila Real Circuit, where Peixinho secured pole position, but in the race again had to retire. Returning to the Granja do Marquês circuit, Peixinho did no better than third in practice, outclassed by both Lampreia and Neves, while in the race both Escorts crashed. A fortnight later, it was the Montes Claros circuit's turn to hoist a round of the national championship. Peixinho placed third on the grid but again had to retire, this time due to brake problems.

Three weeks later, Vila do Conde hosted its championship round. Peixinho was second fastest in practice, slower than Lampreia in the mighty BMW, but faster than his teammate Neves. This time, the Escort Twin-Cam held together and Peixinho was able to bring the car home in second place. This belated success notwithstanding, António Peixinho left the team after this race, the frustrating season having taken its toll.

At the end of 1969, Francisco Santos purchased 'IB-91-00'. Santos was an amateur and not as fast as Peixinho, but nevertheless a competent driver. For the 1970 season he had an ambitious programme, intending to contest both the Circuit and Rally National Championships with 'IB-91-00'.

On the grid at Granja do Marquês, 1969



Peixinho on pole at the Vila Real circuit



Montes Claros circuit, 1970

The Escort always raced in Group 2 specification, receiving a black bonnet and an altered front end incorporating smaller round headlights. The Portuguese Rally Championship started in January. Paired with Botelho Tomé, 'Xico' Santos finished 5th overall and, more importantly, 2nd in Group 2, his main goal. He then suffered a string of retirements but soldiered on, bagging another 2nd place and winning the Rally às Antas outright. Bad luck struck again at the next round, as the Twin-Cam crashed into a taxi. It would not be the last shunt of the season.

The Pena hill climb was the first event counting towards the Circuit Championship. Santos was 6th fastest in Group 2. In the next Rally, Santos placed 3rd overall and 2nd in Group 2. His best circuit result came at Vila Real, where 'IB-91-00' was always fast. Starting from 3rd on the grid, Santos finished 2nd to Ernesto Neves in 'IB-90-99'. At the São Miguel Rally in the Azores, Santos's exited early as the Twin-Cam crashed into an all-terrain vehicle. In September, for the final rally of the season, Santos went to Madeira and finished a creditable 2nd in Group 2. In December, 'IB-91-00' made its final appearance of the year, at the Estoril Cross, on the site where the Estoril circuit was being built, but Santos was eliminated in the first leg.



The 1971 season started with the Rally do Targa, in the North of Portugal. Santos had a new co-driver in Luis Salles Grade, and entered his now slightly battered Twin-Cam (he was awaiting delivery of a new Ford Escort RS1600). Both the Targa and Benfica 1000km resulted in retirements, due to suspension and gearbox problems respectively.

His new Escort RS ('SDK 954J') arrived in late February, but did not have a BDA engine, so Santos had to make do with a Twin-Cam engine until July. It is likely he used the engine from 'IB-91-00'. The latter was not raced for the next few months, but in early July the Escort returned for the Vila Real race where it delivered a tremendous performance for a car already outclassed by the competition. Santos was 3rd fastest in practice and went on to finish 2nd in the Group 2 category.

As Santos started using 'SDK 954J', finally united with the BDA engine that made it a real contender for overall wins, 'IB-91-00' was sidelined. Nevertheless, with that 2nd place at Vila Real, it had made an important contribution towards the National Championship Francisco Santos secured with his Escort RS.

One year later, again at Vila Real, Santos lent 'IB-91-00' to Domingos Sá Nogueira; the car was now fitted a BDA engine, according to reports in the motoring press. Proving it could always deliver a special performance at that circuit, the Escort was fast enough to secure 4th place on the grid. Sadly, Sá Nogueira retired in the race, thus ending the top-flight competition career of 'IB-91-00'.

In 1976 the Escort appeared at some minor events, driven by Cunha Guimarães, and in 1977 was purchased by João Anjos, former co-driver of Francisco Santos, who kept it for ten years. In 1987 'IB-91-00' changed ownership again, passing to António Abreu Rodrigues. It was then bought by businessman António Pinto Antunes, who commissioned a full restoration to factory specifications, with all correct components. He entered 'IB-91-00' in the Monte Carlo Historique in 2004, co-driven by José Segarra Marques. Later that year, Luis Sousa Ribeiro bought 'IB-91-00' and kept it until 2015, when it was acquired by its current owner.

With a well documented and very rich competition history, 'IB-91-00' is one of Portugal's most revered competition saloons cars of its period, and one of the very few to race on four occasions at the Vila Real circuit, achieving one pole position and two 2nd places.

£70,000 - 120,000
€77,000 - 130,000

302

1987 FERRARI 328 GTS TARGA COUPÉ

Registration no. D185 YOO

Chassis no. ZFFXA20A2H0067213

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





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

On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat by the addition of Testarossa-style moulded bumpers incorporating both sidelights and indicators, deeper rear valance and an unobtrusive roof spoiler. Its underlying beauty though, could not be disguised. Beneath the skin the tubular steel chassis remained much as before, with all-round independent suspension by double wishbones, four-wheel servo-assisted disc brakes and aluminium-alloy wheels, though the latter were increased in size. The interior too had come in for subtle revision and now featured improved instruments switch gear and heating. The 328 GTB/GTS continued in production until 1989, by which time almost 22,000 308/328s of all types had been sold, making the model the most commercially successful Ferrari of all time. Chassis number '67213' was delivered supplied new to Richard C Barlow of Colorado Springs, USA via Ron Tonkin Gran Turismo of Portland. A photograph on file from Ron Tonkin, dated 21st May 1987, depicts the Ferrari in their showroom.

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

A National 1st Prize winner at the Antique Automobile Club of America concours at Hershey, PA in October 2013, the car comes with its original Ferrari leather wallet containing the US handbook, dealer list and service book. Stamped up to 1992 (at 45,000 miles), the latter records servicing by Roger Mauro Ferrari (Denver) and Concours Cars (Colorado). Other significant maintenance includes a service, air conditioning recharge, and a new speed control unit at Scottsdale Ferrari in October 2011 (\$1,600); a new clutch, belts, ball joints, and fluid service at P & M Motorsport, Los Angeles in March 2012 (\$6,000); cosmetic repairs to the front bumper, grille assembly, etc by Classic Car Shop, Baltimore in September 2012 (\$1,581); and a service and wheels refurbished at Benchmark Motors, Columbia in July 2013 (\$1,000).

Servicing in the USA during March/April 2014 included replacing the oil and filter, and fitting Porterfield racing brake pads front and rear. Imported in December 2014 by Tim Snowden, Yorkshire, the Ferrari was purchased by the vendor in January 2015. Bills for the aforementioned works are on file and the car also comes with MoT to February 2018, a V5C registration document, and a (copy) workshop manual.

£50,000 - 70,000
€55,000 - 77,000

303

1959 JAGUAR XK150 3.8-LITRE DROPHEAD COUPÉ

Registration no. 177 XUY
Chassis no. S838532

- Restored by Eagle GB in 2010-2011
- Five-speed gearbox
- Numerous other upgrades



'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money.' - *The Autocar*.

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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed.



'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

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

Representing the XK150 in its ultimate configuration, this 3.8-litre drophead coupé benefits from numerous desirable upgrades, which were incorporated during the course of its restoration between October 2010 and February 2011 (the engine was not restored). Carried out by marque specialists Eagle GB, the work included fitting a five-speed gearbox, electronic ignition system, stainless steel exhaust, new brakes, electric cooling fan, coolant overflow tank, and chromed wire wheels shod with Pirelli tyres. In addition, a new hood and frame were installed by Allon White Sports Cars, Cranfield in January 2015. The lighting too has been brought bang up to date, featuring low-energy headlamps and LED flashing indicator bulbs, supplied by Better Car Lighting. In August 2015 the under-body and cavities were given a Dinitrol anti-rust treatment, which was checked and redone in April 2017.

Described by the private vendor as in excellent condition this extensively upgraded XK150 drophead is offered with restoration invoices, MoT to February 2018, and a V5C Registration Certificate. A set of four fitted suitcases (two for the boot, two for the rear seats) is included in the sale.

£120,000 - 150,000
€130,000 - 160,000

304

2000 FORD GT40 REPLICA BY GTD

Registration no. W40 GTR

Chassis no. GTD40012020036297

- One of the very best GT40 replicas
- Iconic Gulf Oil livery
- 5.0-litre V8 engine
- Extensively restored and improved in 2016





A decade on from its final Le Mans win, the GT40 had become firmly established as one of the all-time great classic sports cars, leading to an increased demand for unmolested originals and the start of a replica-building industry. With a mere 107 GT40s being constructed at Ford Advanced Vehicles' Slough factory between 1966 and 1972, it is hardly surprising that a cottage industry of independent manufacturers arose to satisfy the continuing demand for replicas of Ford's charismatic Le Mans winner.

Founded in 1984 by Ray Christopher, GT Developments soon established itself as one of the foremost manufacturers of accurate GT40 replicas, over 600 of which have been produced over the years. *Autosport* and *Autocar* magazines tested an original, GTD-built example in 1989. The former had this to say: 'An original GT40 is priceless, but an equally charismatic alternative is the GTD40. The pair are indistinguishable from five paces, let alone 50, so faithful is GTD's replica even to the discerning eye. The GTD is no "kit car", but a thoroughbred in every sense.'

This GTD40 was first registered in 2000. Now with its second owner it has undergone extensive restoration. The bodywork has been superbly finished by DC Coachworks Ltd in iconic Gulf Oil livery worn by car number '6' driven to victory by Jacky Ickx and Jackie Oliver at the 1969 Le Mans 24 hour race. The engine is a Ford 302 producing 375bhp and is coupled to a 5 speed manual gearbox with modifications by recognised GT40 specialist Frank Catt of Wealden Engineering and Chris Cole of Mach 1 Transmissions.

Various upgrades have been carried out by Frank Catt including bigger racing brakes, larger aluminium radiator, original MotoLita steering wheel with quick release boss, rear sub-frame modifications for improved handling, quick-lift rear deck, ceramic coated bundle of snakes exhaust, new leather seats and new carpets. Described by the vendor as in beautiful and 'like new' condition, this most exciting road or track-day GTD40 is offered with sundry bills, current MOT and a V5C registration document.

£70,000 - 80,000

€77,000 - 88,000

305

1956 LANCIA AURELIA B20 GT SERIES IV COUPÉ

Coachwork by Pininfarina

Registration no. 282 YUX

Chassis no. B203806

- Landmark Gran Turismo design
- One of 1,880 2½-litre cars
- Professionally restored in Belgium
- Extensively campaigned
- Eligible for many of the most prestigious historic motoring events





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-swigging 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.

Fully restored in Belgium for touring and rallying, this B20 GT was purchased by the vendor in 2013 from DD Classics. The restoration cost over €100,000 and was carried out by renowned specialists Roeloffs Engineering and Strada e Corse, Schouwenburg – perusal of the file is recommended. The Lancia had been owned in Belgium by Paul Verbeeck, who had purchased it from David Walmsley in California in the early 2000s.

Enthusiastically campaigned in recent years, this Aurelia has complete the Tour España (2008), Tour Auto (2011), Paris-Nice (2011) and Gstaad Classic (2012). Accompanying documentation consists of a V5C Registration Certificate and the aforementioned invoices. An exciting opportunity to own one of these classics of 'old school' Lancia design.

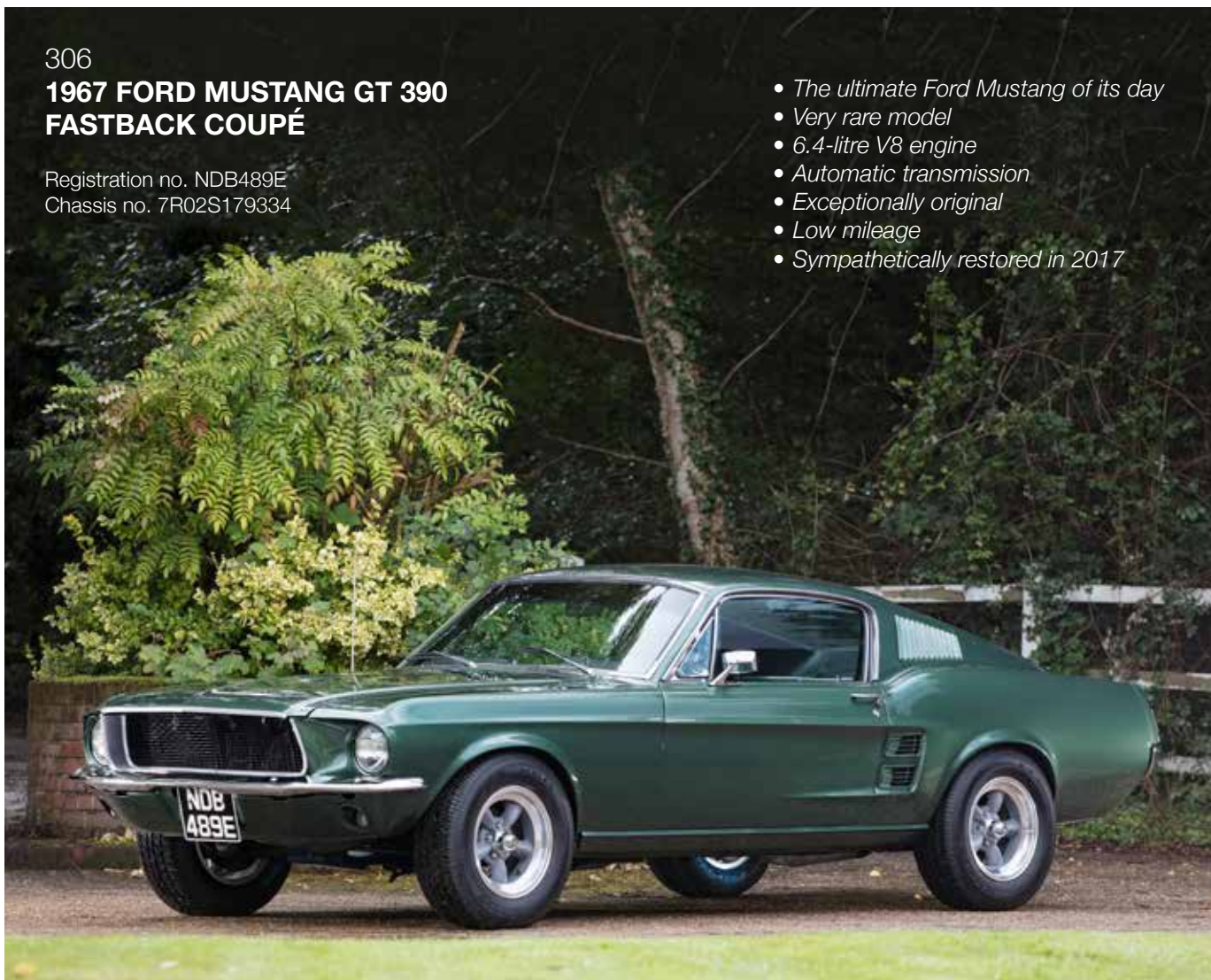
£130,000 - 160,000
€140,000 - 180,000

306

**1967 FORD MUSTANG GT 390
FASTBACK COUPÉ**

Registration no. NDB489E
Chassis no. 7R02S179334

- *The ultimate Ford Mustang of its day*
- *Very rare model*
- *6.4-litre V8 engine*
- *Automatic transmission*
- *Exceptionally original*
- *Low mileage*
- *Sympathetically restored in 2017*





This is an original California built and owned Mustang that has spent its entire life in this warm state's sympathetic climate. Boasting the optional 'GT' package and 390ci (6.4-litre) V8 engine, it was the ultimate Mustang of its day.

Built at Ford's San Jose assembly plant in California, the car was sold new out of Santa Monica the Ford having been released to the dealer on the 6th February 1967. The Mustang was used by two private owners before being put into storage for nearly three decades. Refreshed and re-commissioned in the 2002, it was imported into the UK in the summer of 2014 displaying a mere 28,180 miles on the odometer. This mileage is believed to be correct but is undocumented.

Since its arrival in the UK, the Mustang has undergone a detailed restoration to return it to its former glory, focusing on absolute originality. This highly original example retains all of its original sheet metal work, the only exceptions being the battery tray area and the bonnet (body date codes confirmed this during restoration). The entire drive train likewise is original. We are advised that the engine was not stamped with the VIN as was customary in early 1967 production. Serialised for production on the 25th January 1967, the cylinder block bears its correct '7A10' casting number, signifying 7th January 1967. The original GT exhaust manifolds are marked '7A11' (11th January 1967) and '7A9' (9th January 1967) while the original GT inlet manifold is marked '6L15' (15th December 1966).

This is an exceptionally rare vehicle with a particularly generous factory specification as documented by the accompanying Marti Report. The car came with the following options: GT equipment group; white paint stripe; closed crankcase emission system; exhaust emission control; power steering; C-6 select-shift Cruise-o-Matic transmission; styled steel wheels; F70-14 wide oval tyres; white sidewall nylon tyres; tinted glass; and the exterior decor group. The interior was equipped with the courtesy light group; centre console; deluxe steering wheel; sport deck folding rear seat; tilt-away steering wheel with adjustable column; Selectaire air conditioning; AM/8-track stereo radio; interior decor group; and deluxe seat belts.

'NDB 489E' has been sympathetically restored to resemble the green Mustang GT 390 Fastback driven by Steve McQueen in the 1968 blockbuster film, Bullitt. Given that this car started life as a Dark Moss Green GT 390 Fastback, very few modifications were required and all are reversible. Great care was taken during this restoration to enable any future owner to return the vehicle to its stock appearance with ease.

During restoration the fully functioning air pump and emission equipment, together with the air conditioner, were removed and retained; both are included in the sale, as is the original GT front light bar with integrated fog lamps. All documentation comes with the car including the all-important Marti Report and recent restoration receipts totalling £45,000+VAT.

£55,000 - 65,000
€60,000 - 71,000

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.

307

1967 MERCEDES BENZ 250 SL CONVERTIBLE

Registration no. MUF 570F

Chassis no. 11304322002757

- *The rarest of the Pagodas*
- *Delivered new in the UK*
- *Rare right-hand drive model*
- *Automatic transmission*
- *Well maintained throughout its life*
- *Recently re-commissioned*





Offered here is the rarest of the Mercedes-Benz 'Pagodas': a right-hand drive 250 SL. This car was delivered new to the UK in August 1967 finished in Metallic Astral Silver with black hardtop and black MB Tex interior. The extensive history file details ownership and maintenance back to 1977 when the car was just 10 years old.

'MUF 570F' was maintained for many years by John Haynes, the hugely respected Mercedes-Benz specialist in Worthing, West Sussex. John's 1987 report on file describes the car as structurally sound having benefited from a bare metal re-spray in its original colours, a total brake system overhaul, complete new exhaust system, all axle/gearbox and engine mountings replaced, all engine water hoses replaced, PAS hoses replaced, new electric fuel pump, new shock absorbers and new tyres.

By 1990 the SL was for sale with Nigel Cooper Classic Cars, whose branded number plates it still carries. An invoice on file shows some sales preparation work by another well respected Mercedes-Benz specialist, Roger Edwards, in Wembley, who carried out a cylinder head rebuild and an oil/filter service. In August 1990 Nigel Cooper sold the Mercedes to Mr Frederick A Fosler, who was buying the car for his daughter, Alexis, as a 21st birthday present. She would own the car for the next 26 years. During her ownership the car was serviced between 1991 and 2004 by John Tallis Mercedes in Bath (later Mercedes-Benz of Bath).

In 2004 Alexis moved overseas and the car was kept off the road, stored at her father's house (SORN paperwork on file). In 2015, the difficult decision to sell the Mercedes was made and it came to the current vendor. Although it had been stored well, the car had seen minimal use so was in need of some re-commissioning. Mechanically, it has been thoroughly serviced with all fluids and filters changed, new front brake pads, and new correct Michelin tyres all round. The car was running a little rich so the fuel injection system was gone though and new throttle linkages fitted, while the gearbox was inspected and adjusted for a smoother change. Cosmetically, the car has been completely re-sprayed and the underside re-sealed. Inside, new seat foams were ordered from SLS in Germany and installed. Accompanying documentation consist of an old-style logbook, MoT to April 2018, and a V5C Registration Certificate.

Today this 250 SL is ready to be enjoyed by its new owner, offering not only the glamour of chic, 1960s-style Mercedes-Benz motoring but also the reassurance and reliability of German engineering at its best, by the best.

£60,000 - 80,000

€66,000 - 88,000

308

**1976 ASTON MARTIN V8
SPORTS SALOON**

Registration no. TDB 425R
Chassis no. V8/11533/RCA

- *Aston Martin project development car*
- *Automatic transmission*
- *Recent extensive refurbishment by Aston Workshop*
- *AP Racing brakes and other desirable upgrades*





The acquisition of Aston Martin by Company Developments in 1972 brought with it a change of name for the V8-engined cars: out went 'DBS V8', in came 'AM V8'. This new Series 2 was readily distinguishable by its restyled front which now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder sports cars. Electronic ignition and air conditioning were now standard. Introduced in 1973, the Series 3 employed a quartet of Weber 42 DCNF carburettors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and necessitating a larger bonnet bulge.

Launched in 1977, the Series 5 adopted the Vantage specification - engine excepted - the following year. Power output of the standard car was now approaching 400bhp and even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out. Summarising its 1973 road test of a V8 automatic, Autocar magazine revealed that the new version of the V8 Aston engine with four Weber carburettors and automatic transmission had proved nearly as quick as its manual-transmission fuel-injected predecessor and fractionally more economical, concluding that it was: 'A well-equipped car with magnificent stride for long journeys.'

Right-hand drive chassis number '11533' was Aston Martin's project development car and was used to develop certain features for the forthcoming 1977 model.

The car was then used by Aston Martin as a demonstrator at the company's prestigious Sloane Street showrooms in London, and in 1977 was loaned to the Duke of Westminster while he was awaiting the delivery of his Lagonda. Special features include a Vantage front spoiler, driving lights, radiator grille, and a full Vantage exhaust system in stainless steel. The front suspension also has been upgraded to Vantage specification for improved road holding.

Recent works undertaken by Aston Workshop have included a full bare metal re-spray; checking and fully refurbishing the chassis; reconditioning and upgrading the suspension including adjustable shock absorbers, a rear anti-roll bar, and all new bushes. In addition, the engine bay has been refurbished and detailed (colour coded); the air conditioning system overhauled; the interior fully re-trimmed in hide with new carpets and new steering wheel; and all wiring and electrics overhauled. Upgrades include AP Racing brakes; HID headlamps; Becker radio with iPod connectivity; Cobra alarm and Tracker; and a new stainless steel exhaust system.

Finished in fiesta red with black interior, this superb hand-built Aston comes complete with an extensive history/service file including a quantity of expired MoT certificates. On the open road, its performance is what one would expect from a well maintained Aston Martin V8.

£90,000 - 120,000
£100,000 - 130,000

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.

Offered from the collection of the late John Young

2005 MERCEDES-BENZ SL65 AMG CONVERTIBLE

Registration no. HF05 OOW

Chassis no. WDB2304792F100647

- Rare right-hand drive model
- Automatic transmission
- Two owners from new
- Circa 41,558 miles from new
- Service history



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

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

Mercedes-Benz launched its new SL-Class (R230) of high-performance GTs in September 2001 at the Frankfurt Motor Show, though one had already served as Formula 1's Safety Car at Hockenheim in July. Offered here is the top-of-the-range model: a beautiful SL65 AMG, an exclusive 'soft-top' supercar powered by a bespoke 6.0-litre V12 engine fed by twin turbochargers.

This mighty power plant produced 604bhp, prompting *Car & Driver* to observe: 'After you drive the SL65, every car will feel under-powered... making other cars feel anaemic.'

This rare, right-hand drive SL65 AMG was purchased new by Tara Getty, son of multi-millionaire businessman and philanthropist, Sir John Paul Getty. It is offered from the private collection of the late John Young, its second owner. A racing driver in the 1950s, John Young was proprietor of one of the UK's largest Mercedes-Benz dealerships, Rose & Young Ltd, and a Mercedes-Benz connoisseur. This SL65 is the last of his many high-performance Mercedes-Benz cars. The service booklet covers the period February 2007 to April 2014 (mileage: 38,582) when the car was serviced by Mercedes-Benz Brighton. It is planned for the car to receive a further service prior to sale.

Offered with V5C document and sundry bills, it represents a possibly once-in-a-lifetime opportunity to acquire one of these fabulous limited-edition supercars
£30,000 - 35,000
€33,000 - 39,000

310

1965 FORD F-100 V8 PICKUP TRUCK

Registration no. JGU 628C

Chassis no. F10DD686805

- Imported from Arizona, USA
- 5.8-litre V8 engine
- Automatic transmission
- Recent high quality bodywork restoration
- 56,470 miles from new



Nowadays an integral part of American popular culture, the pickup truck has come to be thought of as the modern-day equivalent of the cowboy's horse. Ford's first completely new post-WW2 pick-up was the F-1 of 1948 that featured modern, up-to-the-minute styling and a cab rubber-mounted to the separate chassis. Its replacement for 1953 was the F-100, a half-ton model that would remain a fixture of Ford's commercial line-up, albeit periodically restyled and updated, for the next few decades. Sleeker and more modern than its predecessor, the F-100 was available in numerous different configurations and with a choice of inline 'six' or V8 engines.

Presented in outstanding condition throughout, this exceptional Ford F-100 long-bed pickup truck is finished in white with red cloth interior. We are advised that the vehicle retains its original 352ci (5.8-litre) V8 engine and three-speed automatic transmission. It has power steering and power brakes, fitted from new, and benefits from recently renewed shock absorbers, suspension springs, brakes, and exhaust system, giving the ride and feel of a modern truck.

The entire body has recently undergone a high quality restoration, the original paint having faded over the years. It should be noted that no corrosion whatsoever or signs of previous repairs were found in the process. A new handmade hardwood bed liner was added, with non-scratch lacquer applied.

In the USA, this pickup belonged originally to a Mr L Stonehouse, who owned it for some 48 years. It resided in Vail, Arizona for that time, seeing very little use. The truck was then purchased by the CEO of the Tucson Symphony Orchestra (Mr Blakeman) who used it mainly for pleasure and shows. The truck comes with the original bill of sale dated 12th August 1965, together with the original handbook and original identification/owner's card. There is also a signed statement from Mr Blakeman confirming the low mileage, and a copy of his Certificate of Title. Offered with MoT to March 2018 and a V5C Registration Certificate, this charismatic Ford F-100 would make an ideal period race-car tow truck, and is equally suitable for promotional work or shows.

£20,000 - 30,000

€22,000 - 33,000

311

Formerly the property of Victor Gauntlett and P&A Wood

**1935 DE HAVILLAND DH87 HORNET MOTH
FOUR-SEAT CABIN BIPLANE**

Registration no. G-ADLY

Chassis no. 8020

- *Pioneering design*
- *known ownership history*
- *Total restoration 2014*
- *Immensely attractive and popular aircraft*







We at Bonhams have always maintained a firm interest in aviation in general and vintage aircraft in particular. This particularly attractive and well-known example of the side-by-side seated De Havilland DH87 Hornet Moth has been familiar to us for many years. During the middle to later 1930s this innovative design enhanced the De Havilland company's tremendous reputation for having brought aviation within the reach of the business, farming and technical communities and supplied a growing civilian market. Come the years of the Second World War and many of the still-young Hornet Moths available were impressed into military service. They proved sufficiently rugged for a surprisingly high proportion to survive the conflict, and to re-emerge civilian-owned and operated.

The documentation file accompanying this Lot reveal that 'G-ADLY' offered here was first registered on October 5, 1935, to British Leicestershire Member of Parliament Sir William Lindsay Everard. It was subsequently impressed into service by the British Air Ministry, "in the national interest", in April 1940.

Having survived the conflict this aircraft was then sold to Western Airways Limited, based at Weston-super-Mare airport in Somerset, in the south-western leg of England. Its sojourn there was brief as in October that same year it was acquired by none other than the Marquess of Londonderry KG, PC, MVO of Mount Stewart, Newtownards in Northern Ireland.

In January 1948 ownership was transferred to Ulster Aviation Limited of Newtownards, and thence in 1950 - still within Newtownards in the Province of Ulster - to the Viscountess Mairi Berry there.

Eventually, on June 26, 1953, the aircraft was re-registered to George Brett Miller of Callan, County Kilkenny in the Republic of Eire, and on August 25, 1959, it was re-registered again - this time to pioneering Vintage aircraft enthusiast and restorer Vivian Hampson Bellamy of Sarisbury Green, Southampton, Hampshire in England. The subsequent ownership chain is recorded as then including Bruce Campbell of Bursledon, Hampshire (registered October 24, 1962) - Peter Clifford & Company of Kidlington, Oxfordshire (March 16, 1963) - Michael Annison-Newgass of Eaton Terrace, London SW1 (September 30, 1963) - and so on, all as listed, through the 1960s and '70s until it was taken under the wing of leading aviation 'Vintagent' Tony Haig-Thomas of Kirby-le-Soken,



Essex in January 1972 - and then into the sophisticated restoration and engineering hands of Andrew Wood (of world-renowned specialists P & A Wood), in October 1980. The celebrated Aston Martin Lagonda Limited owner, Bentley Drivers' Club personality and great classic car collector Victor Gauntlett owned 'G-ADLY' at one period.

Following P & A Wood's tenure the machine's airframe benefited from a total restoration in 2004.

The entire fuselage was rebuilt due to glue deterioration, together with the wings and its "tail feathers". The aircraft was completely recovered in Irish linen as per original. At the same time the opportunity was taken to reintroduce the two skylights above the cockpit as on the aeroplane as new.

The engine, a Gipsy Major 1C, has run approximately 1210hrs since last zero timed. It has 520 hours recorded since its last top-end overhaul and uses 1 litre of oil every 12-14hrs. Its cylinder compression readings are described by its current carers as being "excellent" and we commend this handsome, practical and so supremely evocative 1930s classic cabin biplane most highly, to the market.

The legendary De Havilland Aircraft Company Limited, based at Hatfield, Hertfordshire, by the time this aircraft was constructed, originated their DH87 design as an experiment to explore the suitability of the side-by-side seated cabin biplane as a potential replacement for their wonderful open-cockpit touring Gipsy Moth.

Until that time the pilot of de Havilland cabin aircraft had occupied a separate single-seat cockpit section, separated from his or her passengers, or had sat slightly ahead of side-by-side seated passengers as in the DH85 Leopard Moth design - something of a predecessor for the McLaren F1 'hypercar' seating configuration with central driver.... For the first time the Hornet Moth - as offered in this fine example here - permitted sociability in the air between pilot and passengers while also paving the way for a true revolution in ab initio flying instruction.

The Hornet Moth was derived from the preceding DH85 Leopard Moth, using the same type of sheet plywood box construction in its rear fuselage, but with the forward part of the fuselage frame by welded steel tubing - like the DH80 Puss Moth as introduced in 1929-30. Tapered wood and fabric mainplanes - easily folded by one man - were reminiscent of the larger four-engined DH86 biplane airliner, while the undercarriage firings could be rotated to form air brakes.



The flying controls provided a central column mounted between the seats with two handles extending vee-form over each occupant's lap. Behind the pilot's seat was a 35-gallon capacity fuel tank which permitted a standard range of almost 600 miles. The space above it provided a carrying rack for two large suitcases. Powered by a single Gipsy Major engine - offering some 130 horsepower in 1 or 1F tune and 145hp in the Canadian Major 1C variant - the Hornet Moth could cruise at 111mph. The result was described in period as being "an attractive touring aircraft indeed" - British advertising at its most discreet...

The sociable Hornet Moth became an immensely attractive and popular aircraft in the private, club. No fewer than ten Hornet Moths became the largest single fleet of the type, operated by a chain of flying clubs in southern England run by the Straight Corporation - the brainchild of no less than Whitney Straight, the great English-based American millionaire former racing driver and race team proprietor of classic MG and Maserati fame. Three more Hornet Moths were operated by the aviation executives of the Shell Mex-BP fuel company, and one by the Fairey Aviation Company. Hornet Moths were exported to New Zealand and Uruguay, while De Havilland companies in the Dominions assembled imported examples in South Africa, Canada, Australia and India.

Others sold to Austria, Belgium, Denmark, Egypt, Eire, France, Greece, Hong Kong, Java, Kenya, both Northern and Southern Rhodesia - to Singapore, Spain, Sweden and Switzerland. Four aircraft went to the British Air Ministry for evaluation as floatplanes.

At the time of the outbreak of World War 2 in September, 1939, the vast majority of Hornet Moths were still relatively new. They were regarded as ideal for impressment into use "in the national interest". The Royal Air Force adopted many of them as communications aircraft, and some were used extensively to help calibrate the UK's pioneering radar early-warning defence system. One example was even flown to Britain in a daring escape from German-occupied Denmark and was impressed into service with No 24 Squadron, RAF, in December 1941.

The surprisingly high total of 24 impressed Hornet Moths survived wartime service to fly again on the civil Register. By 1976 15 remained flying in the UK alone, with more in Australia, Canada, the USA etc. So here we offer De Havilland DH87 Hornet Moth 'G-ADLY' as an outstanding example of its type - the celebrated Hatfield company's aircraft design which pioneered cockpit "...sociability and paved the way for a revolution in ab initio instruction" ... It is truly a lovely survivor from that classical private flying period.

£80,000 - 100,000
€88,000 - 110,000



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.

312

C. 1990 SOPWITH DOVE TWO-SEAT BIPLANE RECONSTRUCTION

Registration no. G-EAGA
Chassis no. 3004/1

- *Derived from the Sopwith Pup fighter*
- *Constructed by Skysport Engineering*
- *80hp Le Rhône engine*
- *Dual controls*
- *Airframe hours: 12*
- *Engine hours: 2.5 (since complete overhaul)*
- *Maintained and flown by the Shuttleworth Collection (agreement extendable)*





'The Dove is a two-seater version of the famous Pup, one of the most delightful of Service machines as far as ease of flying is concerned. This machine produced as a sporting two-seater should prove a great favourite for general utility and stunt flying.' – *The Aeroplane*, 31st December 1919.

Founded in 1912 by Thomas ('Tommy', later Sir Thomas) Sopwith, the Sopwith Aviation Company would go on to supply more than 16,000 aircraft to the Allies during WWI. The company's first factory was located at Kingston-upon-Thames, with a second added at nearby Ham in 1917, from which would emerge such iconic designs as the Triplane, Pup, Camel, and Snipe fighters.

With the war's end in sight, all of Britain's aircraft manufacturers, Sopwith included, were faced with having to restructure their production to cope with greatly reduced demand, while at the same time developing new designs for the emerging civilian market. One of Sopwith's first civilian models was the Dove biplane, which shared many features with the popular Pup fighter. Basing the Dove on the Pup was a shrewd move, for the latter was considered one of the easiest of types to fly, unlike the more demanding Camel and Snipe.

A sporting two-seater, the Dove first flew in March 1919, and like the Pup was powered by an 80hp Le Rhône rotary engine. In August 1919, Sopwith's advertisement in *Flight* magazine announced: 'The Sopwith "Dove" is a sporting and utility aeroplane, based, in point of design and general arrangement upon the famous Sopwith "Pup"'. With its fast climb, high-speed, quick manoeuvrability and wide speed range it is an ideal safety-first pleasure aircraft.'

With a wingspan of 25ft, an overall length of 19ft 6in, and a fully loaded weight of 1,430lb, the Dove had a speed range of 60-100mph and could climb to 5,000ft in 7½ minutes. Range was 200-250 miles. With countless ex-military aircraft on the market, and trading conditions difficult, Sopwith struggled to find buyers in Britain, and most of the relatively few Doves built ended up being exported to Australia and Sweden. The Sopwith company did not survive long after WWI; an attempt to diversify into motorcycle production ended in failure, and by the end of 1920 the firm had been wound up, its assets being acquired by Hawker Engineering.



The Dove we offer, 'G-EAGA', was built by Skysport Engineering in 1993, under the personal direction of proprietor Tim Moore. Tim is well known for the detail of his construction and flare for this type of aircraft, even to the extent of hand painting the airframe number on the firewall behind the engine, exactly as it was done in the Sopwith factory. This is unseen from the outside but shows the level of attention to detail; so much so that this aircraft is in fact 'another' Sopwith Dove.

Some original parts from the Shuttleworth Collection's Sopwith Pup, which was originally a Sopwith Dove, have been incorporated to the aircraft. On completion, it was registered as 'G-EAGA', inheriting the identity of the Dove 'W/O 3004/1', which had been first registered to the Sopwith Aviation & Engineering Co Ltd on 3rd July 1919 as 'K157' (later 'G-EAGA').

Following minor damage sustained in a landing accident in July 2000, the engine was rebuilt and a new propeller fitted, and the undercarriage repaired. The engine had already been fitted with aluminium pistons, resulting in a noticeable improvement in performance.

The present owner has relatively little flying experience (he holds a PPL only) but nevertheless has successfully flown the aircraft on a number of occasions. He has an arrangement with the Shuttleworth Trust whereby they hangar and maintain the Dove and use it in their regular air displays.

The Trust is world famous for its knowledge and expertise in maintaining this type of aircraft. They also have at their disposal world class pilots, well known for their care and handling of the Trust's rare and valuable machinery. The present owner's agreement with the Trust can be transferred to the new owner upon the sale of the Dove, thereby eliminating all concern regarding its maintenance and flying. This represents a wonderful opportunity to learn to fly the aircraft with the invaluable help and advice from world class experts.

In May 2015, 'G-EAGA' was dismantled and despatched to the Shuttleworth Collection at Old Warden aerodrome for re-assembly and final testing prior to obtaining a Permit to Fly. It is offered with a copy of the illustrated monograph 'Sopwith Dove' by Philip Jarrett, which relates the history of the model and records details of individual Doves (including 'G-EAGA'). It concludes with this Dove's owner's impressions of what the aircraft is like to fly (perusal recommended).

£250,000 - 300,000
€270,000 - 330,000

313
NO LOT



314

The Sir Torquil Norman

1943 DE HAVILLAND D84 DRAGON TWIN-ENGINE CABIN BIPLANE (TO MARK 2 SPECIFICATIONS)

Registration no. G-ECAN

Chassis no. 2048

- Gypsy major engines
- Iconic aircraft
- One of a handful still flying
- Completely restored 20 years ago

Imagine yourself kiting into sun-soaked Goodwood Aerodrome, approaching over the South Downs, letting down over Chichester Cathedral - slumbering there in the bright coastal light - then floating in over the perimeter, twin Gipsy Major engines throttled back, sinking down for the De Havilland DH84 Dragon's wheels to caress the Goodwood grass, and here you are for the Members' Meeting, the Festival of Speed, Glorious Goodwood or the Indian-summer September Revival...

Here we offer the absolutely ideal vintage cabin biplane in which to just make such an elegant, discreet, yet sensationally evocative entrance to the Goodwood scene: Sir Torquil Norman's glorious twin-engined 1934 De Havilland DH84 Dragon cabin biplane. This iconic aircraft is one of only a handful of its type still flying anywhere in the world, and Sir Torquil had it completely and comprehensively restored some twenty years ago. The De Havilland DH84 Dragon originated in the early 1930s, the inspiration coming from two very different angles....

When British airline pioneer Edward Hillman was operating the single-engined DH83 Fox Moth and wanted De Havilland to design a twin-engined 'big sister' to fly from the south of England to Paris as economically as possible. At the same time, the Iraqi Air Force had approached the company seeking an aircraft suitable for patrol and communication flying. So the Dragon was hatched. Hillman Airways was to receive its first DH84 Dragon in 1932. It cost £2,795 and carried six to eight people on scheduled flights from Romford, Essex, to Paris Le Bourget.

Sir Torquil Norman's well-known and universally admired DH84 Dragon - 'G-ECAN' - dates from the Second World War years, having been built originally in 1943, by De Havilland Aircraft Pty Ltd in their plant at Bankstown Airport, Sydney. It is construction number '2048' and served in the Royal Australian Air Force as a navigational training aircraft, serial 'A34-59' before being converted postwar to civilian standard.



We understand that it was subsequently operated under Australian civil registrations 'VH-AQU' and later 'VH-DCX' and that it served for some time as a Flying Doctor Medical Service machine, based at Alice Springs. It passed subsequently into the Marshall Airways collection at Bankstown Airport, before being acquired by Sir Torquil at the turn of the last century in dismantled and long-stored form. Sir Torquil then had the aircraft painstakingly restored to flying condition by respected specialists Cliff Lovell, Henry Labouchere and Hants Light Plane Services of Chilbolton, Hampshire.

They finally completed it in DH84 Mark 2 specification, and since completion it has become a familiar sight at air shows and Vintage fly-ins around the UK – having now completed some 450 flying hours on Vintech restored engines. G-ECAN is offered with Engine logs; Airframe log; old Australian logbooks available; and National aviation review certificate valid to 26 March, 2018.

The highly successful, intensely practical - and gorgeously elegant - De Havilland DH84 Dragon design is regarded as the spark which triggered Sir Torquil Norman's late engineer brother - Desmond Norman - to create his highly successful Britten-Norman Islander twin-engined near-equivalent design in the 1960s, of which nearly 1300 have now been produced since 1965, compared to 115 UK-built Dragons followed by a further 87 of Australian manufacture.

Sir Torquil Norman is a graduate of Trinity College and Harvard who earned his pilot's licence aged only 18 before performing National Service duties in the Royal Navy's Fleet Air Arm. He subsequently flew in No 601 Squadron, Royal Air Force, while enjoying further air time in his own Piper Comanche. Not content with perfectly serviceable aircraft, he took to launching himself out of them, enjoying skydiving in a pursuit much enjoyed and shared by his late wife, Anne.

After eleven years working as an investment banker in the USA, Sir Torquil returned to the UK in the 1960s and from 1973 became chief executive of the Berwick Timpo toy company before - in 1980 - founding Bluebird Toys, celebrated makers of the Big Yellow Teapot House, the Big Red Fun Bus, and the very successful Polly Pocket dolls.

A long-term resident of Camden, London, "on impulse" in 1996 he bought the derelict Roundhouse arts venue in Chalk Farm. As founder and chairman of the Roundhouse Trust he then raised over £30 million from public and private sources, including further personal support, to restore the crumbling Victorian former railway repair shed, which had been a major arts venue in the 1960s and '70s.





He was instrumental in the restored Roundhouse reopening in June 2006 as a 1,700 seat performance space. Sir Torquil, was knighted in 2007 for his services to the arts and to disadvantaged young people. A longtime collector of historic aircraft, he is a tremendously respected figure within the Vintage aircraft community - and here we at Bonhams are intensely proud to offer his gorgeously evocative, and fully operational, De Havilland DH84 Dragon to the market...

It was in 1931 that the illustrious De Havilland Aircraft Company Limited was approached by representatives of the Iraqi Air Force who were interested in commissioning a twin-engined cabin biplane for light patrol, bombing and transport use within their Middle Eastern area of operation. De Havilland's Chief Designer A.E. Hagg schemed a twin-engined version of the promising new single-engined DH83 Fox Moth cabin biplane. That design was proving a commercial success for Edward Hillman of Hillman Airways and he asked De Havilland to create for him a twin-engined version which could enable him to operate to Paris more economically and so reduce fare prices to grow his market.

A.E. Hagg showed Hillman his sketches for the Iraqi project and the British airline pioneer promptly ordered four of the machines straight off the drawing board. They were two-bay cabin biplanes with high aspect ratio wing design, seating six passengers in "reasonable comfort" within a very well glazed spruce and plywood fuselage.

A single pilot occupied the cockpit compartment, accessible through an aperture in the forward bulkhead. Power was provided by two 130-horsepower De Havilland Gipsy Major engines faired within neat nacelles on the lower mainplane. Standard Gipsy Moth-series mainplanes with tapered aileron surfaces were rigged as the folding outboard panels. All-up weight for the Mark I model was 4,200lbs, maximum speed 128mph, ceiling height 12,500 feet and a useful range of 460 miles. The subsequent Mark 2 - which is the configuration in which Sir Torquil's lovely example is offered here - weighed-in at 4,500lbs, could reach 134mph, had a ceiling of 14,500 feet and range extended to 545 miles.

The first prototype De Havilland DH84 Dragon was first flown at the company's Stag Lane, Edgware, factory in north London, on November 24, 1932. The company's renowned chief test pilot Hubert Broad was at the controls, and the prototype aircraft promptly joined Hillman Airways the following month - registered as G-ACAN. While the single-engined DH83 Fox Moth was itself then proving a commercial success, the operating economics of the brand-new DH84 Dragon proved even more profitable for its new owners. The aircraft would cruise at 109mph with six passengers and 45lbs of luggage for each one of them, while burning only 13 gallons of fuel per hour...



The remaining trio of Hillman Airways Dragons were delivered by April 1933 in time for the opening of the airline's cross-Channel service. It rapidly proved so popular that two more Dragons were added, and all six were speedily converted from six seats to eight by deletion of the rear luggage compartment.

Over the following three years no fewer than 115 DH 84 Dragon cabin biplanes were produced for sale worldwide. Eight went to the Iraqi Air Force for patrol, light bombing and "local uprising suppression" duties, featuring two nose-mounted guns and another in a mid-upper position at the rear of the cabin - provided with a guard rail to prevent any over-enthusiastic gunner shooting the tail away.

Military Dragons were also supplied to the Danish, Portuguese, Eireann and Turkish forces, while in 1933 Dragons replaced Fox Moths on Midland & Scottish Air Ferries and the Scottish Motor Traction Co Ltd air routes. Meanwhile, Northern & Scottish Airways worked the Western Isles with DH84s,

Aberdeen Airways flew a DH84 from the east coast of Scotland and examples were also supplied to operators in Spain, Canada, Kenya, to the Bata shoe company in Czechoslovakia, to Egypt, Australia and beyond...

A small yet elite selection of the DH84 Dragons were those acquired by private owners. The Prince of Wales - to reign briefly as King Edward VIII - had his own personalised Dragon equipped as a four-seater, registered G-ACGG. A Monsieur Jean Germain and his family had one example supplied to them in Morocco, which they flew to circumnavigate Africa in 27 days.

Jim and Amy Mollison's special Dragon 'Seafarer' was equipped with cabin fuel tanks and strengthened undercarriage for an attempt on the world's long distance record, eventually flying from Pendine Sands, South Wales, to Bridgeport, Connecticut, USA in 39 hours, only for the exhausted crew to make an error upon landing due to darkness and fatigue, overturning the aircraft. Lord Wakefield of Castrol Oil fame provided a replacement Dragon - 'Seafarer II' - into which the salvaged engines and tanks were fitted - for an ultimately abandoned attempt to fly on to Baghdad.



From airframe 63 in the production sequence, an improved version known as the Dragon 2 emerged. It featured fully-framed windows and faired undercarriage struts. W.D. Macpherson won the Oases Circuit Race in Egypt in one of these new variants in December 1933. Jersey Airways became a major DH84 customer - serving the Channel Islands - and the Dragons were assessed subsequently as being "invaluable on over-water journeys" while "In the remote areas of the Commonwealth they were the ideal work horses". Even floatplane versions became popular as in Canada, the US and South America.

From 1937 a number of Dragons were used on British Army night flying contracts and between April and October 1940 - once the Second World War had begun - 17 DH84s were brought into service, and used for purposes including parachute-troop training at Ringway, and Castle Bromwich.

A pressing requirement for radio and navigation trainers in Australia was then met very neatly during the War when De Havilland Aircraft Pty Ltd built a second generation of DH84 Dragons at Bankstown Airport, Sydney - using drawings and the surviving manufacturing jigs shipped out from England. The Dragon was preferred to the later Rapide for this training purpose because Gipsy Major engines were already being manufactured in Australia by General Motors Holdens Ltd in Melbourne, having been intended originally to fulfil the very extensive contemporary Australian Tiger Moth single-engined trainer contract.

In addition to 11 British-built Dragons commissioned for Australian service, a further 87 were built at Bankstown - amongst which group the aircraft now offered here began its long career.

Postwar, in 1946-47, 46 surviving Australian Dragons were registered to charter companies there. Seventeen of them remained in use until the mid-1960s. The last Dragon to fly in Australia was the second Bankstown-built example which eventually found its way to Sir William Roberts in Scotland, joining his famed Strathallan Aircraft Collection.

Refer to department





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A photograph of a steam cart on a wet street at night. The cart is yellow and black, with large yellow wheels. Two men are on board; one is sitting in the driver's seat wearing a cap and jacket, and the other is leaning over the back. Thick white steam is rising from the cart. The wet pavement reflects the streetlights and the steam. Trees and a fence are visible in the background.

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THE BOTHWELL COLLECTION

Saturday November 11, 2017

Bonhams is proud to announce The Bothwell Collection Auction, to be held at the famed Bothwell Ranch in Woodland Hills, California.

The Peugeot and select highlights of this auction will be on display during Monterey week, at Bonhams exhibition at the Pre-Reunion Race Meeting at Laguna Seca on August 12-13, and during the Bonhams Quail Lodge Auction preview.



The group is headlined by one of the most influential Grand Prix Cars of all time, the double overhead camshaft 1913 Peugeot L45, which ran at Indianapolis in 1916 and is acknowledged as the best surviving example of these cars. Compiled by pioneering collector the late Lindley Bothwell, a name synonymous with the hobby since its earliest days, alongside this remarkable Peugeot are early examples of Prinz Heinrich Benz and Mercedes-Simplex, together with numerous pre-war competition and touring cars, automobilia, railwayana and ephemera.

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(323) 850 7500

malcolm.barber@bonhams.com

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Exceptional Motor Cars
Saturday 2 December 2017
New Bond Street, London

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DEXTER BROWN

Selling Exhibition

December 2017

New Bond Street, London

Bonhams is pleased to announce a selling exhibition for Dexter Brown at their New Bond Street galleries to coincide with the Bond Street Motor Car sale on December 1-2, 2017.

DEXTER BROWN

1961 Goodwood RAC Tourist Trophy

Stirling Moss on his way to victory in the

Rob Walker entered Ferrari 250 GT SWB

signed by artist and Stirling Moss, and dated 2016, acrylic on canvas

60cm x 90cm (24in x 36in).

For further information please contact James Knight.

+44 (0) 20 7468 5801

james.knight@bonhams.com

Dexter Brown will be previewing a selection of his works from the forthcoming selling exhibition at the Bonhams Sale Marquee from Friday to Sunday.



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Sunday 15 October 2017

Viewing

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LOT PREVIEW

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C.1950 AJS 350CC 7R RACING MOTORCYCLE
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The Ex-Bill Beevers
1955 NORTON 500CC MANX RACING MOTORCYCLE
£30,000 - 35,000



The ex-Ivan Mauger, 1969 World Speedway Championship Winning
1969 JAWA SPEEDWAY RACING MOTORCYCLE
£12,000 - 18,000



One of two manufactured, 6,300 miles from new
1977 MV AGUSTA 837CC BOXER
£40,000 - 50,000



1983 LAVERDA TT1 RGS 'CORSA'
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2007 APRILIA 250CC RSW GRAND PRIX RACING MOTORCYCLE
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Bonhams

THE LAS VEGAS MOTORCYCLE AUCTION

Thursday 25 January 2018

COMPLIMENTARY AUCTION APPRAISAL REQUEST

For details of how to take part please contact the Los Angeles office, Bonhams representative or visit bonhams.com/motorcycles to submit a Complimentary Auction Appraisal Request.

Motorcycles (Los Angeles)

+1 (323) 436 5470
motorcycles.us@bonhams.com

Motorcycle Representatives

David Edwards
+1 (949) 460 3545
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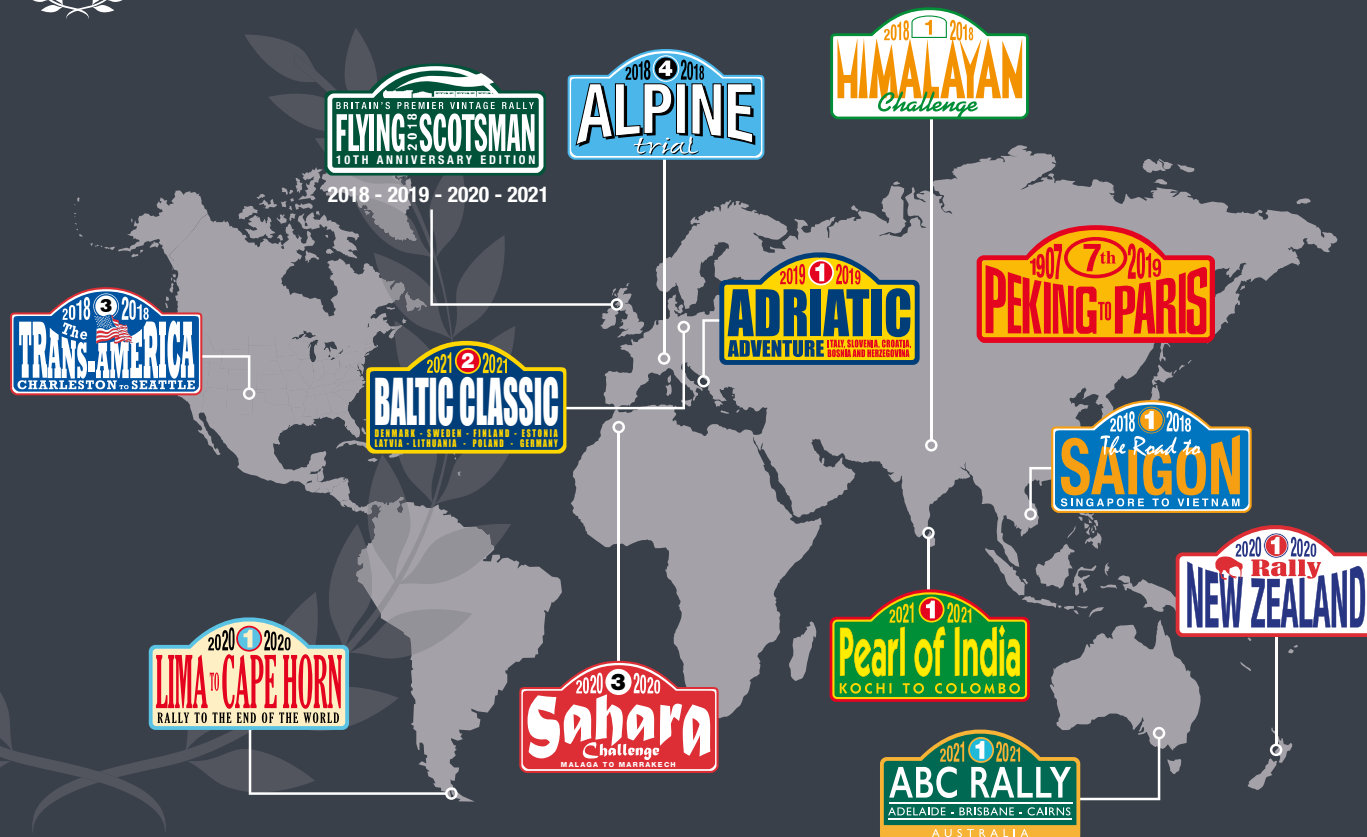
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Home of the Peking to Paris Rally



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in wall-mounted neon
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With funds benefiting
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18th - 23rd September 2017
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**RACE
AGAINST
DEMENCIA**

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;				
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	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.
8.1.6	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;	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> ;	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.

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Paddle number (for office use only)

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

Data protection – use of your information

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

Credit and Debit Card Payments

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

Notice to Bidders.

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

If successful

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

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 Revival Sale	Sale date: 9 September 2017
Sale no. 24122	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

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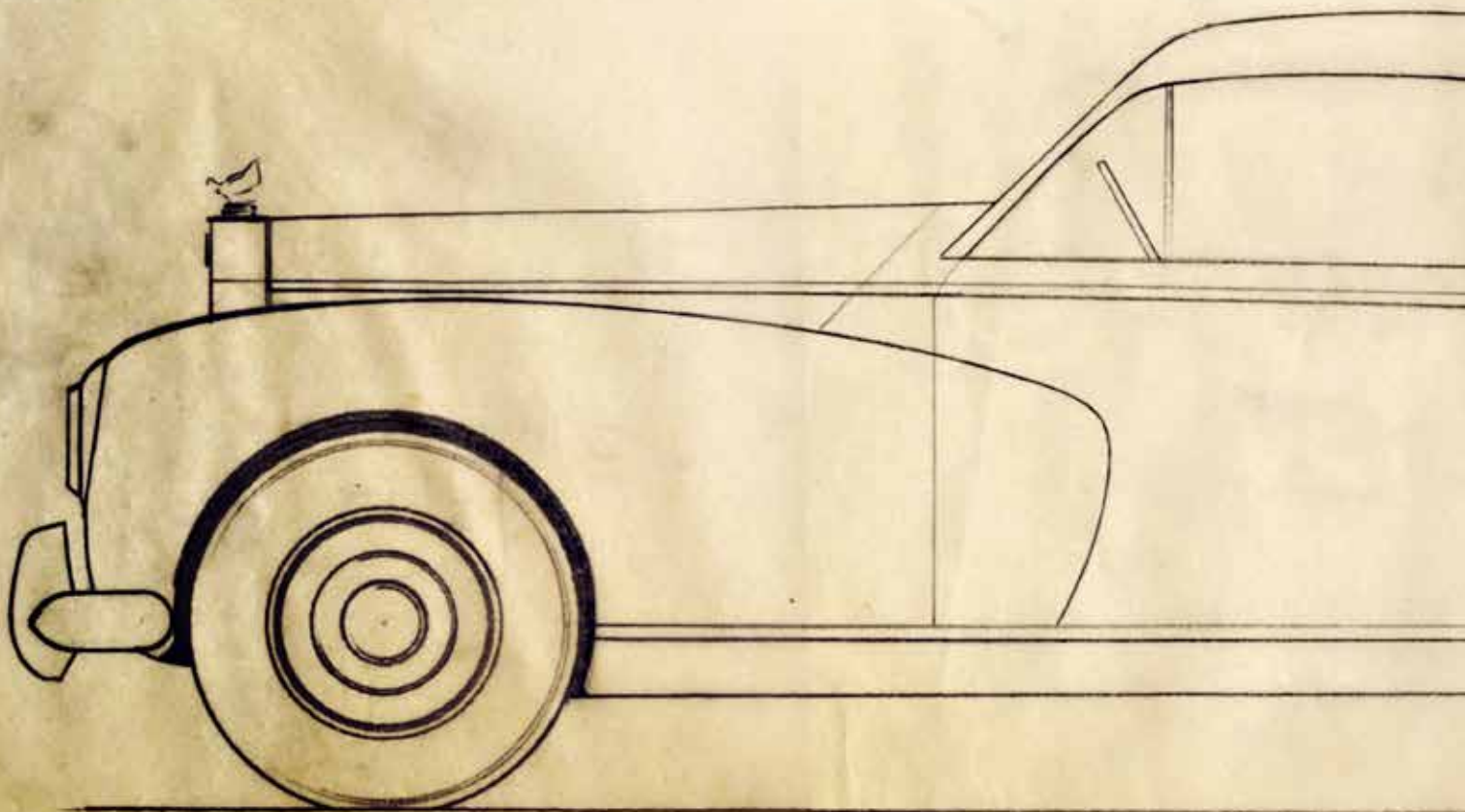
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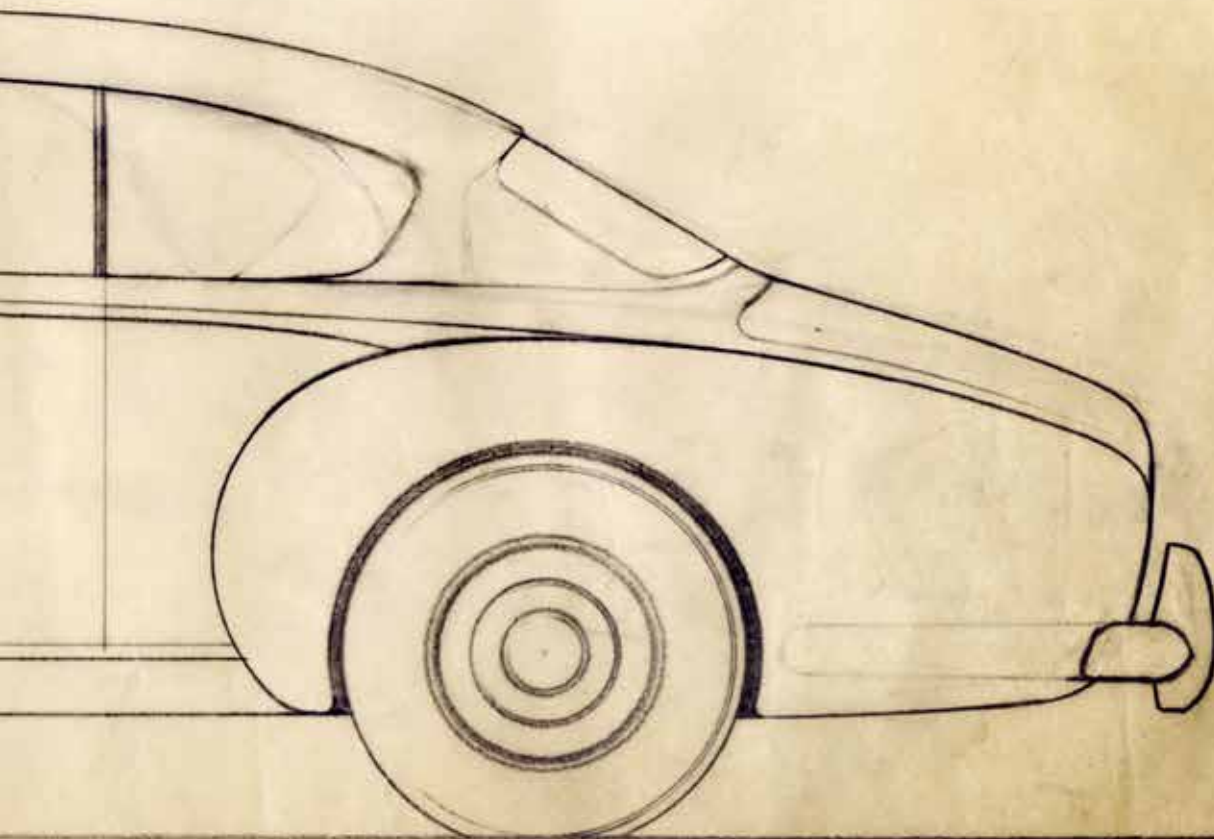
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Lot No	Year	Model	Lot No	Year	Model
253	1962	AC Aceca Coupé	283	2012	Bentley Mulsanne Saloon
257	1964	Alfa Romeo Giulia 1600 Spider Veloce	216	1971	BMW 3.0S Automatic Saloon
201	1966	Alfa Romeo Giulia Super 'Bollo d'Oro' Sports Saloon	288	1964	Crosslé 5S Sports-racer
234	1937	Alvis Short Chassis 4.3-Litre Continuation	252	1962	Daimler SP250 'Police Specification' Roadster
295	1929	Aston Martin 1½-Litre Sports Model	266	1973	Datsun 240Z Coupé
230	1934	Aston Martin 1½-Litre Mark II Special Sports Saloon	311	1935	De Havilland DH87 Hornet Moth Biplane
231	1952	Aston Martin DB2 Vantage Saloon	314	1943	De Havilland D84 Dragon Twin-Engined Biplane
244	1956	Aston Martin DB2/4 MkII Coupé	276	1962	Facel Vega II Coupé
293	1956	Aston Martin DB2/4 MkII Sports Saloon	275	1972	Ferrari Dino 246 GT Berlinetta
235	1964	Aston Martin DB5 Sports Saloon	290	1973	Ferrari 365 GTB/4 'Daytona' Berlinetta
287	1968	Aston Martin DB6 Vantage Sports Saloon	254	1973	Ferrari Dino 246 GTS
241	1973	Aston Martin V8 Series 2 Sports Saloon	243	1984	Ferrari 512 BBi Coupé
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