

THE BOND STREET SALE

Saturday 2 December 2017



Bonhams

LONDON







THE BOND STREET SALE

Including the Dexter Brown Selling Exhibition

Saturday 2 December 2017 at 2.30pm

101 New Bond Street, London

VIEWING

Friday 1 December 9am - 5pm
Saturday 2 December from 9am

SALE TIMES

Saturday 2 December:
Motor Cars 2.30pm

SALE NUMBER

24124

CATALOGUE

£30.00 + p&p

BIDS

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

Live online bidding is available for this sale

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

ENQUIRIES

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

CUSTOMER SERVICES

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

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: 107
Back Cover Lot: 117

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,
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Jonathan Fairhurst, Asaph Hyman, James Knight
Caroline Oliphant, Shahin Virani,
Edward Wilkinson, Leslie Wright.

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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 Wynnell-Mayow, Suzannah Yip.

General Information

Admission

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

Absentee Bids

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

References

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

Bidder Registration

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

Premium

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

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

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

Damage

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

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/ Motorcycle 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.

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

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

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

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

VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:
† VAT at 20% on hammer price and buyer's premium
Ω VAT on imported items at 20% on hammer price 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.

Artists Resale Right Regulations 2006

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

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.

VMCC Statement of Search/Dating Certificates

The DVLA have revised their policy for the issuing of a VMCC Dating Certificate. Accordingly, any Vintage Motor Cycle Club Statement of Search Certificate issued before serial number 18999, will no longer be accepted by the DVLA for dating and registration purposes due to the insufficient depth of information provided.

Whilst Bonham's may refer to old style VMCC dating certificates in the catalogue description of a lot and their physical presence within the lot's history file, the old style dating certificate cannot be relied upon as evidence in correspondence with the DVLA. In all cases, prospective bidders must satisfy themselves as to the date and manufacture of a machine and its major mechanical components prior to bidding. Please contact the VMCC Library for replacement applications and further details.

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, and provide identification, photographic (passport or driving licence) and address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

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 vehicles 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

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to.

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 or notes.

We accept the following methods of payment.

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

Payment by card

You may pay by debit card. You may also pay by the following credit cards: Visa and MasterCard. Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card. Limits are in place for payments by telephone, please contact us for further information

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 up to 10 working days to clear.

Are there any other charges?

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

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

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

When can I clear my purchases?

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

For Motor Cars, payment can be taken up to 6pm on Saturday 2 December. Vehicles must be collected from the sale venue on the evening of the day of sale at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from 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.

If you are unable to attend the sale, please contact Bonhams as soon as possible post-sale with the correct name and address. For motor car registration please contact the department.

Worldwide Motoring contacts

UK Motor Cars

Tim Schofield
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tim.schofield@bonhams.com

Rob Hubbard
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Administrator

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Administrator

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Bill To
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bill.to@bonhams.com

Buyers/Sellers Accounts US

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

Collections

Removal of Dexter Brown artworks

These will be removed from New Bond Street over the weekend and held by Dexter Brown in North London. Successful purchasers will be advised by Bonhams how to pay and collect.

Motor Cars

Vehicles must be collected from the sale venue no later than 6pm on the day of the sale Saturday 2 December 2017.

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

Removal and Storage of Vehicles

All Lots not removed will be transported by Polygon Transport to store:

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

Vehicle Removal charges

£270 + VAT per motor car
£135 + VAT per motorcycle

Vehicle Storage charges

First 14 days
£14 + VAT per motor car per day
£10 + VAT per motorcycle per day

Thereafter

£10 + VAT per motor car per day
£7 + VAT per motorcycle per day

Transport and Shipping

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

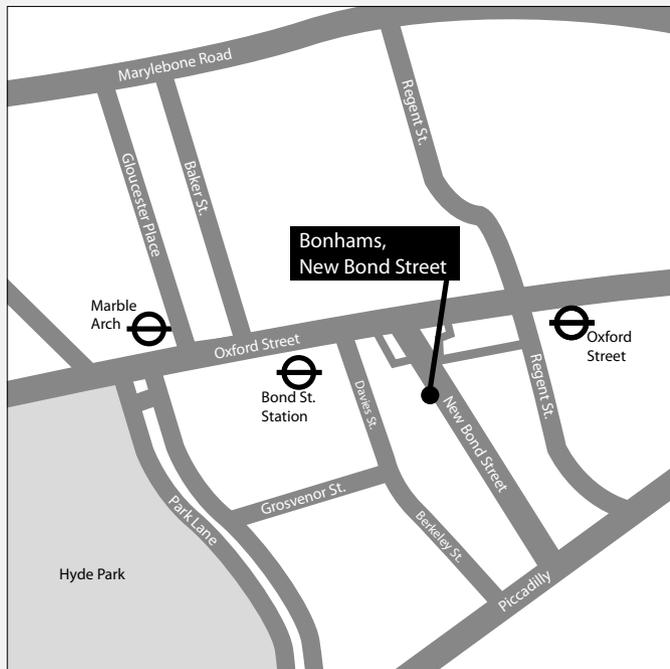
Motor Car Preparation

Chris Bailey, Showcase SVS
+44 (0) 7889 722 333

Professional Catalogue Photography

Simon Clay
Tom Wood
Neil Fraser
Roy Klungtveit
Bernardo Lucio
Ian Daisley

Directions to New Bond Street



By Underground

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

Parking

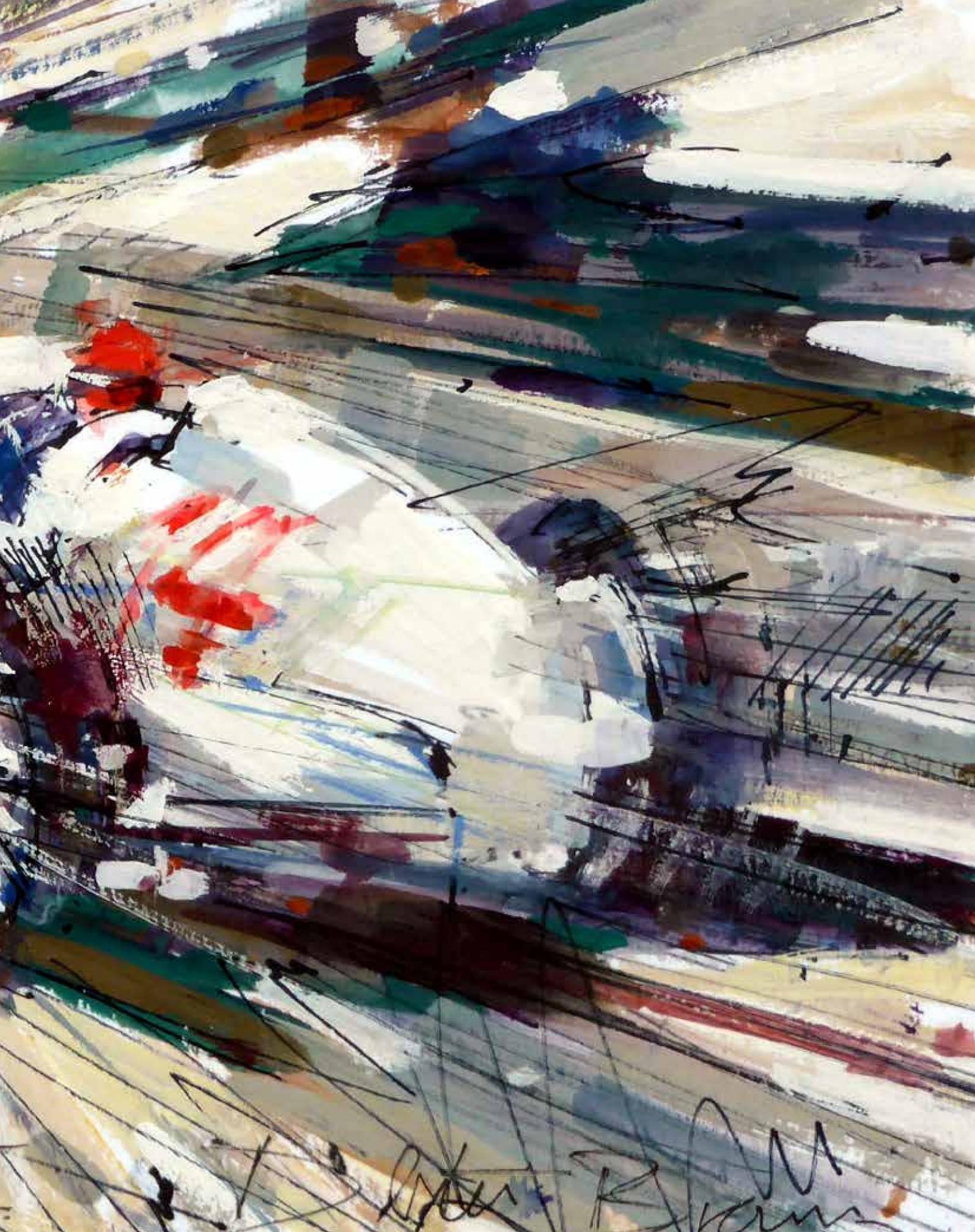
Q-Park
Cavendish Square
London
W1G 0PN

Address

101 New Bond Street
London
W1S 1SR

White Flower

W125



Dexter Brown

SELLING EXHIBITION

Bonhams is delighted to host a selling exhibition on behalf of Dexter Brown.

Brown is one of the most respected and instantly recognizable motoring artists, producing a vivid impressionistic style of colour and, where applicable, speed. His work has been the subject of two books: *The Art of Dexter Brown* by Robert Edwards, Haynes, 2001; and *Superfast – The Ferrari Paintings of Dexter Brown* by Simon Khachadourian, Pullman, 2008.

His works are on permanent display at the Pininfarina Studios, Turin; Abarth Gallery, Tokyo; Porsche Museum, Tokyo; Keller Collection, California; Blackhawk Collection, California; and the Louwman Museum in The Hague.

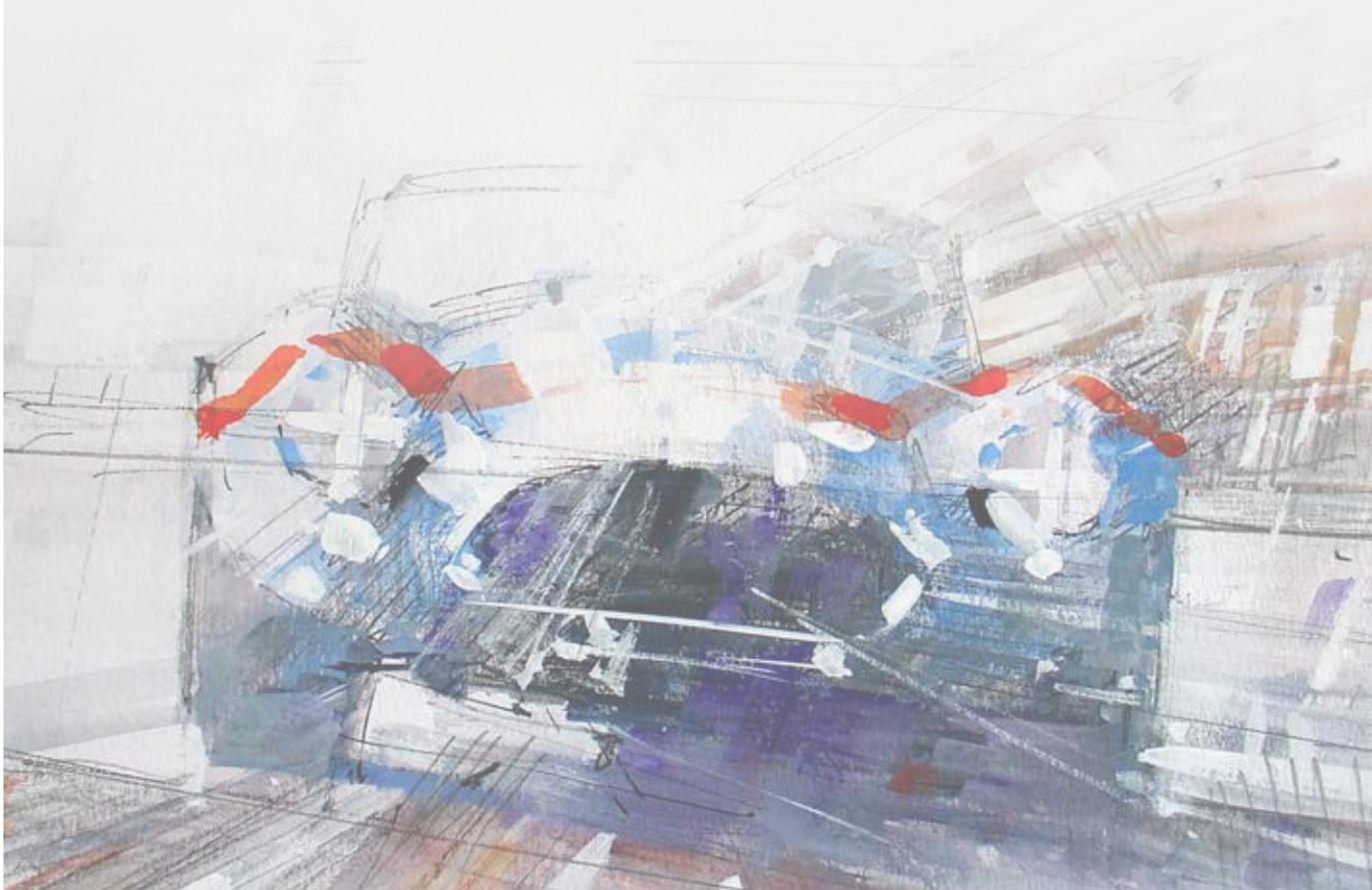
Dexter has also greatly contributed to charity, his works supporting Combat Stress, the Great Ormond Street Hospital for Children, Help a London Child - Capital Radio, John Radcliffe Hospital Cancer Charity, and Little Havens Children's Hospice Southend

As you will see over the following pages, we shall offer a broad selection of some 60 works by the artist ranging in size, medium and composition.

All of the works have been completed within the past year especially for the Bonhams selling exhibition. Any work can be bought immediately, although any pre-exhibition acquisitions will remain on view.

Should you wish to purchase an artwork, or require further information, please contact:

James Knight
+44 (0)20 7468 5801
james.knight@bonhams.com





1

1
PORSCHE 917S, DAYTONA 1970
acrylic on canvas
100 x 150cm (39 ½ x 59in)
£11,000
€12,000

2
PORSCHE EMBLEM
gouache on board, framed
56 x 40cm (22 x 16in)
SOLD



2



3



5



4



6

3 MASERATI EMBLEM
gouache on board, framed
56 x 40cm (22 x 16in)
£2,750
€3,100

**4 MASERATI EMBLEM ON RED
PREPARATORY STUDY**
gouache on board, framed
19 x 17cm (7 ½ x 7in)
£850
€960

5 ALFA ROMEO EMBLEM
gouache on board, framed
56 x 56cm (22 x 22in)
£2,750
€3,100

**6 ALFA ROMEO MONZA AND
BUGATTI TYPE 51**
pen & wash, mounted unframed
12 x 18cm (5 x 7in)
£250
€280



7

7

ASTON MARTIN DB4GT ZAGATO, JIM CLARK, GOODWOOD 1960

acrylic on canvas
100 x 150cm (39 ½ x 59in)

£11,000
€12,000

8

LOTUS 38 JIM CLARK, INDIANAPOLIS 1965

acrylic on canvas
60 x 90cm (24 x 36in)

£4,000
€4,500



8



9



11



10



12

9
AUTO UNION 1935
 watercolour and pencil, framed
 14 x 21cm (5 1/2in x 8 1/4in)
 £750
 €850

10
AUTO UNION TYPE D
 watercolour, pen and ink, framed
 14 x 21cm (5 1/2 x 8 1/4in)
 £750
 €850

11
AUTO UNION TYPE D, TAZIO
 watercolour and pencil, framed
 14 x 13cm (5 1/2 x 5in)
 £450
 €510

12
LAGONDA, 1939 LE MANS
 pen and wash, mounted unframed
 16 x 18cm (6 1/4 x 7in)
 £250
 €280



13



14

13
BUGATTI EMBLEM PREPARATORY STUDY,
 gouache on board, framed
 15 x 15cm (6 x 6in)

SOLD

14
BUGATTI 35B AND MERCEDES-BENZ,
MONACO GRAND PRIX 1929
 pen and wash, mounted unframed
 12 x 18cm (5 x 7in)
 £250
 €280



15

15
BUGATTI EMBLEM
 gouache on board, framed
 56 x 56cm (22 x 22in)
 £2,750
 €3,100



16



17

16
BUGATTI TYPE 35 ETANCELIN, MONACO 1930
 acrylic on canvas
 50 x 76cm (20 x 30in)
 £3,000
 €3,400

17
BUGATTI BRESCIA STUDY,
 gouache on board, mounted unframed
 19 x 14cm (7 ½ x 5 ½in)

SOLD

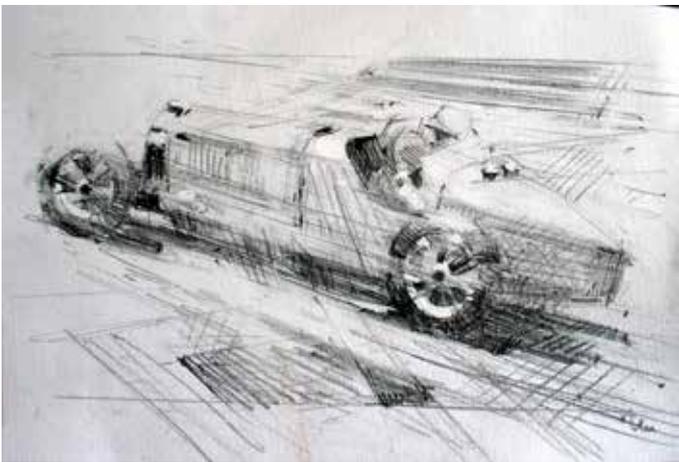
18
BUGATTI TYPE 35 VARZI, ALFA ROMEO NUVOLARI, MONACO GRAND PRIX 1933
 acrylic on canvas
 50 x 60cm (20 x 24in)
 £3,000
 €3,400

19
BUGATTI TYPE 35, PRESCOTT
 pencil, mounted unframed
 14 x 20cm (5 ½ x 8in)
 £180
 €200

20
PEUGEOT CAR NO. 5 1914
 watercolour and pen, mounted unframed
 10 x 15cm (4 x 6in)
 £250
 €280



18



19



20



21



22

21

**SIGNED BY SIR STIRLING MOSS IN 2016
FERRARI 250 GT SWB STIRLING MOSS,
1961 TOURIST TROPHY, GOODWOOD**

acrylic on canvas
60 x 90cm (24 x 36in)
£5,000
€5,700

22

**FERRARI 250 GT SWB STIRLING MOSS,
1961 TOURIST TROPHY, GOODWOOD**

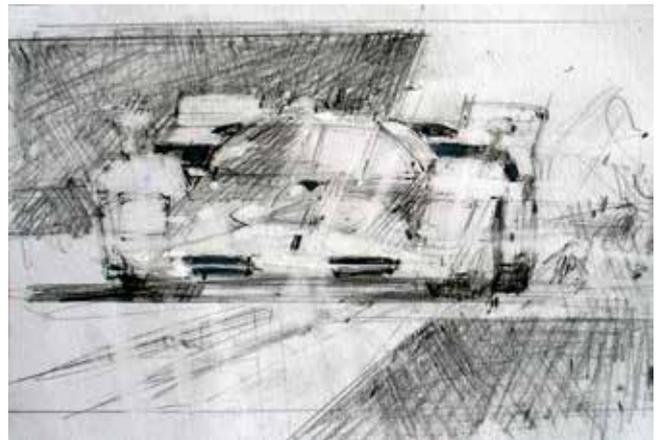
gouache and pen, framed
14 x 20cm (5 ½ x 8in)
£450
€510



23

23
FERRARI 512S DEREK BELL, SPA 1970

acrylic on canvas
50 x 100cm (20 x 39 1/2in)
£4,000
€4,500



24
FERRARI 512M
pencil, mounted unframed
12 x 20cm (5 x 8in)
£150
€170

24

25
**FERRARI 512S DEREK BELL, SPA 1970,
PREPARATORY STUDY**
gouache on board, framed
19 x 32cm (7 1/2 x 12 1/2in)

SOLD



25



26



28

26

FERRARI EMBLEM ON RED

gouache on board, framed
56 x 40cm (22 x 16in)

£2,750

€3,100

27

FERRARI EMBLEM PREPARATORY STUDIES

gouache on board, framed
15 x 23cm (6 x 9in)

£850

€960



27

28

FERRARI EMBLEM PREPARATORY STUDY

gouache on board, framed
18 x 15cm (7 x 6in)

£850

€960

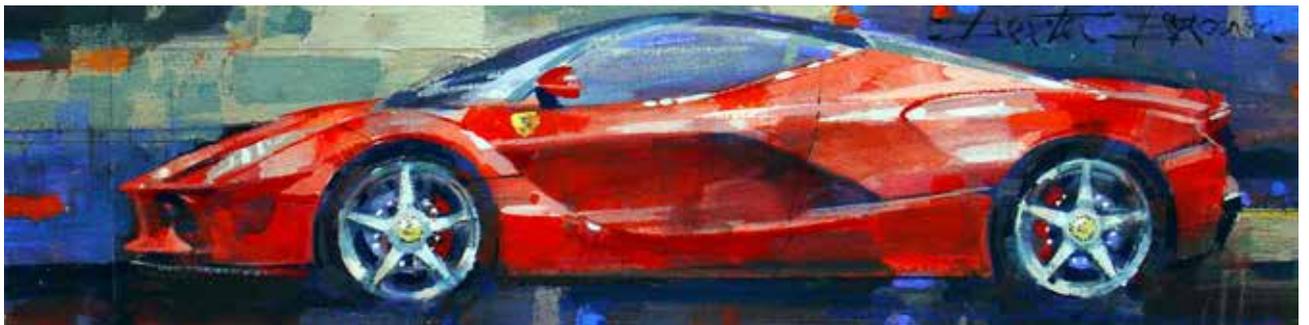
29

FERRARI SUPER CAR SERIES

gouache on board, framed as a collection of five
each 8 x 28cm (3 x 11in)

£5,000

€5,700





30



31



32

30

FERRARI 412 P4 VACARELLA, TARGA FLORIO 1967

acrylic on canvas
50 x 100cm (20 x 39 ½in)

£4,000

€4,500

31

FERRARI 412 P4 VACARELLA STUDY

gouache and pen, framed
14 x 20cm (5 ½ x 8in)

£650

€740

32

FERRARI RAIKKONEN STUDY

gouache and pen, framed
10 x 15cm (4 x 6in)

£350

€400

33
FERRARI SCHUMACHER, MONACO 2006
gouache on board, framed
26 x 17cm (10 ¼ x 6 ½in)
£2,000
€2,300



33

34
FERRARI SCHUMACHER, MONACO 2006
gouache on board, framed
38 x 48cm (15 x 19in)

SOLD



34



35

35
MCLAREN HONDA, AYRTON SENNA
acrylic on canvas
100 x 150cm (39 ½ x 59in)
£11,000
€12,000



36
MCLAREN HONDA PREPARATORY STUDIES, AYRTON SENNA
gouache on board, framed
34 x 28cm (13 ½ x 11in)
£1,800
€2,000



36



37

37

AC COBRA CARROLL SHELBY MONTAGE

gouache and pencil, framed

39 x 57cm (15 x 22 1/2in)

£2,500

€2,800

38

AC COBRA DAN GURNEY

gouache and pencil, framed

14 x 19cm (5 1/2 x 7 1/2in)

£650

€740



38



39

39

FORD GT40 STUDY

gouache and pencil, framed

25 x 37cm (10 x 14 1/2in)

£1,800

€2,000

40

FORD GT40

pen and wash, mounted unframed

14 x 20cm (5 1/2 x 8in)

£250

€280



40



41

41
**GULF LEGENDS - PORSCHE 917 AND
 FORD GT40**

gouache on board, framed
 34 x 35cm (13 ½ x 14in)
 £2,500
 €2,800

42
GULF PORSCHE 917 AND FERRARI 512S

gouache and pen, framed
 16 x 23cm (6 ¼ x 9in)
 £800
 €910



42



43



44

43
JAGUAR D TYPES, LE MANS 1957
 acrylic on Canvas
 60 x 90cm (24 x 36in)
 £4,000
 €4,500



45

44
JAGUAR EMBLEM
 gouache on board, framed
 56 x 56cm (22 x 22in)
 £2,750
 €3,100

45
JAGUAR XK120 MONTAGE
 gouache and pencil, framed
 32 x 54cm (12 ½ x 21in)
 £1,800
 €2,000

46

JAGUAR C TYPE

gouache on board, framed
10 x 28cm (4in x 11in)

£1,000

€1,100



46

47

JAGUAR D TYPE HAWTHORN, LE MANS

gouache on board, framed
10 x 28cm (4in x 11in)

£1,000

€1,100



47

48

JAGUAR E TYPE CUNNINGHAM

gouache on board, framed
10 x 28cm (4in x 11in)

£1,000

€1,100



48

49

JAGUAR XK120

gouache on board, framed
10 x 28cm (4in x 11in)

£1,000

€1,100



49



50



51



52



53



54

50
**MERCEDES-BENZ W125,
 CARACCIOLA 1937**
 acrylic on canvas
 50 x 76cm (20 x 30in)
 £3,000
 €3,400

53
MERCEDES-BENZ W154
 pen, mounted unframed
 13 x 20cm (5 x 8in)
 £180
 €200

51
MERCEDES-BENZ W125
 watercolour and pencil, framed
 26 x 25cm (10 1/4 x 10in)
 £900
 €1,000

54
MERCEDES-BENZ W125
CARACCIOLA
 pen and wash, mounted unframed
 14 x 20cm (5 1/2 x 8in)
 £280
 €320

52
MERCEDES-BENZ W125
 watercolour, pen and ink, framed
 14 x 21cm (5 1/2 x 8 1/4in)
 £750
 €850



55

55
MERCEDES-BENZ EMBLEM

gouache on board, framed
56 x 56cm (22 x 22in)
£2,750
€3,100

56
MERCEDES-BENZ W125

gouache on board, framed
14 x 21cm (5 ½ x 8 ¼in)
£750
€850



56

MOTOR CARS

Lots 100 - 136

Further images of each lot can be found at:
www.bonhams.com/24124





100

**AN ELECTRICALLY-POWERED
'TYPE 52 BABY BUGATTI' REPLICA CHILD'S CAR
BY PUR SANG OF ARGENTINA, CIRCA 2002**



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 blue, 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. In current ownership since 2002.

£8,000 - 12,000

€9,100 - 14,000

No Reserve

101

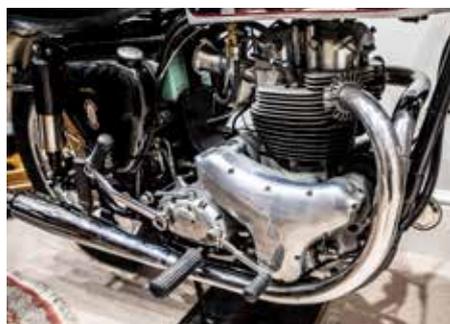
1963 BSA 646CC ROCKET GOLD STAR

Registration no. AMX 6A

Frame no. GA10 1305

Engine no. DA10R 9643

- *The quintessential factory 'café racer'*
- *Matching frame and engine numbers*
- *Restored in 2001*



Widely recognised as one of the most desirable of all factory built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old 'pre-unit' line rather than a new departure and thus was destined for a relatively short life. The idea of making what was effectively a twin-cylinder Goldie originated with Banbury motorcycle dealer Eddie Dow, who had built up a considerable body of expertise in looking after BSA's high-performance singles. Dow believed that his hybrid would bridge the gap between the end of Gold Star production and the introduction of new unitary construction sports models, and so it proved.

The Super Rocket engine's compression ratio was raised to 9.25:1 for the RGS, the claimed maximum power increasing to 46bhp. But for some reason best known to BSA, the RGS frame was unique, although not that different from the production A7/A10 item, as was the wider dual seat. The model was offered in a number of different forms and with a host of options relating to controls and equipment.

Motor Cycle tested a Rocket Gold Star in November 1962, summing up the new BSA as a 'scintillating high-performance road burner: good brakes, excellent rider comfort and docile traffic manners.' A top speed of 105mph was achieved. Around 1,800 Rocket Gold Stars were made over a two-year period and today genuine examples are highly sought after.

The accompanying VMCC extract from the BSA factory records shows that this Rocket Gold Star was despatched to 'D Shepherd, Enfield' on 22nd March 1963. (It should be noted that the frame/engine numbers are transposed on this document). Registered as a motorcycle combination, 'AMX 6A' was first owned by Stephen James Cockram of London E17. In 1999 the BSA was purchased as a non-runner from a Mr Pat White of London SE3 by Mark Emberson of Maisemore, Gloucester (purchase receipt on file) from whom it was acquired by previous owner Mr Alan Mold in April 2008.

Restored in 2001 and presented in beautiful condition, this most desirable of post-war BSAs is offered with a dating certificate, DVLA correspondence, sundry restoration invoices, a quantity of expired MoT certificates, photocopy old V5, and old/current V5C documents.

£20,000 - 25,000

€23,000 - 28,000

102 N

1950 AJ'S 7R 350CC RACING MOTORCYCLE

Frame no. 1442

Engine no. 50/7R 842

- *Iconic over-the-counter racer*
- *Early example*
- *Original and un-restored*



Built from 1948 to 1963, Associated Motor Cycles' AJ'S 7R - known as the 'Boy Racer' - was one of the most successful over-the-counter racing motorcycles of all time. Almost all of Britain's road-race stars of the 1950s and 1960s rode a 7R at some stage of their careers and the model remains a major force in classic racing today, being highly sought after by competitors and collectors alike. The 7R was conceived as a customer machine for sale to private owners, but was also campaigned by the works team.

Although a new design by Phil Walker, the 7R, with its chain-driven overhead-camshaft, was very reminiscent of the AJ'S 'cammy' singles of pre-war days. Despite the fact that the 7R was not, initially, as powerful as its main rivals - the Velocette KTT and Junior Manx Norton - its robust and simple construction endeared the model to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision, latterly under the supervision of Jack Williams. To this end the valve angle was progressively narrowed; the inlet port downdraft angle made steeper; the crankshaft strengthened; and, in 1956, engine dimensions changed from the original long-stroke 74x81mm bore/stroke dimensions to the 'squarer' 75.5x78mm, permitting higher revs.

AMC's own gearbox (also used on the Manx Norton) replaced the previous Burman in 1958, while engine development continued almost to the end of production, by which time the 7R was putting out around 41bhp. There was also a works-only three-valve 'triple knocker' - the 7R3A - which Rod Coleman used to win the 1954 Isle of Man Junior TT, while Matchless-badged 500cc version of the production 7R - the G50 - was introduced towards the end of 1958.

As the ageing AMC singles gradually became less competitive, various attempts were made to improve their performance by switching to more modern cycle parts. Bob MacIntyre was one of the first with his 'MacIntyre Matchless', while there were other notable contributions from John Surtees, Tom Arter, Rickman, and, of course, Colin Seeley.

This early example was purchased by its Italian owner in Morocco in April 2008 and was last used that same year. Moto Ciclismo d'Epoca pictured the 7R in its November 2008 edition (copy available). A rare opportunity to acquire an original and un-restored example of this most sought-after model.

£20,000 - 25,000

€23,000 - 28,000

103

1970 BRISTOL 411 SERIES 1 SPORTS SALOON

Registration no. YLT 198H

Chassis no. 411-7515

- *Genuine four-seat luxury and speed*
- *Known ownership history*
- *Circa 77,000 miles from new*
- *Recently serviced by Bristol Cars*



For the 411, introduced at the 1969 Earls Court Motor Show, Bristol continued with Chrysler V8 engines but specified the 6.3-litre unit that produced 335bhp, an increase of some 85 horsepower over the preceding '5.1'. There was a commensurate improvement in performance. With a maximum speed of 140mph and a 0-60mph time of 6.9 seconds, the Bristol 411 was hailed by *Autosport's* John Bolster as 'The fastest true four seat touring car in the world'.

Hand built to very high standards, the 411 benefited from its relatively lightweight aluminium bodywork and a low drag coefficient resulting of much time in the wind tunnel at Filton. Company owner Tony Crook's mantra was comfort for four and a huge boot (the spare wheel was housed inside the front wing), while the famously understated appearance of Bristols of this era belies their tremendous performance and excellent handling. The 411 was built in five series from 1969 to 1976, though later cars suffered power reductions as a result of more restrictive emissions equipment. Fewer than 300 Bristol 411s were made, of which around 50 were Series 1 models like that offered here.

This example was supplied by Anthony Crook to Mr John Vlasto on 20th March 1970. Mr Vlasto kept the car until July 1986, by which time it had covered 56,000 miles. It was then purchased by the recent owner's business and later transferred into his name, since when it has covered another 21,000 miles bringing the total to the 77,000 showing today, only 4,000 of which have been covered in the last 20 years.

This car has clearly benefited from very sympathetic ownership and is in superb condition with an almost unmarked interior, upholstered in pale grey leather. Recently checked through and serviced by Bristol cars, it drives superbly, the famously precise Bristol power steering and powerful brakes complementing the effortless performance. The only deviations from standard specification are the wider (6") wheels and tyres (standard on later 411s) giving improved handling; and a Holley carburettor, the latter a well known modification to these Chrysler engines that improves hot starting.

The original jack and tool roll are present, and 'YLT 198H' also comes with a history file containing copy service invoices from Bristol Cars in the name of its first owner; sundry invoices and photographs from the second ownership; an almost complete run of MoT certificates from 1985 onwards; a V5C document; and MoT to November 2019.

£60,000 - 70,000

€68,000 - 80,000

104

1949 VINCENT 998CC BLACK SHADOW SERIES C

Registration no. DBN 998
Frame no. RC4240B
Rear frame no. RC4240B
Engine no. F10AB/1B/2340
Crankcase mating no. W57

- *Matching main/rear frame and engine numbers*
- *Restored to 1949 Earls Court Motorcycle Show specification*
- *Only 96 dry miles since completion in 2016*
- *Concours condition*
- *Offered from a private collection*



The outbreak of WW2 in 1939 had brought production of all Series A models to a halt, and when Vincent-HRD resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the Series A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series B, Philip Vincent and Chief Engineer Phil Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence. For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago. Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopic, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

When it was introduced in 1946, the 1,000cc Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, as was demonstrated by the tuned Rapide known as 'Gunga Din', ridden by factory tester George Brown, which proved unbeatable in UK motorcycle racing in the late 1940s.

Private owners too had expressed an interest in extracting more performance from their machines, all of which convinced Philip Vincent that a market existed for a sports version. Despite opposition from within the company's higher management, Vincent pressed ahead with his plans and together with Irving, clandestinely assembled a brace of tuned Rapides.

The prototypes incorporated gas-flowed cylinder heads, Comet cams, polished con-rods and larger carburettors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to only 7.3:1 by the 72-octane petrol that was the best available in the UK at the time. Ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a 5"-diameter '150mph' speedometer and black-finished engine cases for his new baby – the Black Shadow. With a claimed top speed of 125mph, soon born out by road tests, the Vincent Black Shadow was quite simply the fastest road vehicle of its day.

Deliveries commenced in the spring of 1948 and only around 70-or-so Series B Black Shadows had been made before the Series C's public debut at that year's Earl's Court Motorcycle Show.



The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These advances began to find their way onto production models during 1948, but it would be 1950 before all Vincents left the factory in Series C specification, by which time references to 'HRD' were being phased out. Only 42 'Vincent-HRD' branded Series C Black Shadows are known to the Vincent Owners Club compared with 70 known Series Bs.

The Black Shadow was indeed a legend in its own lifetime, and in the half-century since production ceased, the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here.

A matching-numbers example, this Series-C Black Shadow was purchased by the vendor, a former treasurer of the VOC, in November 2004 from Mr Raymond Ross Lann of Nairn on Scotland's east coast. 'DBN 998' was off the road when Mr Lann had purchased it in January 1974. He explained that the Vincent had been owned by a lighthouse keeper on the west coast of Scotland.

When purchased, the machine was already in need of a complete rebuild but Mr Lann never got around to it. The Shadow remained barn stored for a further 30 years until the vendor heard about this 'sleeping beauty' and purchased it from Mr Lann (receipt on file).

However, it was not until 2016 that Andrew Kenningley of Southport was commissioned to carry out a high quality restoration to 1949 Earls Court London Motorcycle Show specification. The latter included stainless steel and chromium plating for parts normally cadmium plated, as well as stainless fastenings. The compression ratio on standard-size bores has been raised to 8.5:1 to improve performance, and the engine is reported to be an easy starter. In addition, a Dave Hills centre stand and V2 clutch have been fitted to make the Shadow more user-friendly. The vendor took delivery of the fully restored 'DBN 998' on the 3rd February 2017 and has covered a mere 96 dry 'shakedown' miles on the Vincent to ensure that everything is in working order. Accompanying paperwork consists of a copy of the Works Order Form, a VOC Dating Certificate, sundry restoration invoices, an old-style continuation logbook, and old/current V5/V5C registration documents.

£80,000 - 100,000
€94,000 - 120,000

105

**1929 BENTLEY 4½-LITRE
'LE MANS REPLICA' TOURER**

Coachwork in the style of Vanden Plas

Registration no. GC 7080

Chassis no. XF3523

- Originally a Maythorn-bodied drophead coupé
- Restored and re-bodied in the 1980s
- Well documented ownership
- Overdrive transmission, alternator electrics, electric cooling fan





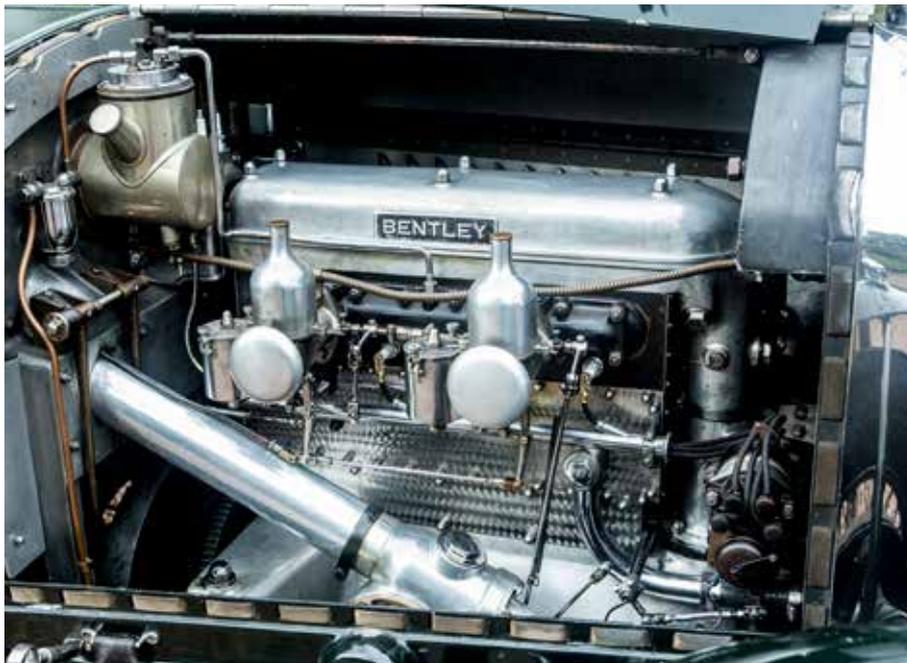
With characteristic humility, 'W O' was constantly amazed by the enthusiasm of later generations for the products of Bentley Motors Limited, and it is testimony to the soundness of his engineering design skills that so many of his products have survived. From the humblest of beginnings in a mews garage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

W O Bentley had proudly debuted the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model which was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design, and British Racing Green livery has become the archetypal vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis rather than accept the expense and complexity of Bentley's 6½-litre 'Silent Six', led to the introduction of the '4½'.

The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-head architecture, but reverted to the front-end vertical camshaft drive of the 3-Litre. Bentley Motors lost no time in race-proving its new car. It is believed that the first prototype engine went into the 3-Litre chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-Litre chassis for that year's Grand Prix d'Endurance at the Sarthe circuit.

The original 4½-Litre car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up.



The 4½-Litre was produced for four years, all but nine of the 665 cars made being built on the 3-Litre's 'Long Standard', 10' 10"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all Vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.

Chassis number 'XF3523' was originally bodied as a Weymann Sports Drophead Coupé by the Biggleswade-based firm of Maythorn & Son Ltd, a coachbuilder mainly associated with Daimler, FIAT, and Minerva but which also bodied other quality makes including Rolls-Royce and, of course, Bentley. The Hurlingham body from a Vauxhall was fitted at some stage after WW2, before 'XF3523' was rebuilt in the 1980s as a Vanden Plas 'Le Mans' Team Car-style four-seat tourer with a body by Townshend. At some time the gearbox and rear axle were replaced, the former being changed from C to D type.

The car's first owner was one H A Buckler, followed by Annette E Bradley (from circa 1947), W H Dobson (1955), G P Brock (1956), R A Jardine (1963), and R H Grant (1964). Records show that the latter kept the Bentley until at least 1980. Next owner David Robson of Sussex purchased the car in 1988 from marque specialist Stanley Mann, who is thought to have carried out the re-body and restoration.

In 1991, Elmdown Engineering carried out a thorough inspection and undertook extensive remedial works. New gears were fitted to the gearbox in 1999, and an alternator conversion fitted in 2001, and the car also benefits from an overdrive. The (original) engine appears to have been rebuilt in 2002 by L & R Engineering, while further engine work was carried out for Mr Robson in 2003 by Roger Clark. There are numerous invoices on file for these works.

The current owner purchased the Bentley from David Robson in 2003, and since then the car has been serviced and maintained by Tony Fabian of Blackmore Engineering, Shoreham (invoices on file). Vintage Bentley specialists William Medcalf Ltd carried out the most recent works in July 2016, which included a service, installing a Kenlowe electric cooling fan, and fitting new front tyres (see invoice for £4,635 on file). The original cooling fan and a roof-down car cover are included in the sale.

Offered with current MoT and a V5C Registration Certificate, 'GC 7080' represents a rare opportunity for collectors to obtain a matching-numbers Cricklewood Bentley bodied in the most desirable Vanden Plas 'Le Mans' Team Car style.

£500,000 - 600,000
€570,000 - 680,000



'XF3523' sporting Hurlingham coachwork from a Vauxhall, circa 1950s

106

550 miles from new

**2010 PORSCHE 911 GT3 RS
GENERATION 2 COUPÉ**

Registration no. LC10 GVL

Chassis no. WP0ZZZ99ZBS780226

- Rare high-performance 911 variant
- Right-hand drive UK car
- Circa 500 dry miles from new
- Two owners
- Recent Porsche service and MoT





'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.

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 193mph 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.

A 2nd Generation Type 997 GT3 RS with the 444bhp engine, this right-hand drive, UK-market car has covered circa 500 dry miles only and been kept in a dehumidified bubble, preserving it in effectively 'as new' condition. The Porsche is currently in the hands of its second owner, who acquired the car when it was nine months old. A six-speed manual transmission model, '780226' is finished in Carrera White with contrasting Guards Red decals, black velour interior trim, and red seat belts. Noteworthy features include a roll cage in Guards Red; fire extinguisher; PCM including Extended Navigation Module; telephone module with Bluetooth; Sound Package Plus; Sport Chrono Package Plus; cruise control; Universal Audio Interface; floor mats; interior colour coded; windscreen with grey top tint; Alcantara-trimmed steering wheel, gear knob, and door armrests; and carbon rear spoiler in Guards Red. Recently serviced at Porsche East London and freshly MoT'd, this stunning low-mileage Porsche supercar is offered with all books/tools and a V5C document.

£250,000 - 300,000
£280,000 - 340,000

107

Left-hand drive

1965 ASTON MARTIN DB5 VANTAGE SPORTS SALOON

Registration no. not UK registered

Chassis no. DB5/2214/L

- One of 65 Vantage-engined DB5s
- Matching chassis and engine numbers
- Delivered new to Portugal
- Present family ownership since 1976
- Unmolested and outstandingly original



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

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

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

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

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

Five (unofficially designated) series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburettors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later. The DB5's distinctive cowed headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, 'Series V' DB4.





Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment. From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 65 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

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

One of the minority originally built with the Vantage engine, '2214/L' was first delivered in Portugal and sold new by an importer in Lisbon. Thereafter the car was maintained by the Palma and Morgado Garage in Lisbon, a firm that at the time also specialised in maintaining Ferraris. After the army-led revolution that overthrew the authoritarian Salazar regime in 1974, the owner moved to Brazil leaving the Aston Martin in his garage in Lisbon.



In 1976, the present owner's father bought the Aston Martin, which by that time had covered some 34,000 kilometres. Since then the car has been used sparingly, the current odometer reading being 51,228 kilometres. Displayed at the Caramulo Museum between 1985 and 2000, the DB5 remains in original condition and has never been restored apart from a repaint around 30 years ago. Having stood for some considerable time, it is suffering from a slipping clutch and stuck brake servo.

'2214/L' is clearly a well cared for car, its body appearing straight and solid, though there is paint micro-blistered on all panels. The brightwork is all present and correct - showing its age but generally good to very good - while some rubbers are excellent and others perished. Mounted on smart chromed wire wheels, the Dunlop SP Sport tyres are good all round. Inside, the original deep blue leather seats are in excellent condition, showing only some slight wear but no serious faults. The headlining is original, showing some slight discoloration adjacent to the fuel filler pipes in the rear. Replacement carpets have been fitted at some time and are all in good order. The original door cards have been modified to accommodate after-market loudspeakers, and there is an after-market cassette player added below the original radio. The dials and switches are all original and factory-correct, while the Sundo altimeter mounted on the glovebox lid is an interesting additional feature. The jack and spare wheel/tyre are in the boot.

In short: '2214/L' is a little used, unmolested, and outstandingly original example of the marque. There cannot be many more left in this condition.

£600,000 - 800,000

€680,000 - 910,000



1936 BROUGH SUPERIOR 982CC SS80 SPECIAL

Registration no. CAU 760

Frame no. PS.1608

Engine no. BS/X4 4406

- One of some 300-or-so survivors
- Matching registration, frame, engine, gearbox, and fuel tank numbers
- Ownership history known since 1957
- Restored in the previous ownership
- Present ownership since 2010
- Offered from a private collection



'In producing Brough Superior machines the maker's object is to provide motor cycling of as luxurious a character as possible, which means that comfort is not to be sacrificed for the sake of performance, but both these qualities must be present to the highest possible degree. Behind the production of the new SS80 there is an additional object, and that is to provide a machine completely equipped and possessing all the Brough Superior characteristics but selling at a comparatively low price.' – *The Motor Cycle*, 1st August 1935.

Legendary superbike of motorcycling's between-the-wars 'Golden Age,' Brough Superior - 'The Rolls-Royce of Motorcycles' - was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior.

W E Brough's machines had been innovative and well engineered, and his son's continued the family tradition but with an added ingredient - style. The very first Brough Superior Mk1 of 1919 featured a saddle tank - an innovation not adopted by the rest of the British industry until 1928 - and the latter's broad-nosed, wedge-profiled outline would be a hallmark of the Nottingham-built machines from then on.

Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right.

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mk1 in the shade, it was decided to completely re-design the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new 980cc JAP v-twin engine. A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karlake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.



Brough entered the 1930s with an entirely JAP-powered range and then, after a brief absence, the SS80 reappeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. Although broadly similar to that of the Matchless Model X, the 982cc sidevalve v-twin incorporated Brough's preferred 'knife-and-fork' big-end bearing arrangement instead of the side-by-side connecting rods of the Matchless. By now recast in the mould of luxury tourer or sidecar tug, the SS80 continued to use the AMC engine until production ceased in 1939, by which time 460 of that type had been built, of which some 300-or-so survive.

First registered on 6th May 1936 and despatched to Bickell Bros the following day, 'CAU 710' is one of the few highly desirable and much sort after SS80 Brough Superiors equipped with the Bentley & Draper sprung frame usually fitted to the SS100. It remains remarkably original, with matching registration, frame, engine, gearbox, and fuel tank numbers; the painted tank and Druid front fork being the only significant departures from factory specification.

The Brough was completely restored by the previous owner, John Coxon of Runcorn, prior to its acquisition by the current owner on 15th January 2010. There are photographs on file of the engine rebuild. Subsequently the machine covered approximately 200 trouble-free miles, including participation in the 2011 International West Kent Run, before being placed in the owner's private collection. Benefiting from its Bentley & Draper sprung frame, the Brough is reported to be a very easy and pleasant machine to ride.

John Coxon had acquired the Brough in October 1983 from George Dyson of Normanton, its owner since March 1963. Dyson is the last of three owners listed on the accompanying old-style continuation logbook (issued 1958), the others being Fred Carr and W Strong, both in Yorkshire. The history file also contains a copy of the Works Record Card, a copy instruction book, a quantity of expired MoTs, an old-style V5 document, sundry restoration invoices, some photocopied period literature, and a V5C Registration Certificate.

£65,000 - 85,000
€74,000 - 97,000

109

The 1966 Earls Court London Motor Show

**1966 FERRARI 330 GT 2+2
SERIES 2 COUPÉ**

Registration no. DBY 6D

Chassis no. 9071

- One of only 36 right-hand drive cars built
- Full matching numbers
- Continuous history from new
- Fully restored and maintained to a superb standard



'Coming out of corners the combined action of the ZF limited-slip differential and the ample contact area of the tyres allows you to accelerate much earlier and with more gusto, and this without affecting the chosen line through the bend. Because of this, the 330 GT is blessed with exceptional speed on twisty roads and on coming out of corners it leaps forward like a rocket, leaving behind two thick black tyre marks.' – *Sporting Motorist*, 1964.

By the end of the 1950s, the market for sports cars with 'family accommodation' had grown sufficiently for Ferrari to contemplate the introduction of a four-seater model. Introduced in the summer of 1960, the first such Ferrari - the 250 GTE 2+2 - was based on the highly successful 250 GT. Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting characteristics, and Italy's foremost *carrozzeria* succeeded brilliantly, moving the engine, gearbox, and steering gear forward and the fuel tank back, thus creating sufficient room for two occasional rear seats.

The 250 GTE provided the basis for its replacement: the 330 GT 2+2 introduced in January 1964. Pininfarina was once again entrusted with the styling, adopting of a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. The 330 GT's tubular chassis was 50mm longer in the wheelbase than before, which made conditions less cramped for the rear passengers.

Suspension was independent at the front by wishbones and coil springs, while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted for front and rear. Nevertheless, and as may be deduced from *Sporting Motorist's* comments above, Ferrari had not lost sight of the requirement to offer the ultimate driving experience, despite the increase in bulk necessitated by the 330 GT's additional accommodation.

The 330 GT's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a big-bore 250 GTE 2+2) in 1963. Displacing 3,967cc, the single-overhead-camshaft, all-alloy unit was good for 300-plus horsepower, an output sufficient to propel the 330 GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari. Equipped at first with a four-speeds-plus-overdrive gearbox, the 330 GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, these later cars being known as the 'Series 2'. By the time production ceased in 1967, Ferrari had built 1,080 330 GTs, of which 455 were to 'Series 2' specification.

A copy on file of Ferrari's original invoice shows that this 'Series 2' car was delivered new to the UK for the London Motor Show in October 1966, finished in Blue Sera with grey hide interior.



First owner Mr J R Knowles attended the show and decided this car would be his first Ferrari. Post-show letters between Mr Knowles and Maranello Concessionaires' proprietor, Colonel Ronnie Hoare, confirm that Mr Knowles initially intended to part-exchange his Humber Super Snipe but changed his mind and part-exchanged his 1961 Austin-Healey 3000 instead. The invoice for the 330 was for £6,577, with a part-exchange allowance of £400 for the Healey. The Ferrari was registered 'DBY 6D', which it retains today.

Copies of early correspondence on file include a lovely letter from Mr Knowles' son, George, dated 23rd October 1967, to Colonel Hoare thanking him for the Ferrari ties for his father. Mr Knowles obviously enjoyed the 330 and owned it for three years before trading it in with Maranello Concessionaires for the 1969 London Motor Show Ferrari 365 GTC.

In February 1970, Maranello Concessionaires sold the Ferrari 330 to a Mr A Moore for £4,000, taking his Rolls-Royce Silver Cloud as a trade-in. 'DBY 6D' had two more owners in the UK before Mr Anthony Clyde Carroll purchased the car in March 1977 and exported it to New Zealand. Mr Keith Hunter bought the Ferrari from Mr Carroll in 1978; he changed the colour to red in 1981 and had the engine rebuilt at circa 90,000 miles. A full bare-metal repaint, again in red, was completed in 1985 following the car's purchase by Mr Alan Styles three years previously.

On Mr Styles' death in 1995, the 330 passed to daughter, Pippa, and she and her husband kept the car until 2002 when it was sold and repatriated to the UK. The Ferrari had passed through the hands of three more owners when the vendor purchased it from Talacrest for his collection in September 2013.

While in the present ownership, this superb 330 has been maintained to an exceptionally high standard by Ferrari specialists, Italia Autosport, with the last service and other maintenance work carried out in September 2017. Prior to the vendor's acquisition, the interior had been fully re-trimmed in tan leather by Keys Motorsport Limited (in 2010).

This superb car is offered with its jack; two sets of keys; an original 330 operating manual; and original magazines and books from the 1966 Earls Court Motor Show. An indoor car cover and a battery conditioner are included in the sale. The car also comes with a substantial history file containing an old-style logbook; service history, correspondence between previous owners; MoT to September 2018; a V5C Registration Certificate; and a quantity of expired MoTs. A wonderful opportunity to acquire a rare right-hand drive example of this landmark Ferrari Gran Turismo.

£220,000 - 280,000
£250,000 - 320,000

110

**1960 JAGUAR XK150 SE 3.4-LITRE
DROPHEAD COUPÉ**

Registration no. 786 JAG
Chassis no. S827639BW

- *One of 149 UK-market drophead coupés supplied in 1960*
- *Automatic transmission*
- *Restored to an exceptional standard in the mid-1990s*
- *Many-time concours winner*





A progressive development of the sensational XK120 and XK140, the XK150 retained the same basic chassis, 3.4-litre engine, and four-speed Moss transmission of its predecessors but benefited from an entirely new, wider body providing increased interior space and improved visibility courtesy of a single-piece wraparound windscreen. A higher front wing line and broader radiator grill were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Following repeated stops from high speed has been a problem of the earlier, drum braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while the much-admired chrome Jaguar mascot was made available as an optional extra on an XK for the first time.

A sought after 'Special Equipment' model fitted with the automatic gearbox, this XK150 SE drophead coupé was manufactured in September 1960 and is one of the last XKs built. The car was in running condition when purchased by the previous owner in 1995, and during 1996 was subjected to a full 'last nut and bolt' rebuild with no expense spared. Many of the original parts and components were retained or restored, and the car still has all its original panels together with the radio. The only upgrades incorporated were a stainless steel exhaust system, manual choke, and electronic ignition. The fact that this car has won over 40 competitions nationally, including 'Best XK' in Jaguar circles, and 'Best Car of the Show' at a Worshipful Company of Carmen event while in the current ownership, is proof of the quality and the standard of workmanship. As can be seen in the photographs, it is as good underneath as on top.

Finished in Old English White with red leather interior, and described by the private vendor as in 'A1' condition, this exceptional XK150 SE is offered with sundry restoration invoices, current MoT, a V5 registration document, and comprehensive history file containing the old-style buff logbooks detailing previous owners. A complete tool kit, owner's handbook, and a workshop manual are included in the sale.

£130,000 - 150,000
£150,000 - 170,000

111

The ex-Sir Elton John

**1960 BENTLEY S2 CONTINENTAL
FLYING SPUR SALOON**

Coachwork by H J Mulliner

Registration no. 295 ACF

Chassis no. BC98AR

- One of 71 right-hand drive cars
- Delivered new in the UK
- An older restoration (by Weybridge Automobiles)
- Known ownership history
- Well documented





Participating at the Chantilly Concours Éléance, 2017



This Bentley S2 Continental features the elegant, H J Mulliner-designed, 'Flying Spur' four-door coachwork, and is one of 71 with right-hand drive out of a total of 125 completed in this style on the S2 chassis.

Forming part of Sir Elton's collection from its early days, the Flying Spur was one of the most regularly driven cars, being used on numerous occasions to transport his many guests.

Factory records show that chassis number 'BC98AR' was sold new to the world-famous automotive and aerospace company, Guest, Keen and Nettlefolds (GKN) of Smethwick, which took delivery on 1st July 1960. First registered as '9 BOP' the Bentley was ordered finished in black with a grey leather interior, it also being stipulated that the mascot should be supplied loose and a tin of polish included.

In 2001, Sir Elton decided to part with the Bentley, which was offered for sale as at UK Auction. The car is currently owned by a French collector, who states it is running well, and is regularly serviced by Chelsea Workshop, the marque specialist.

The Continental was kept by GKN for less than a year, passing to second owner Messrs Cole and Kirby of Kingsbury, London for the use of one F W Lowrey, while the third owner listed on the build-sheets is one Percy Sutton of Great Yarmouth, Norfolk. The car was purchased in Norfolk in the 1970s by Elton John, so it seems likely that he was the fourth owner.

Accompanying documentation consists of a photocopy of the UK V5 Registration Certificate, a condition report (in German), German correspondence, copies of old V5s and MoT certificates, various magazine articles, sundry invoices from British and German specialists, and a copy of a letter signed by Elton John confirming his purchase in the 1970s. Also included is a copy of the programme for the 2017 Chantilly Concours Éléance where this beautiful Flying Spur was exhibited and much admired.

Subsequently, the Bentley was comprehensively restored by Weybridge Automobiles, undergoing a bare metal re-spray and complete interior re-trim, and receiving mechanical attention as necessary. The car continued to be maintained by Weybridge, during which time it was fitted with air conditioning. A record player had been fitted to the car but during the restoration this was removed and replaced with more modern stereo system.

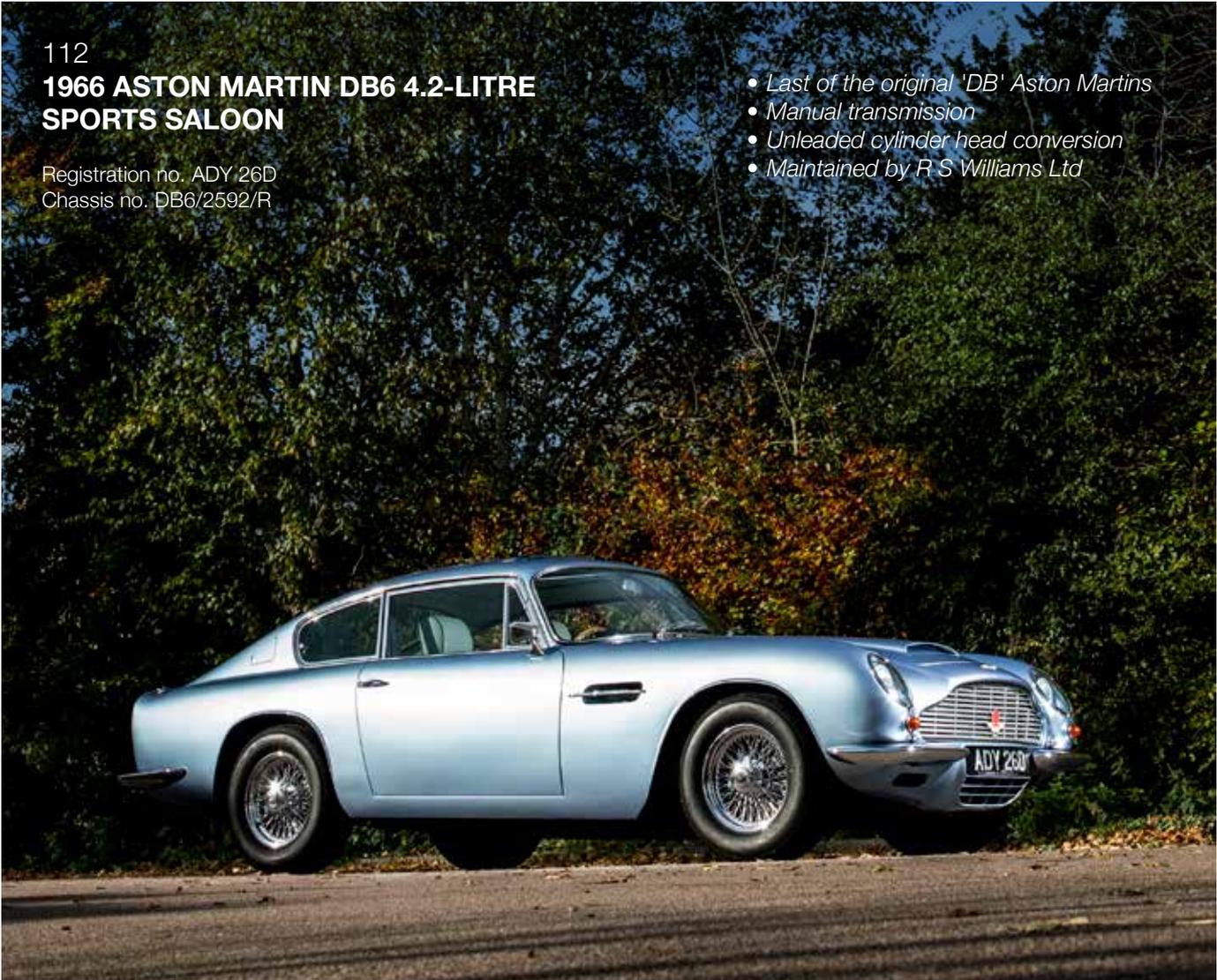
£160,000 - 190,000
€180,000 - 220,000

112

**1966 ASTON MARTIN DB6 4.2-LITRE
SPORTS SALOON**

Registration no. ADY 26D
Chassis no. DB6/2592/R

- *Last of the original 'DB' Aston Martins*
- *Manual transmission*
- *Unleaded cylinder head conversion*
- *Maintained by R S Williams Ltd*





'Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' – *Autocar*, 1966.

Its accompanying copy order form records that chassis number '2592/R' was sold new in April 1966 via H W Motors to first owner, Appleby Brothers Ltd of London SW1. The DB6 was delivered finished in Dubonnet with black Connolly leather trim, while non-standard equipment included Borg Warner automatic transmission, chrome road wheels, heated rear screen, 3-ear hubcaps, and a power operated aerial. Factory service work listed includes fitting a new engine in January 1967, the gearbox being exchanged for a manual unit at the same time. The current engine is numbered '400/2942' (original was '400/2605').

Previously registered 'XKF 7' (1990) and then 'REJ 45', the Aston was restored in 1989 via Southern Classics of Chertsey for a Mr M Jones, as evidenced by accompanying bills totalling circa £33,000. There are also bills from Bodylines (dated 1991) to a previous owner, Mr Ransom, for works that included DB6 Mark 2 body modifications, wider wheels, etc (see photographs on file).

In 1995 the Aston was fitted with power steering by Archway Engineering, and then in 1998 the interior was re-trimmed by Gary Wright. The re-trim was carried out in light grey Connolly hide (4181) piped with dark blue Connolly hide (perforated on fluted sections) with dark blue Wilton carpets bound in dark blue Ambla. At the same time, the front seats and centre console were remade to the owner's design; a new headlining in off-white PVC installed; and a new sunroof cover in dark blue Everflex fitted.

In 2000, by which time it had been refinished in Winchester Blue, the Aston was purchased by W D Clouston of Northumberland via the renowned marque specialists, R S Williams Ltd. Prior to sale, the cylinder head was converted to unleaded compatibility; the carburettors overhauled; a new fuel pump fitted; new shock absorbers installed; later-specification anti-roll bar and mounts fitted; and sound proofing added behind the door panels. The file contains a full list of all the works carried out at this time by RSW, who continued to maintain the DB6 throughout Mr Clouston's ownership. There are related bills on file totalling £50,000, including one of £14,000 for enlarging the engine to 4.2 litres in 2002.

In 2014 the Aston was acquired by the vendor via RSW and has been maintained by them ever since, the most recent bill on file (for £4,400) being dated October 2017. The car's maintenance history, plus most MoTs dating back to 1989, is contained in a well presented RSW green lever-arch file.

£230,000 - 270,000
£260,000 - 310,000

1999 FERRARI 550 MARANELLO COUPÉ

Registration no. T12 FER

Chassis no. 115006

- *Delivered new in the UK*
- *Right-hand drive*
- *Circa 18,900 miles recorded*
- *Service history and all original books*



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

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

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights.

Finished in classic Rosso Corsa with cream leather interior, this beautiful 550 Maranello was delivered new in the UK via Stratstone, Manchester to one James Bird of Stone, Shropshire. Having resided with its second owner in Copenhagen, Denmark, the Ferrari returned to the UK and remained with its next owner until 2014. The car was then fully re-commissioned by Meridien Modena and sold to the current registered keeper later that same year. Described by the vendor as in generally excellent condition, this low-mileage 550 Maranello is offered with sundry service invoices, MoT to March 2018, a V5C Registration Certificate, and all its original books.

£110,000 - 130,000

€120,000 - 150,000



115

First owned by Pete Murray

1959 ROLLS-ROYCE SILVER CLOUD DROPHEAD COUPÉ

Coachwork by H J Mulliner

Registration no. 5417 F

Chassis no. SKG31

- *One of only 10 right-hand-drive examples*
- *Restored by Chelsea Workshop*
- *Louis Vuitton Concours d'Élégance, Givenchy Trophy winner*
- *Present ownership since 2001*
- *Power windows, power steering, power hood*
- *Used for the wedding of Madonna and Guy Ritchie*





'In common with earlier models of the Rolls-Royce - ever since the first model in 1905 - the latest model, known as the Silver Cloud, carries on the tradition of employing only those features of design which have been thoroughly proved, allied with meticulous attention to detail and finish. The successive design staffs of this famous firm have never attempted to be the avant-garde, but have preferred to control the construction of proved designs so carefully that the result would excel.

'This latest model is faster, roomier, quieter and no less economical than its predecessors and, bearing in mind the make's reputation for reliability, one that could be much cheaper to run for a long term than many much more humble productions.' – John Eason Gibson, *Country Life*.

Introduced early in 1955, the all-new Rolls-Royce Silver Cloud and Bentley S-Type were conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type. The duo sported sleeker bodywork on a new box-section separate chassis - Rolls-Royce eschewing unitary construction for the time being - incorporating improved brakes and suspension, the latter featuring electrically controlled damping.

Enlargement to 4,887cc and the adoption of a six-port cylinder head boosted the - traditionally undisclosed - power output of the dependable inlet-over-exhaust six-cylinder engine, while automatic transmission was now standard and power-assisted steering an option. Fast (100mph-plus) relatively economical and cheaper to maintain than the successor V8-engined versions, the Silver Cloud is arguably the most user-friendly of all post-war Rolls-Royces.

Despite the popularity of Rolls-Royce's 'standard steel' factory bodywork, bespoke creations from coachbuilders James Young and the soon-to-be-merged firms of H J Mulliner and Park Ward Ltd (the latter already owned by Rolls-Royce) continued to be available on the Silver Cloud chassis for those discerning enthusiasts wealthy enough to afford them. Indeed, as the factory did not offer a convertible or drophead coupé, a coachbuilt car was the only option if one's preference was Rolls-Royce-style fresh air motoring. H J Mulliner's was by far the most successful of this type, lasting into 1963. The firm was also responsible for the first Bentley Continental, an outstanding design by any standard, and its two-door bodies on both Rolls and Bentley chassis are recognised as among the era's most elegant. Hand crafted style such as this attracted a hefty premium though, H J Mulliner's drophead coupé being priced some 50% above the standard Silver Cloud four-door saloon, which was already one of the world's most expensive cars.



'Luxury clothed in aluminium', chassis number 'SKG31' was constructed to H J Mulliner's design number '7410'. Only 21 cars (11 left-hand and 10 right-hand drive) were completed with this particular body style, costing a stratospheric £9,000 when a standard Silver Cloud saloon was priced at £6,000. This particular car belongs to the penultimate 'G' series and incorporates many improvements made following the Silver Cloud's introduction in 1955. 'SKG31' was delivered in chassis form to H J Mulliner on 15th January 1959 and was retailed via Hooper & Co (Coachbuilders) Ltd. On 24th June 1959, the Rolls-Royce was delivered to its first owner, the disc jockey and broadcaster, Pete Murray. By this time, Murray, whose broadcasting career had started on Radio Luxembourg, was an established star of BBC Television, fronting the pioneering *Six-Five Special* pop music show and appearing regularly on *Juke Box Jury*. He later hosted *Come Dancing*, was a regular presenter of *Top of The Pops* and also one of the original Radio 1 disc jockeys when the station launched in 1967. He was later a stalwart of Radio 2 and - an accomplished actor - appeared many times on the stage and in films.

The chassis cards record Murray's address as Bookhams, Churt, Surrey and list Firestone white-sided tyres, a radio (naturally), and electric windows as special features. Copy V5C documents on file show that the Rolls-Royce was later registered/used overseas before returning to the UK circa January 1990.



It is recorded as belonging to Edendale Ltd of Withington, Gloucestershire (from 7th July 1994) passing to the vendor's company, Warton Investments Ltd, in September 2001 and thence to his personal ownership.

Between 1990 and 1992, the Silver Cloud was restored by Chelsea Workshop, from whom it was purchased by the vendor. The engine, gearbox rear axle, brakes, and suspension were overhauled; a Harvey Bailey handling kit fitted; and the body stripped to bare metal and repainted in Midnight Blue. In addition, the Connolly hide interior was fully replaced; the interior woodwork re-veneered and lacquered; and all the electrics replaced, including the power-operated hood. Over £330,000 was spent (see correspondence on file).

In 1993, the Rolls-Royce was entered into and won the Givenchy Trophy at the Louis Vuitton Concours d'Élégance at the Hurlingham Club in London. It was then purchased by entrepreneur Peter de Savary and housed at his Scottish home, Skibo Castle, where it was used for the wedding of Madonna and Guy Ritchie. For the last 17 years the car the car has formed part of the vendor's private collection, continuing to win trophies. Admired wherever it goes, this elegant Silver Cloud represents a rare opportunity to acquire an outstanding example of what, in its day, was the height of motoring opulence.

£600,000 - 800,000
€680,000 - 910,000



116

1960 JAGUAR XK150 3.8-LITRE 'S' COUPÉ

Registration no. 496 UYX

Chassis no. T825242DN

- One of only 115 right-hand drive models
- Delivered new in the UK
- Full matching numbers
- Overdrive transmission
- Believed genuine circa 51,000 miles recorded





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.

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.

The car we offer is one of only 115 right-hand drive 3.8-litre 'S' coupés made and thus is one of the rarest of all XK150 variants. In his book *Jaguar XK140/150 In Detail*, former Jaguar Daimler Heritage Trust archivist, Anders Ditlev Clausager lists all the XK150 3.8-litre 'S' chassis, this example being the 79th RHD FHC made.

We are advised by the vendor that the car is totally correct, finished in its original colour scheme of Sherwood Green with Biscuit interior, and retains its original engine (number 'VAS1191-9'). Chassis number 'T825242DN' was first registered (as '5552 PX') in May 1960 through the dealership Fields Engineering in Crawley, Sussex to a Mr F W Oxley.

The car remained in the UK for most of its early years, carrying two further private registrations, but for the last two decades or so has resided in Austria. While there it formed part of a private collection and spent most of its life in a small museum. The mileage indicated is some 51,000, and while this figure correct cannot be verified it is believed to be correct.

We are advised that no changes or modifications have been undertaken to the car apart from discreetly placed tow hooks front and rear; a very well engineered anti-bump arrangement to the rear suspension; seat belt fittings; and a 'Halda' type cable drive mechanism fed to the cockpit. The car is described as in excellent condition, with flat side panels and quite remarkable door shuts, often a feature that disappoints with so many XK 150s. The boot area is in mint condition, the engine bay presents very well, the interior is very smart and the underside is fully Waxoyled. The car has been serviced and fitted with a new set of 72-spoke chrome wire wheels shod with new Blockley radial tyres. The current owner, who has some 40 years of experience in the restoration and racing of XKs, is of the opinion that this is one of the best road-going examples he has ever experienced and a fitting testament to Jaguar's enduring capability to produce something special.

This is a car ready to be used immediately, and with race preparation would not disappoint as a rally, track day, or race-car. Very rare in right-hand drive form, this unmolested, full matching numbers XK150 3.8-litre 'S' is worthy of the closest inspection.

£130,000 - 160,000
€150,000 - 180,000

117

Delivered new in the UK; Ferrari Classiche certified

1985 FERRARI 288 GTO COUPÉ

Coachwork by Pininfarina

Registration no. C487 SFE

Chassis no. ZFFPA16B000056207

- One of some 278 built
- One of 20 UK-supplied examples
- Matching numbers
- Circa 22,700 kilometres from new







The original, immortal 250 GTO had been developed for the FIA GT Championship, duly taking the manufacturer's title for Ferrari in 1962, 1963 and 1964; clearly, any revival of the 'GTO' name could only be permitted for a very special car indeed. Enter the 288 GTO. Like its illustrious forebear, the 288 GTO (the initials stand for *Gran Turismo Omologato*) was conceived as a limited edition model, just 200 units being planned to meet the then-existing Group B homologation requirements for international sports car racing. Styled by Pininfarina's Leonardo Fioravanti, creator of the awe inspiring Ferrari 365 GTB/4 'Daytona', the 288 GTO was based on the 308 GTB (another Fioravanti creation) and made its public debut at the Geneva Salon in February 1984. Fioravanti later recalled Enzo Ferrari's original design brief. 'There was no specific instruction, just to produce a car based on the 308 GTB that could be used for racing.'

Although superficially similar to the contemporary 308 GTB *Quattrovalvole*, the 288 GTO was radically different beneath the skin, mounting its V8 engine longitudinally rather than transversely, a change that necessitated a new chassis with a wheelbase extended from 234cm to 245.1cm. This new frame was constructed of steel tubes in the traditional manner while incorporating the latest in Formula 1-derived composite technology in the form of a Kevlar and Nomex bulkhead between the driver and engine. The alteration in engine layout had been made to accommodate twin IHI turbo-chargers and their associated Behr inter-coolers and plumbing; the adoption of forced induction requiring that the quad-cam, 32-valve V8 be downsized from 2,927cc to 2,855cc to comply with the regulations.



Ferrari's considerable experience gained from turbo-charging its Formula 1 engines was deployed in adapting the 308 unit, the latter in highly modified 288 GTO form producing 400bhp at 7,000 rpm and a mighty 366lb/ft of torque at just 3,800 revs. Top speed was a staggering 189mph.

Its three rear-wing cooling slots deliberately recalling the earlier GTO, the 288 body likewise benefited from the adoption of F1 technology, being constructed of glassfibre and a mixture of the lightweight composite materials Kevlar and carbon fibre. Aerodynamically refined in the wind tunnel, the 288 GTO sported flared wheelarches, larger front and rear spoilers, taller door mirrors and four additional driving lights in the front grille, these subtly altered looks combining elegance with muscularity in equal measure. Given its race-bred, state-of-the-art technology and drop-dead gorgeous looks, it is not surprising that the 288 GTO appealed to Formula 1 drivers of the day, with Ferrari's Michele Alboreto and René Arnoux, and even McLaren's Nikki Lauda, numbered among its owners. In the event, the 288 GTO never contested the races for which it had been conceived, as the FIA axed Group B, citing lack of manufacturer interest as the reason.

It is believed that some 278 cars were built, every one of which was sold prior to the start of production in July 1984. Its UK price was £73,499 at a time when a Rolls-Royce Silver Shadow cost a comparatively trifling £59,468.

Just a few years after production ceased early in 1986, the typical asking price had more than trebled, assuming you could find a 288 GTO for sale. Today this worthy successor to the 250 GTO remains one of the most desirable and sought-after Ferraris of recent times.

This car, left-hand drive chassis number '56207', is one of 20 UK-supplied examples and is fitted with the optional electric windows and air conditioning. The GTO was purchased new and collected from the factory on 2nd May 1985 by its original owner, Mr B C Oates, who kept it for the next 11 years. On 23rd March 1995 the Ferrari was registered to one Paul Baber, solely for the purpose of transferring its registration (see letter on file), and shortly thereafter passed to its second owner, Peter Rae, though it was never registered in his name.

On 27th April 1996 the car was registered to its third owner, Nigel Labram. Its fourth owner, David Gill, purchased the Ferrari at Bonhams' Geneva Sale in March 2003 (Lot 159). The current vendor has owned the car since 2016.

There is an extensive accompanying history file that includes all original documentation relating to ordering and collecting the car from the factory, together with subsequent detailed service history at recognised specialists. The most recent major service, including a change of cam belts, was carried out in August 2016 by Hoyle-Fox Classics.





It should be noted that the speedometer was changed by Maranello Concessionaires in September 1988 at 7,992 kilometres, and that the current odometer reading is 14,730 kilometres, making the total distance travelled from new 22,722 kilometres (approximately 14,100 miles). Accompanying MoT certificates and the service history support the conclusion that the recorded figure is genuine.

A measure of this car's quality and originality may be gained from the fact that it was chosen as the subject of a detailed feature in *Auto Italia* magazine in 1998 and displayed at the 2003 *Autocar* awards ceremony in London as part of a Ferrari main feature. In September 2016 it was displayed at Salon Privé, Blenheim Palace.

Finished in original *Rosso Corsa* with a beautifully patinated Nero leather interior, the latter featuring Daytona seats with *Rosso* cloth inserts, '56207' comes with comprehensive service history, a UK V5C Registration Certificate, current MoT, and the all-important Ferrari Classiche certification. Naturally retaining all of its original documents, tools, and books, this car represents a rare opportunity to acquire a 288 GTO with known provenance.

£2,000,000 - 2,500,000
€2,300,000 - 2,800,000



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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**1963 ASTON MARTIN DB4 SERIES 4
4.7-LITRE SPORTS SALOON**

Registration no. YWM 805
Chassis no. DB4/1034/R

- *Present ownership since 2005*
- *Restored prior to acquisition*
- *Numerous upgrades and improvements*
- *Maintained regardless of cost by R S Williams*





'The Aston Martin DB4 was perhaps the finest compromise which the David Brown-owned company ever achieved, between exceptionally high-quality, exceptionally high-performance, exceptionally lavish finishing and yet properly contained overall size and weight – a great British product, benefiting from the styling input of Touring of Milan...'
 – *Motors*, 1965.

This Aston Martin DB4's accompanying copy build sheet reveals that it was first registered 'OKA 1' on 19th February 1963 and served as a demonstrator for J Blake & Co Ltd, 110 Bold Street, Liverpool. It is probable that the Aston was driven by Jack Reece, Blake's managing director at that time and a capable Formula 3 and Cooper-JAP driver who also entered the Monte Carlo and Tulip Rallies. 'OKA 1' featured on many of his cars. The Aston was delivered equipped with the overdrive gearbox, chromed wire wheels, heated rear screen, and Motorola radio with power aerial, and was finished in Fiesta with black Connolly leather interior. The DB4's next owner was R H Williams of Beddgelert, North Wales who exchanged it for his ex-Monte Carlo Rally DB2/4. He later exchanged the DB4 for a DB6 Volante (see copy of Mr Williams' letter to this effect on file).

Exported to the USA (date unknown) the car comes with a California Department of Motor Vehicles document stating that in 1979 the keeper was Norman Wolfson, then in 1984 a Gene Butters, then in 1986 Jerry Lee Forney, followed by a George Thatcher of Indian Wells, CA who sold it via the trade to Ray Cleall of Seaford, East Sussex in 1988. In September 1989 the DB4 was registered to Paradise Garage and in 1991 was sold to a Mr Fenn of Bournemouth described as in superb order (following a road test/report carried out by R S Williams).

RSW and Aston Service Dorset looked after the DB4 for Mr Fenn up to its sale in 2004 to RSW, from whom it was purchased as a restored car in January 2005 by the current titled owner. The restoration incorporated many mechanical and other upgrades at the owner's personal request, including an engine rebuilt to 4.7 litres capacity and 'unleaded' compatibility; latest specification clutch; rebuilt and upgraded gearbox and overdrive; aluminium radiator and cooling updates; headlamps upgraded to highest specification; high-output alternator, and a heavy-duty battery pack.





The car was repainted in Aston Green and re-trimmed in Connolly Autolux light tan hide with green carpets. Improvements made to the interior include sound proofing; a Recaro seat on the driver's side (the original seat is included with the lot); concealed music system with CD pack in boot; satellite navigation with European compliant traffic information; radar system; and a voice activated telephone and tracker system. A particularly neat touch is the James Bond-style 'ejector seat' button in the gear lever knob, which in actual fact switches on the navigation and music systems. Other noteworthy features include door mirrors, bonnet straps, chromed 'GB' badge, rear lap belts, boot-mounted fire extinguisher, First Aid and spare bulb kits (in the boot), and a Magnalight clipped inside the glove box.

The Aston has been used sparingly over the course of the last 12 years, during which period it has regularly returned to R S Williams for general servicing and maintenance. Presented in beautiful condition, this comprehensively upgraded DB4 comes with a substantial file containing the aforementioned documents; photographs of the restoration; a large quantity of old MoTs and tax discs; a V5C Registration Certificate; and MoT to June 2018.

£350,000 - 400,000
€400,000 - 450,000



119

The ex-Sir Elton John and Lord Sugar

1959 BENTLEY S1 CONTINENTAL SPORT SALOON

Coachwork by H J Mulliner

Registration no. 490 JLC

Chassis no. BC1BG

- *Unsurpassed style and luxury*
- *One of 431 S1 Continentals*
- *Known ownership history*
- *An older restoration*
(by Weybridge Automobiles)
- *Maintained and serviced by*
Chelsea Workshop



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

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

With the arrival of the final generation of six-cylinder cars - the all-new Silver Cloud and Bentley S-Type - the Continental lost some of its individuality but none of its exclusivity. Eulogising about the new S-Series cars, introduced in April 1955, *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* remarked of the H J Mulliner-styled fastback which, arguably, was the quickest four/five-seater saloon of its day. The S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms.

The Continental version came with shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand 'change, manual transmission. As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car, the designs produced by independent coachbuilders for the S1 Continental chassis being among era's the most stylish, although - arguably - none ever improved on H J Mulliner's sublime original.

'The most beautiful car, I think, that's ever been designed', Sir Elton John CBE, April 2001







This 'modern magic carpet' was sold new to one H Madi, of Hale, Cheshire in June 1956 and first registered 'RXK 10'. Factory records note that it was ordered finished in Shell Grey with dark green interior trim. Mr Madi kept the Bentley in the UK for nine months before it was shipped to Gambia in the spring of 1957. The car's subsequent history can be ascertained from ownership changes recorded in both Rolls-Royce's company records and its old green continuation logbook. It would seem that its sojourn in Gambia lasted approximately six months, for by September the car had returned to the UK, being registered 'FKJ 1' on September 19th 1957. Via four further owners it passed to a Colonel Fetherstonhaugh, of Anglo-Europe Ltd in 1963 and ten years later, while still in their custody, was reregistered '490 JLC'.

The Bentley was acquired by Elton John (now Sir Elton John) in 1976 and in the early part of his ownership was consigned to Weybridge Automobiles for a comprehensive restoration including a bare metal re-spray, complete refurbishment of the interior, and attention to the mechanicals as and where necessary. In keeping with the requirements of its owner, power-assisted steering, air conditioning, and a modern stereo system were fitted during restoration.

The Bentley was carefully maintained as part of Sir Elton's collection for the next 25 years before being sold to its next celebrity owner, entrepreneur Sir Alan Sugar (as he then was) in 2001. '490 JLC' was serviced by famous Rolls-Royce/Bentley specialists P & A Wood immediately after acquisition and continued to be maintained by them, covering only some 1,000-or-so miles while in Lord Sugar's care.

In December 2007, Lord Sugar offered the Continental for sale at Bonhams' Olympia auction (Lot 603) where it was sold to a new owner. A few years later, the car was purchased by Chelsea Workshop, which sold it to the current vendor around two years ago. Chelsea Workshop has serviced the Bentley since 2011, as evidenced by bills on file totalling over £30,000.

Freshly MoT'd and serviced by Chelsea Workshop prior to sale, this wonderful car is offered with the aforementioned continuation logbook, copy chassis cards, a V5 registration document, and sundry service invoices and expired MoTs relating to Lord Sugar's period of ownership.

£400,000 - 500,000
€450,000 - 570,000

120

1977 MV AGUSTA 750S AMERICA

Registration no. RJH 509R

Frame no. 221065

Engine no. 221060

- *Present ownership for the last 22 years*
- *Expertly maintained regardless of expense*
- *Magni accessories*





Developed from its long line of highly successful multi-cylinder Grand Prix racers, MV Agusta's first four-cylinder roadster - the 4C, a twin-carburettor, 600cc, shaft-driven tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1968, upping capacity to 743cc and further boosting maximum power (to 65bhp) by fitting a quartet of Dell'Orto carburettors to the revised 750S, a high-speed symphony in red, white, and blue. Perhaps surprisingly for a sports model, the 750S retained the 4C's shaft final drive, while the frame too was virtually identical to that of its predecessor.

Hand made in limited numbers and priced accordingly, the 750S was way beyond the financial reach of the average enthusiast. Marque specialist Mick Walker got to try a mint, low mileage example in 1983, recording the event in his book 'MV Agusta Fours': 'The experience was unique; the rider was transported to a different level, and made to feel really special. There was certainly a pronounced "feel-good factor".'

Although no lightweight - it weighed nearly as much as a Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage. In 1976 the 750S was replaced by the 750S America. Bored out to 789cc, the America produced a claimed 75bhp, an output sufficient to propel the Italian sportster to 100mph in around 13 seconds and on to a top speed of 135mph. Production of the 750S America ceased in February 1979. Bike rated the 750S as, 'one of the most dramatic-looking bikes made, the real stuff of legend.' Few would disagree.

This 750S America has been owned by the current vendor for the last 22 years, during which time it has been maintained regardless of cost by a leading marque specialist; indeed, only 400 kilometres ago it was treated to a full mechanical check-up and restoration. The machine retains its original paintwork and has been fitted with a genuine Arturo Magni seat and exhaust system. A Magni fairing is available and the America also comes with all of its original parts. Described by the private vendor as in generally excellent condition, this beautiful and highly desirable machine is offered with a V5C Registration Certificate and MoTs dating back to 1993.

£55,000 - 65,000
€62,000 - 74,000

121

One of only 73 right-hand drive roadsters built

1956 JAGUAR XK140 ROADSTER

Registration no. 982 UYK

Chassis no. 800065DH

- *Delivered in Australia*
- *In-period race history*
- *380 miles since full restoration (completed 2013)*
- *Eligible for a wide variety of prestigious events*





Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tryed, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time.

One of 73 right-hand drive XK140 roadsters made, this example was supplied via Jaguar dealer Bryson in Sydney, Australia. The car was delivered finished in Pearl Grey with blue interior and black soft-top, and was equipped with overdrive transmission. '800065' is one of only three right-hand drive XK140 roadsters supplied new to Australia.

In April 1956 the Jaguar was sold to its first owner, to Air Commodore Alfred Adnams of Edgecliff, Sydney. Born in Surrey, England in 1909, Air Commodore Adnams enjoyed a long and distinguished career in the Royal Air Force, which included commanding three separate bomber and fighter bases during WW2. In 1955 he was posted to Australia on an exchange basis, and took command of the Royal Australian Air Force's Land-Air Warfare School at Williamstown near Newcastle, New South Wales. He died in Sydney in 1969.

It is not known how long Air Commodore Adams kept the XK, but in June 1960 it showed up at the Australian Grand Prix meeting at Lowood where it was raced by Bernie Maudsley. Documentation on file records the names of subsequent owners in Australia, one of whom, Rob Gill, wrote an article about his XK140 for *Sports Car World* magazine (June 1974 edition, copy on file). In 1980 the Jaguar was acquired by previous owner Jim Byrne, who kept it for 34 years. Eventually, in 2009, he decided to carry out a full 'last nut and bolt' restoration, on the completion of which the car was bought by the current vendor (in July 2014) and brought back to the UK. Offered with a Jaguar Heritage Trust certificate, V5C document, and sundry restoration invoices, '800065DN' represents a wonderful opportunity to acquire a rare right-hand drive XK140 roadster with in-period race history, eligible for a wide variety of the most prestigious historic motoring events.

Bonhams would like to thank John Elmgreen for his assistance in preparing this description.

£150,000 - 180,000
€170,000 - 200,000

1972 FERRARI 365 GTB/4 'DAYTONA' BERLINETTA

Coachwork by *Carrozzeria Pininfarina*

Registration no. YNC 181L

Chassis no. 16331

- Delivered new to the UK
- Right-hand drive
- Well documented
- Comprehensive history file
- 66,000 miles from new



'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 275 GTB. Unlike the contemporary 365 GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel ventilated disc brakes. Air conditioning was optional, but elsewhere the Daytona remained uncompromisingly focussed on delivering nothing less than superlative high performance.





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

One of only 149 Daytonas manufactured in right-hand drive configuration, chassis number '16331' was delivered new to Maranello Concessionaires in December 1972 having been ordered by a Mr Heryet. The car was delivered finished in Argento Metallizzato (Silver Metallic) with Nuvola (Cloud) leather interior trim. Its order cancelled, the Ferrari was sold via Ian Anthony Sales to its first owner, The Honourable J Dawney, who kept it from 1973 until 1980. The original registration was 'OPG 84L'.

In 1980 the Daytona was sold to its second owner, Mr David Lomas of Cheshire, who transferred his private plate '54 TU' to the car. During Mr Lomas's ownership the Ferrari was maintained by marque specialists David Clarke Organisation (Graypaul Motors Ltd) and DK Engineering (see bills on file dating from the 1980s and 1990s). In 1993 the Daytona was stripped back to bare metal and repainted by RS Panels.

Following the death of David Lomas, in 1998 the car was sold by DK Engineering to the third private owner: M & J R Johnstone of Falkirk, Scotland, the original registration being reinstated. In 2007 DK Engineering sold the Ferrari again, on this occasion to Mr Gareth Richardson, its fourth owner, the registration changing to the present 'YNC 181L'. Subsequently the car was maintained by SMDG Performance Ltd and DK Engineering.

In 2010, 'YNC 181L' was sold to Ian Tandy and the following year passed briefly through the hands of broadcaster and motoring enthusiast Chris Evans, from whom it was purchased by the current vendor in August 2011. Since then the car has been maintained by Italia Autosport on an annual basis and has just been serviced and MoT'd (in October 2017). It comes complete with the original Ferrari wallet, warranty card, operating/maintenance/service handbook, and Blaupunkt radio instructions. The car also retains its full tool roll and jack, while of particular interest are two small notebooks detailing mileage/use/journeys from 1980 up to the current owner's acquisition in 2011 (from 32,870 miles to 63,866 miles). Also on file are photocopies of the original bill of sale, a Massini Report, and a V5C Registration Certificate. Presented in generally very good condition, this iconic low-mileage Daytona must be one of the very best examples currently available.

£500,000 - 600,000
€570,000 - 680,000



123

1973 ASTON MARTIN VANTAGE 4.2-LITRE SPORTS SALOON

Registration no. XGU 913M

Chassis no. AM6065/RA

- One of only 70 built
- Continuous history from 1976
- Circa 48,000 mileage supported by MoTs and service invoices
- Fully restored in 2013 including engine upgrade to 4.2 litres
- Desirable upgrade to Tremec T5 manual gearbox



Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by Bill Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that, 'Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time.'

Beneath its shapely exterior the 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. Larger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, *Autocar* judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.

After Sir David Brown's departure, DBS production continued under new owners Company Developments, the car being restyled with a two-headlamp front end but mechanically remaining much as before. For a brief period the six-cylinder DBS continued to be offered alongside the new V8. The DBS six was renamed 'Vantage', a departure from traditional practice as the term had hitherto been used to denote the high-performance engine option. To further confuse matters, all but two Vantages ('6067' and '6068') had the 'SVC' Vantage high-performance engine. Only 70 of these six-cylinder Vantages were produced between May 1972 and July 1973, their departure marking the end of the line for Aston Martin's classic twin-cam six.

According to the copy build sheet on file, 'AM6065/RA' was delivered to Odeon Motors (Whetstone) Limited in London on 25th July 1973. The car was finished in Cornish Gold with natural Connolly leather interior, and was fitted with a Borg Warner automatic gearbox. No other history relating to the car's first three years has survived.



On 3rd May 1976, the Aston was registered to one Lionel Henderson of Highgrove, London, with the registration number 'MYX 271P'. Two months later, in July 1976, Mr Henderson sold the car to Pierce Campion, who in March 1977 sold the car to Bridge Motors. Bridge Motors registered the car as the third owner while they had it for sale.

Amber Valley Meats Limited purchased the Aston in July 1977 and ran the car for around a year before selling it to Mr Desmond Rogers of Chesterfield in June 1978. Mr Rogers would be the first long-term owner, keeping the car nearly 20 years. It was then sold to Mr Andrew Allerton of North Shields on 25th April 1997, and in 2010, 'AM6065/RA' was purchased by Aston Martin specialists, Runnymede Motor Company.

Runnymede embarked upon a full restoration, changing the colour scheme to the current silver with Oxblood leather interior. The restoration included a full engine rebuild to 4.2 litres and the fitting of a Tremec T5 manual gearbox (the only notable departure from the original factory specification) with Aston Martin parts sourced from R S Williams and HWM. The restoration was completed in 2013 at circa 46,000 miles, and the car was then sold to the seventh owner.

In March 2014 the vendor, a collector, purchased the Aston Martin, which has been maintained for him by marque specialists, Post Vintage Engineers. The last service was completed by them on 9th June 2017 at 47,764 miles, and the Aston is reported to be driving beautifully and needing nothing. Indeed, the quality of this Vantage is such that it was chosen to be part of the display of heritage cars at the UK debut of the Aston Martin DB11 in March 2016.

The current believed-genuine mileage of circa 48,000 is supported by MoTs and service invoices. The earliest of the latter was issued on 9th November 1976 (at 19,453 miles) by Hyde Vale Garage Limited of London (official Aston Martin agents) while the first MoT on file is dated 13th March 1978 stating a mileage of 33,580. Mileage covered is traceable through further MoTs dating from 1979 to 2017. The Aston also comes with two sets of keys, an indoor car cover, and a battery conditioner.

Presented in beautiful condition, 'AM6065/RA' represents an opportunity to acquire not only one of the rarest of post-war Aston Martins, but also the last of the original and much-loved six-cylinder models.

£100,000 - 120,000
€110,000 - 140,000

124

1955 LANCIA AURELIA B24 SPIDER AMERICA

Coachwork by Pinin Farina

Registration no. 676 XUP

Chassis no. B24 - 1047

- *One of 59 Right-hand drive B24 Spider Americas built*
- *La Dolce Vita encapsulated in a motorcar*
- *Believed four owners from new*
- *Offered from an important private collection*





Race developed V6 engine, superlative handling and sensational Pinin Farina styling: these are the ingredients of a sports car classic and the Lancia Aurelia B24S Spider America has them all.

Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. An advanced unitary construction design, the 1.7-liter Aurelia featured all-independent suspension and a combined gearbox/rear transaxle on which were mounted the inboard brakes.

The sedan 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 sedan-like practicality, can be said to have introduced the Gran Turismo concept to the world. Introduced in 1953, the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, and this was adopted for the B24 Spider, also called the 'America', launched in 1954.

Acknowledged as one of Pinin Farina's masterpieces, the Aurelia B24 Spider combined sporting characteristics with an elegance that presaged another of the Torinese *carrozzeria's* great works, the Alfa Romeo Giulietta Spyder of 1955. For the B24 Spider the Aurelia B20 chassis was further shortened and came with a floor-mounted gearchange as standard. Its performance equaled that of the B20 Coupé, top speed being in the region of 115mph (185km/h).

Unusually clean lines enabled the Spider to achieve what was an exceptional performance for an open car of the period, being unencumbered by external door handles (there were internal pull-cords) and benefiting from a gracefully curved wraparound windscreen, and the model's signature styling feature, split bumpers front and rear. Only 240 B24 Spiders were manufactured during 1954/55, and today the model is one of the most sought-after of post-war Lancias.

This beautiful America Spider is understood to have been delivered new in July 1955 to the Italian home market to custodians who would retain the car for much of its life. It was supplied in right hand drive form as new, a configuration which was reserved for only one quarter of production of the model, a mere 59 units. In the 1950s, B24 America Spiders would have been an incredibly rare sight here in the UK, as it is thought that just 9 examples arrived in the British Isles...





We are told that the original owner of this car was intent on campaigning it on the Mille Miglia, as one might wish to today, and that in preparation he would make nighttime high-speed exercises with the car, aided by auxiliary lights he fitted. The tale goes that this aspiration was rather dampened when one such evening landed he and the Lancia in the Naviglio Grande Canal in Milan. While the car was apparently unscathed, and extracted with ease, this curtailed his intentions and the Mille Miglia wasn't pursued any further!

By the 1990s we are told that this treasured Lancia still rested with its original family, when it was acquired by Fausto Cammarata in Florence, Italy. By this stage, it is reported that although very original and still with its original engine, after 40 or so years of ownership the car deserved a 'birthday' in the form of refurbishment. Mr. Cammarata commissioned a full rebuild by noted Florence based restorers Officine Bartali, run by Duilio Bartali. The results of this extensive rebuild can be seen on the pages of the popular magazine *Routeclassiche* in October 2000, accompanying the car, where it now sported period correct Borrani wheels. Cammarata passed the car on later to one further owner who in the mid-2000s would again return to Bartali for a freshening of its restoration just prior to its arrival in the present collection in 2008.

Over the course of nearly a decade of the current ownership, the America Spider has been enjoyed for British and Continental driving on occasions, yet for what amounts to a modest accrual of mileage over this time. In recent years its interior was renewed, and a Nardi performance kit has been added, consequently, it has a little more power than it was born with. It remains extremely tidily presented and ready to show or tour.

One of the most iconic pieces of automotive design, these Lancias have rightly become increasingly coveted in the last few years. This with its simple history of four longer term owners and rare specification presents a rare opportunity.

£750,000 - 950,000
€850,000 - 1,100,000

125

**1962 ASTON MARTIN DB4 SERIES IV
4.2-LITRE CONVERTIBLE**

Registration no. 571 HYP
Chassis no. DB4C/1077/R

- *One of only 70 DB4 convertibles made*
- *Restored by Bodylines, Spray-Tec, and R S Williams*
- *Four-speed automatic gearbox upgrade*
- *Tracker vehicle locator fitted*





'The Aston Martin DB4 was perhaps the finest compromise which the David Brown-owned company ever achieved between exceptionally high-quality, exceptionally high-performance, exceptionally lavish finishing and yet properly contained overall size and weight – a great British product, benefiting from the styling input of Touring of Milan...' – *Motors*, 1965.

Classically proportioned and instantly recognisable from the moment of its introduction in 1958, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. Moreover, it was the first Aston Martin to carry *Carrozzeria Touring's 'Superleggera'* bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'.

Designed by Tadek Marek and already proven in racing, the DB4's new twin-cam six-cylinder engine displaced 3,670cc while the gearbox was a new David Brown four-speed all-synchromesh unit. An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's *Superleggera* body construction. 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. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.

The DB4 was available only as a closed sports saloon until September 1961 when the convertible version was unveiled at that year's Motor Show. Priced at £4,449, it was £250 more expensive than the saloon. Passenger space was little changed, though there was more headroom than the saloon could offer.



Its accompanying copy guarantee form shows that this Aston Martin DB4 Convertible, 'DB4C/1077/R', was sold new in October 1962 via Brooklands to Max Rayne of Duke Street, London W1. Max Rayne (later Lord Rayne of Prince's Meadow) was a millionaire property developer who helped rebuild central London in the decade's following WW2, though is better remembered as a philanthropist and supporter of the arts. Three additional owners are listed: Mr L Marks of Ware, Hertfordshire; Michael Gardner of London SW20; and Nicholas Morris of London SW3 (changes undated). The car was delivered finished in Shadow Grey with black Connolly hide trim, and left the factory equipped with chrome wheels and twin Marchal fog/spot lights.

There is then a gap in the Aston's history until January 1998 when it was acquired by previous owner Ronald Willson of London W14. Bills on file detail work undertaken by Bill Monk Classic Cars in Herefordshire during Mr Willson's ownership in the late 1990s, including converting the cylinder head for unleaded fuel, general maintenance, etc.

The current, titled, owner acquired '571 HYP' in 2000 via marque specialists, R S Williams Ltd. The recorded mileage then was 58,258 and now is circa 64,850. Since then the DB4 has been treated to body-off, bare chassis restoration by Aston Martin specialists, Bodylines (photographs on file) which included refinishing in silver by that other 'best-in-the-business' marque specialist, Spray-Tec.

At the same time, R S Williams overhauled the gearbox, rear axle, and braking system, and enlarged the engine to 4.2 litres capacity (dynamometer printout on file). Subsequently, RSW fitted five Borrani wheels (2001) and a Sony CD/radio and hands-free phone kit (2006).

In 2008 RSW carried out a major service, which included stripping the manual gearbox, crack testing and rebuilding it using the latest specification synchromesh cones. The following year RSW installed a modern four-speed automatic transmission. (The original manual 'box and parts are included in the sale). There are bills on file relating to all the aforementioned works together with others for routine annual servicing by RSW. The car also comes with numerous expired MoTs, FIVA Identity Card 92001), V5C Registration Certificate, and MoT to September 2018.

Combining Aston Martin's traditional virtues of style and performance with the joys of open-air motoring, the DB4 Convertible is most sought after and highly prized today. With the exception of the Zagato, the DB4 Convertible is the rarest Aston Martin road car of the David Brown era with a total of only 70 built, six fewer than the legendary DB4 GT.

£900,000 - 1,100,000
€1,000,000 - 1,200,000



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.

126

1955 JAGUAR XK140 DROPHEAD COUPÉ

Registration no. 2532 FS

Chassis no. S807077DN

- One of 479 drophead coupés
- Overdrive transmission
- Restored in 1995
- New tyres and freshly MoT'd





'A high-performance car of many qualities and amazing value – 100mph in 26.2 secs! – superb steering, brakes and controllability – an effortless maximum of over 120mph and 100mph cruising on overdrive.' – *Autosport* assessing the new Jaguar XK140 (4th November 1955).

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tryed, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph.

One of only 479 XK140 drophead coupés made in right-hand drive configuration (there were 2,310 with left-hand drive), this example was restored in 1995 by Lance McCormack (The Romance of Rust) of Ealing, West London, following which it was kept in a private collection in Dublin for 20 years. Freshly MoT'd and described by the private vendor as in generally good condition, the car is offered with a V5C registration document and is expected to possess a BMIHT certificate by time of sale.

£100,000 - 120,000
£110,000 - 140,000

2004 ASTON MARTIN DB7 ZAGATO COUPÉCoachwork by *Carrozzeria Zagato*

Registration no. SN54 BCZ

Chassis no. SCFAE12333K700013

- One of only 99 cars made
- 8,889 miles from new
- Six-speed manual transmission
- Full Aston Martin service history
- Concours condition



Co-judges at California's Pebble Beach Concours d'Elegance in 2001, Dr Ulrich Bez, CEO of Aston Martin, and Andrea Zagato, of the eponymous Italian design house, conceived the idea of an exclusive sports car recalling the beautiful DB4GT Zagato, a mere 19 of which were made in the early 1960s. (Arguably the most desirable of post-war Aston Martins, the DB4GT Zagato captured the imagination of enthusiasts like few cars before or since, a state of affairs that led to its resurrection in the late 1980s/early 1990s when a further six cars were sanctioned by the works).

The model chosen as the basis for the two companies' new joint venture was the DB7 Vantage supercar. 'But we don't see it as really retro,' commented Aston Martin's Director of Design, Henrik Fisker, explaining: 'We see it as more of a Zagato in the tradition of Zagato and Aston Martin. The idea of this car was, like the original DB4 and DB4GT Zagato, for the DB7 and the DB7 Zagato to have a relationship in design. So you couldn't go off in some futuristic direction.'

Like its illustrious predecessor, the DB7 Zagato has a shortened wheelbase and only two seats, but unlike the DB4GT Zagato, which was a lightweight 'homologation special' for competition use, its 21st Century equivalent was conceived as a luxury grand tourer.

The DB7 Zagato was styled at the Italian *carrozzeria*'s Turin base by Nori Harada, a pupil of the famous Ercole Spada, designer of the DB4GT Zagato. Given the extent of Zagato's planned alterations, the car was based on the strengthened open-top bodyshell of the DB7 Volante. Bodies were despatched to Turin for shortening and altering to incorporate Zagato's trademark 'double bubble' roof before returning to Aston Martin's Bloxham factory for trimming and finishing. Sleek and muscular, the DB7 Zagato, with its referential grille, long bonnet, and truncated tail, marked a return to the styling that made the DB4GT Zagato an all-time classic.





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

In July 2002 the DB7 Zagato was unveiled to selected potential customers at an exclusive preview at Savile Row tailors, Gieves & Hawkes. The launch price was set at around £170,000, with a strictly limited production run of only 99 cars worldwide, thus guaranteeing their status as collectible classics of the future.

In August 2002 the DB7 Zagato was presented at the Pebble Beach Concours d'Élégance in Monterey, California alongside two DB4GT Zagatos, before making its official debut at 'Mondial de l'Automobile' in Paris in September. The DB7 Zagato was available only in the UK, Europe, and South East Asia.

Number '13' of the total 99 cars produced, this right-hand drive DB7 Zagato is finished in Mercury Grey with Claret Aniline leather interior. Noteworthy factory-fitted features include the optional Metallic Pack (veneer set, gear knob, steering wheel insert, and switches); smoke ribbed headlining; black carpets piped in Claret; red brake calipers; power fold exterior mirrors; heated front screen; and a fire extinguisher.

This two-owner car comes complete with its original order form, owner's guide, and owner's hardback book (containing A4 photographs and paint/leather samples) plus an Aston Martin leather jacket, a small numbered model, and two sets of keys/fobs. Presented in concours condition throughout, this Zagato is offered with MoT to September 2018, a V5C Registration Certificate, an online MoT history printout, and full Aston Martin service history, the most recent service (at AM Newcastle) dated September 2017 at 8,889 miles. A rare opportunity to acquire one of the most celebrated and coveted of modern Aston Martins.

£320,000 - 360,000
€360,000 - 410,000



128 * N

C.1986 FORD RS200 EVOLUTION GROUP B RALLY COUPÉ

Coachwork by *Carrozzeria Ghia/Tickford*

Registration no. not UK registered

Chassis no. SFACXXBJ2CGL00105

Masterminded by its European Motor Sports boss, Stuart Turner, the RS200 was Ford's ambitious attempt at producing a championship winning Group B rally car.

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

The RS200 was first publicly displayed in 1984 and homologated in February 1986 after the required 200 examples had been built, all apart from the initial six prototypes being completed at Reliant's factory at Shenstone, Staffordshire. Its first World Championship event was that year's Swedish Rally where the car driven by Kalle Grundel finished 3rd overall, a most promising debut. The RS200 went on to achieve a total of 19 wins and 32 podium finishes at international level before the year's end, securing several national championships along the way. Sadly, that would be the limit of its rallying achievements, as FISA pulled the plug on the Group B supercars at the end of a season blighted by a number of fatal accidents, some involving spectators.

- *Ultra-rare Group B rally car*
- *More powerful Evolution model*
- *One of only 24 made*
- *Used for hill climbs and rally-cross in period*
- *Engine built by Geoff Page Racing (600bhp+)*
- *Registered in Norway*

Seeking to recoup some of the £10 million rumoured to have been spent on the project, Ford stripped down 120 RS200s and rebuilt them as road-legal supercars to be sold at around £50,000 apiece.

The car offered here is one of the later and ultra-rare 'Evolution' models, intended for the 1987 season and equipped with the much more powerful 2,137cc version of the BDT engine. Developed (around a new, thicker-walled cylinder block) by British engineer, Brian Hart, this physically larger engine could only be accommodated by modifying the chassis and firewall. In accordance with the rules, Ford had intended to build an additional 20 Evolution cars, but with Group B cancelled ended up modifying 20 of the first 200 chassis. An additional four Evolution cars were completed after the initial 20. It is worthwhile noting that in 1986 one of these Evolution cars, driven by rally ace Stig Blomqvist, set a Guinness World Record 0-60mph time of 3.07 seconds, which stood for an astonishing 12 years.

Chassis number '00105' was sold by Ford's Competitions Department at Boreham on 30th April 1987 to Mikal Nordstrom (receipt on file) and used by him for hill climbs and rally-cross. Subsequently, the car was sold to the JBJ Group, was returned to road specification and registered in Sweden. It was sold to the current owner on 13th September 2000 and is currently registered in Norway. We are advised by the vendor that the engine has been built by Geoff Page Racing and produces in excess of 600bhp, which is transmitted to the road via a competition-type gearbox. The car comes with a substantial amount of documentation together with the original leather-bound owner's manual and various items of original RS200 literature including original RS200 owner's club magazines and tool kit.

Should the vehicle remain in the UK import duties of 5% will be applied to the hammer price.

£180,000 - 240,000

€200,000 - 270,000





129

**1962 ASTON MARTIN DB4 'SERIES V'
VANTAGE SPORTS SALOON**

Registration no. 4777 BH
Chassis no. DB41119R

- *Matching numbers*
- *Special Series (Vantage) engine from new*
- *Overdrive added*
- *Known ownership history*
- *Continuously maintained rather than restored*





'Performance, controllability and comfort have been combined in the Aston Martin DB4 to make it a highly desirable car: one in which long journeys can be completed very quickly indeed with the minimum of risk or discomfort and the maximum of pleasure.' - *The Motor*.

Classically proportioned and instantly recognisable from the moment of its introduction in 1958, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. Designed by Tadek Marek and already proven in racing, the DB4's new twin-cam six-cylinder engine displaced 3,670cc while the gearbox was a new David Brown four-speed all-synchromesh unit. An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's *Superleggera* body construction. 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. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers, and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays, and a host of improvements to the interior fittings. The fourth series was readily distinguishable by its new grille (with seven vertical bars), shallower bonnet intake, and recessed rear lights, while the final (fifth) series manufactured between September 1962 and June 1963 was built on a 3.5" longer wheelbase (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

One of the most notable developments had arrived with the introduction of the 'Series IV' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves, and triple SU HD8 carburettors, producing 266bhp at 5,750rpm, a gain of 26 horsepower over the standard unit. Almost all DB4 Vantages were built with the faired-in headlights of the DB4GT, including the car offered here.



The DB4 Series V Vantage is one of the rarest and most desirable of the DB4 range with only some 50 cars built in this final incarnation of the DB4. Indeed, the original 'James Bond' car used in the filming of 'Goldfinger' was a DB4 Series V, as they look virtually identical to the DB5 which at that time was not quite ready.

The accompanying copy guarantee form shows that chassis number '1119/R' was built with the Vantage specification engine and left the factory finished in Fiesta with Fawn leather interior. Registered '4777 BH', the DB4 was retained via Brooklands (Eton Garages Ltd) and sold new to Mr G L O'Neill of The Chase Manhattan Bank, Berkeley Square, London SW1.

There is a separate list of owners and their addresses on file, showing that in 1985 the Aston was in the USA. Back in the UK by 1989, '4777 BH' was purchased in 1993 by Peter Korner, who kept the car until his death in 2001 whereupon it passed to the current, recently deceased, owner. Also on file is some interesting correspondence from Korner and from Martin Allen, the car's owner from 1975 to 1984, commenting on the DB4's originality and unmolested condition.

The guarantee form records details of regular servicing up to November 1971, by which time the car had covered 68,854 miles. However, it should be noted that expired MoT certificates for the period 1989-2000 record the mileage total rising from 39,861 to 45,590, while the current odometer reading is 56,972, indicating that either the unit has been 'around the clock' or that a replacement was fitted at some time. MoTs for the period 2001-2017 show the recorded mileage rising from 46,396 to 56,702, making the total covered over the course of the last 16 years 10,306, or 644 miles annually.

In recent years the Aston has been serviced and maintained by Wilson Engineering of Conyer, Kent, as evidenced by bills on file for various works including overhauling the rear suspension and replacing the front engine mounts (both in 2015). The most recent service bill dates from June 2016. In addition to the history file, the car comes complete with instruction book, jack, and wheel hammer, and is offered with a V5C document and current MoT. Never restored, apart from a repaint in original livery circa 1978, '1119/R' represents a rare opportunity to acquire a well-maintained and highly original example of this most sought-after Aston Martin model.

£450,000 - 550,000
€510,000 - 620,000



130

2002 FERRARI 575M MARANELLO COUPÉ

Registration no. to be advised

Chassis no. ZFFBT55C000128284

- One of only 69 UK right-hand drive cars
- Rare manual gearbox
- Circa 30,000 miles recorded
- Full history available





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

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

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car.

Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competition Ferraris of the past, in particular the immortal 250 GTO, 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 gated six-speed manual 'box. When production ceased in 2005, 2,056 cars had been completed, of which 1,810 had the 'F1' transmission, 246 the manual alternative.

The car offered here was sold new via Maranello Concessionaires, Egham and is one of only 69 right-hand drive examples supplied to the UK. Finished in Rosso Corsa with Nero leather interior, it has been fitted with Ferrari carbon fibre racing seats and a Tubi exhaust system. Offered from a private collection and well maintained, the car comes with full service history, there being five stamps in the service booklet. The most recent service (including a change of cam belts) was carried out in May 2016 (at 29,816 miles) by Italia Autosport in Meltham, West Yorkshire. The comprehensive history file also contains service invoices, an old-style registration document, a V5C Registration Certificate, and MoT to November 2018.

Having covered only some 30,000 miles from new, this beautiful car represents a very rare opportunity to acquire a superb, little used example of one of Ferrari's best ever V12 Grand Tourers. One of the best examples of its type currently available, and an excellent future investment, it is a worthy modern-day successor to the Ferrari 'Daytona'.

£150,000 - 200,000
£170,000 - 230,000

131

One of only 12 built

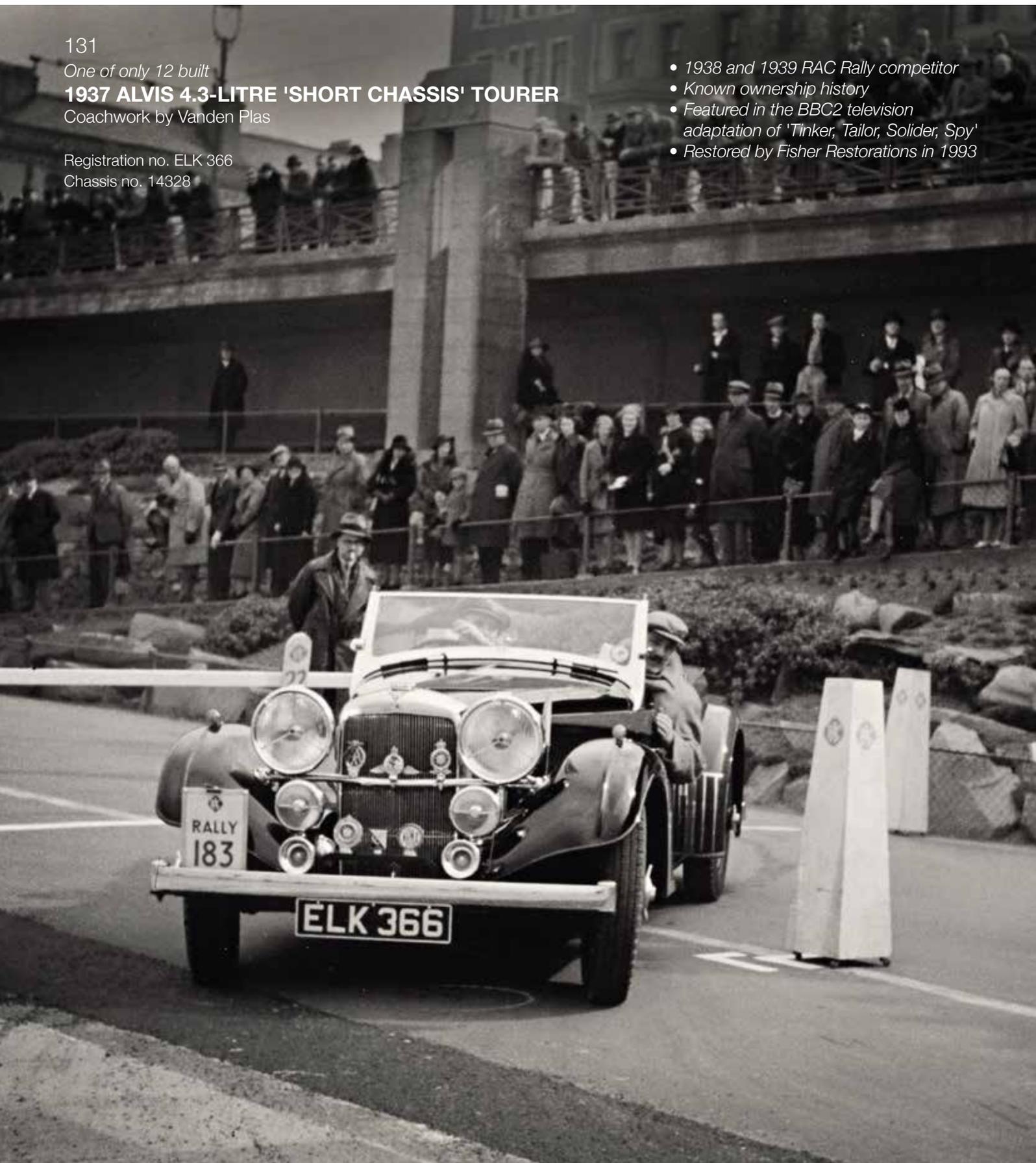
1937 ALVIS 4.3-LITRE 'SHORT CHASSIS' TOURER

Coachwork by Vanden Plas

Registration no. ELK 366

Chassis no. 14328

- 1938 and 1939 RAC Rally competitor
- Known ownership history
- Featured in the BBC2 television adaptation of 'Tinker, Tailor, Soldier, Spy'
- Restored by Fisher Restorations in 1993

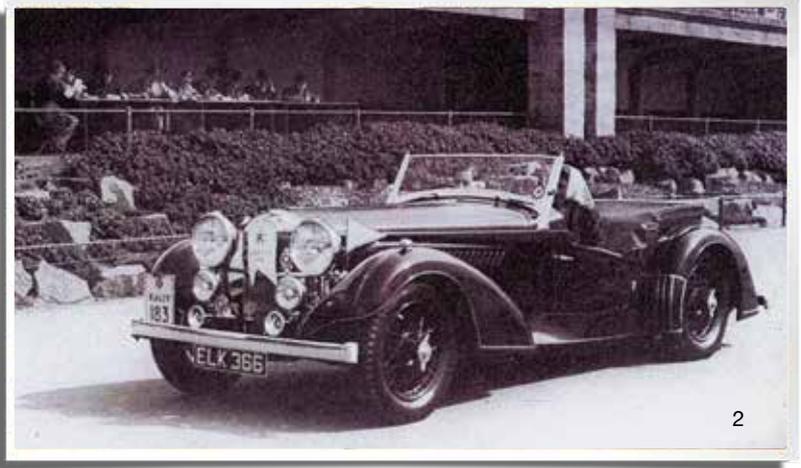


1 (main)
'ELK 366' participating on the
1938 RAC Rally, Blackpool
© Wayne Brooks

2
Robert Affleck Robertson aboard 'ELK 366',
RAC Rally 1938. © Wayne Brooks

3
On display at a local Car Meet when owned by
Dr John Grocott, 1950s. © Wayne Brooks

4
'ELK 366' was used extensively during Dr John
Grocott's ownership, 1953-1970. © Wayne Brooks



2



3

'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 in August 1936 of the 4.3-Litre, designed by the company's distinguished Chief Engineer, Captain George Smith-Clarke. The 4.3-Litre was based on the 3½-litre Speed 25 introduced the previous year, and was powered by an enlarged version of Alvis' new seven-bearing, overhead-valve engine producing 137bhp on triple carburettors. 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 complete 4.3-Litre cost around £1,100, outstanding value for money given its specification and performance, and comfortably undercutting rivals such as the V12 Lagonda and 4¼-Litre Bentley. Despite this price advantage, only 198 cars had been delivered when the outbreak of World War 2 stopped production. Some 95 survivors are known to the Alvis Owners Club.



4



Alvis Ltd's records show that chassis number '14328' was constructed on the short (10' 4") wheelbase and bodied by Vanden Plas as a 'Sports Four-Seater'. The car was finished in black and red with red interior. Despatched to Brooklands of Bond Street, London on 22nd December 1937, the Alvis - registered 'ELK 366' - was first owned by one Robert Affleck Robertson of London W1, who drove it in the 1938 RAC Rally as a Manufacturer's Team Entry (number '183'). In its report on the 1938 RAC Rally (3rd May edition), *The Motor* included a photograph of 'ELK 366' captioned: 'R A Robertson's Alvis (open cars, £601-£1,000)'. Robertson's Alvis secured 1st place in the Rally's Coachwork Competition (Class 4a - Open Cars) and is pictured in Donald Cowbourne's book, *British Rally Drivers Their Cars & Awards 1925-1939* (page 331).

The following year, 'ELK 366' was back at the RAC Rally, on this occasion driven by W E C Wilkinson of Great Malvern, who had acquired it in June 1938. Elder son of Samuel, Lord Wilkinson, William Wilkinson was a well-known rally driver and trials competitor in the 1930s. In 1940, *The Autocar* edition of May 31st featured Wilkinson's vehicles in its 'Family Fleet' series, depicting the Alvis together with an MG K3, Fordson Tractor, and Morris 30cwt truck.

Wilkinson kept the Alvis until April 1952 when ownership passed to Air Vice-Marshall Robert Stanley Aitken of Saltdean, Sussex. The Air Vice-Marshall did not keep the car for very long, ownership passing in August 1953 to Dr John Grocott of Penkull, Staffordshire. Dr Grocott extensively modified the Alvis, panelling over the rear seat to create a two-seater and strengthening the chassis by boxing it in.

Dr Grocott owned the Alvis until 1970 when it was acquired by Michael Cummins of Upton Warren, Worcestershire who at that time was Membership Secretary of the Alvis Owners Club (AOC). During Mr Cummins' ownership, 'ELK 366' featured in the BBC2 television adaptation of John Le Carré's Cold War thriller, *Tinker, Tailor, Solider, Spy*, starring Alec Guinness as spymaster George Smiley.



Family Fleet No. 38. Mr. W. E. C. Watkinson, of Great Malvern, owns this multi-purpose quartette and drives them all himself. Left to right, they are a supercharged "K3" M.G., a short-chassis "4.3" Alvis, a Fordson tractor and a Morris-Commercial 30 cwt. truck. The owner of such a fleet might be expected to supercharge the tractor and fit a sports body on the truck.



6
At a Alvis Owners Club (AOC) meet.
© Wayne Brooks

5
W. E. C. Wilkinsons's 'Family Fleet' of vehicles displayed in the May edition of the *Autocar*, 1940. © Wayne Brooks





For the film the Alvis carried the registration 'PLA 41' and was driven by actor Ian Bannen in the role of Jim Prideaux. Apparently, Bannen was so taken with the Alvis that he changed the script, referring to it as the 'best car in the world', and contacted Mike Cummins to ask if he could find one for him.

During Mike Cummins' ownership the registration was changed to 'ALV 15', as recorded in the AOC Membership List of February 1980. In February 1992, he advertised the car for sale in the AOC Bulletin, and in March of that same year it was sold to William Rankin of Matfen, Newcastle-upon-Tyne. During Mr Rankin's ownership the Alvis was restored by Fisher Restorations of Rushock, Kidderminster (in 1993), the body being returned to factory specification. In 2000 the car took part in the AOC's USA Tour, and in 2004 attended the International Alvis Weekend at Beamish Museum in County Durham. The current vendor acquired 'ELK 366' in August 2013, since when it has been maintained by his in-house engineer. Accompanying documentation consists of an old-style logbook, sundry bills, MoT to April 2018, and a V5C Registration Certificate.

A wonderful opportunity to acquire one of the fastest production cars of its era and the very embodiment of the term, 'Post-Vintage Thoroughbred'.

£450,000 - 550,000
€510,000 - 620,000

7
'ELK 366'
featured in
the *Motor*
magazine,
1938





8
'ELK 366' awarded first in class at the RAC Rally, the *Motor* magazine, 1938

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First owned by Sir Paul McCartney

**1964 ASTON MARTIN DB5 4.2-LITRE
SPORTS SALOON**

Registration no. 64 MAC

Chassis no. DB5/1653/R

- *Known ownership history*
- *Professionally restored to concours standard*
- *Restoration completed 2017*
- *Circa 2,600 miles since completion*





Chassis number '1653/R' was completed at Newport Pagnell on 3rd July 1964 and delivered on 22nd September '64 to Bryce, Hamer & Isherwood, Paul McCartney's accountants at the time. Ordered by McCartney prior to his departure for the Beatles' world tour in the summer of 1964, the DB5 was subsequently registered in the musician's name, and Paul greatly enjoyed driving the car over the following six years. Accompanying paperwork shows the price was £3,800 10s 0d plus Purchase Tax of £793 6s 8d.

The BMIHT certificate on file shows that the Aston was originally finished in Sierra Blue with black interior. It was fitted as standard with the ZF five-speed gearbox, while desirable factory options listed include Armstrong Selectaride rear shock absorbers, Motorola radio, powered aerial, two Marchal fog lamps, chrome road wheels, heated rear window, two Britax safety belts, three-ear hubcaps, and detachable headrests. Unusually, the car was also supplied with a Philips Auto-Mignon record player, the latter seemingly an essential for a professional musician. Reportedly, the original interior leather also featured musical note-styled patterns in the stitching. The BMIHT certificate confirms that the first recorded purchaser was Paul McCartney and that the car was registered 'BYY 379B' (subsequently 'CLX 654B').

Though Paul McCartney later owned an Aston Martin DB6, which has been the subject of extensive media coverage, this lesser known DB5 is believed to be the first Aston owned by the musician. He ordered it at a particularly important career juncture: just weeks after the Beatles' famous appearance on the Ed Sullivan Show and the completion of filming 'A Hard Day's Night', their first film. In a September 1967 profile of Paul McCartney, Time magazine wrote: 'Bachelor Paul, 25 (his favorite "bird" is 21-year old actress Jane Asher) is a movie addict, loves "the look of London" and tools around town in a spiffy blue Aston Martin DB5'.

This DB5 also made an impression on Roger McGuinn, guitarist with the Californian rock band, The Byrds. McGuinn once recalled a concert that his band performed during their 1965 UK tour. Apparently the Beatles were in attendance and, following the show, the two bands spent some time socialising. 'The next night,' recalled Guinn, 'I went to Paul McCartney's club in St James's and he took me out for a drive around London in his Aston Martin DB5. It was a really amazing time.'



Service records indicate that in 1970, when '1653/R' was fitted with a new clutch and received some other minor service work, the odometer reading was 40,513 miles. It is believed that the car first changed hands at around this time when it was sold to Truebell Stationers in Wandsworth, Southwest London. Subsequently, on 12th March 1983, the DB5 was acquired by John Richard Rogers of Ilford. Mr Rogers retained the Aston for 13 years before selling to John Hardy Shannon on 16th July 1996.

In 2002, '1653/R' was sold to a British collector who recognised the Aston's importance and decided that it was deserving of refurbishment. He commissioned Walter Baroni of Corsica, Milan, to carry out an extensive cosmetic restoration that included a bare-metal strip-down and repaint in the car's original colour of Sierra Blue, as well as the installation of a new interior. Upon returning to the UK, the Aston's brakes and the cylinder head were overhauled, courtesy of specialists Headshop Ltd in Wallington, Surrey.

Subsequently, '1635/R' was acquired by broadcaster and motoring enthusiast, Chris Evans, who purchased the car's most appropriate '64 MAC' registration for it. The Aston's next owner purchased the car at auction in 2012 and proceeded to commission a full restoration to concours standard. Accordingly, '1653/R' was despatched to Aston Martin specialists Alan Smith Motors of New Romney, Kent where it arrived still painted Sierra Blue and with a black leather interior.

From the beginning, it was decided that a full 'last nut and bolt' restoration was the only way to restore the Aston to its former glory, and everything would need to be stripped, assessed, and either replaced or overhauled. The first task was to strip everything that could be removed, starting with the interior, engine, gearbox, front and rear suspension, electrical wiring, bonnet, doors, boot, and glass. With the body removed and the sand blasting was completed, it became possible to assess the chassis structure.

The engine, gearbox, and final drive were removed and cleaned, and the engine dismantled. The bell housing and gearbox were then separated. All parts were stripped and checked and replaced where needed. After the hubs and suspension fittings had been removed, the rear axle was cleaned and set aside for reconditioning, as was the ZF five-speed gearbox.

The key objective for the rebuild of '1653/R' was to ensure that the restoration should be to a standard at least as good, if not exceeding, that achieved by the factory when the car was built. Also part of the brief was the requirement that any component not to original specification was to be replaced as a matter of course. It was decided that the Aston Martin would be repainted in the iconic Silver Birch of James Bond DB5 fame, while the interior was to be fully re-trimmed in Mulberry leather.

PURCHASER'S NAME :- PAUL MCCARTNEY		CAR No. DB5/1653A
		REG No. BYY 379 B
GUARANTEE ISSUED:-		GUARANTEE EXPIRES:-
DELIVERED:-		SHIPPED:-
AGENT:-		YEAR OF MANUFACTURE:-
PARTICULARS		PARTICULARS OF NON-STANDARD EQUIPMENT
TYPE Aston Martin DB5. ENGINE No. 400/1641 CHASSIS No. DB5/1653/R. CARBURETTOR Triple S.U. H.D.S. DYNAMO Alternator. STARTER GEARBOX S5 325/299 SPEEDO GEARS REAR AXLE RATIO 3.77:1 SHOCK ABSORBERS FOG LAMPS CIGAR LIGHTER SPEEDOMETER MPH PLUGS TYRES Dunlop R35 tyres. HEADLAMPS BODY TYPE Saloon BODY MANUFACTURERS BODY No. BODY COLOUR Sierra Blue TRIMMING Black HOOD and COVER SLIDING ROOF WIRELESS HEATER REAR AXLE No. C64/311 BATTERY No. KEY No. FS906 Boot lid and glove box FP 680.	Motorola Radio Power Operated Aerial. 2 Marchal Foglamps. Chrome Roadwheels. Heated rear screen. Two British Safety belts. Three ear hub caps. Detachable headrest to Passenger's seat Phillips Acro Mignon Record Player.	
		ADDITIONAL OWNERS
		Mr. L.J. Eden, Truebell (Stationers) Ltd., 17 Viewfield Road, LONDON S.W.18.



Alan Smith replaced the sills, outriggers, wheelarches, inner wings, radius arm mounts, doorframes, hinge pins, etc. The chassis was then powder coated. The body was dispatched to a partner company, ShapeCraft Motor Bodies, who replaced the aluminium roof and supplied a new front end and rear lower valance. Back at Alan Smith, the new front end was fitted; the rear end refitted together with new rear valance; and new door skins fabricated. New wing under-shields were installed and the body pre-fitted prior to final painting at Alan Smith Motors. The underside was then stone-chipped and protected.

Meanwhile, the engine was sent to Kent Auto Developments where it was stripped, assessed, and then re-assembled with new pistons and liners, reground crankshaft, and new bearings. Timing chains were replaced and the cylinder head refaced and fitted with new valves and valve springs. Engine capacity was enlarged from 3,995cc to 4,200cc giving a small but useful increase in maximum power and torque: from 282bhp and 280lbs/ft to 315bhp and 305 lbs/ft on a slightly increased compression of 9.1:1. The carburettors were stripped and rebuilt at the same time. Once reassembled, the engine was dynamometer tested to ensure all was within limits. The engine was then ready to be reinstalled, the gearbox and rear axle having already been rebuilt by BPA Engineering.





Paul McCartney signing autographs © The Daily Sketch

Brake and fuel lines were then installed, together with the front and rear suspension, hubs, steering linkages, and steering rack. The engine bay was fitted with relays, servos and fuse boxes, and the engine bay wiring loom and main loom installed. The installation of the steering column and linkage followed, and the car was also fitted with new power steering and a Kenlowe electric radiator fan.

At the same time, the interior re-trim commenced with the installation of the new headlining. While all this work was going on, the task of painting, assembling and trimming the dashboard commenced, with each instrument checked for operation. Once completed, the task of installing and connecting the complete new wiring loom could begin, in conjunction with fitting the control pedals, brake and clutch master cylinders, new brake lines, and throttle linkages.

It was then time to reinstall the engine and gearbox using new engine and gearbox mountings bolted securely in place. The transmission cover was now fitted, thus enabling the carpeting of the cabin to commence. Mulberry leather was used throughout for all seats, door trim, and boot with corresponding Mulberry piping, while Mulberry carpets, leather bound, were specified throughout. Expertly undertaken by Michael Wheatley at Elite Coach Trimming Ltd, the re-trim also included a complete refit of all seats with new webbing and padding, and re-chroming of the seat hinges and reclining mechanism.

The rare Philips Auto-Mignon record player that was initially specified by Paul McCartney was re-commissioned and is now in working condition.

The final part of the assembly process involved fitting a new stainless steel exhaust system, installing the fuel tank and fuel lines, and fitting the lights and external trim together with other items such as the boot and bonnet liners. Finally the newly trimmed seats were installed. The suspension was then checked for toe-in, camber and castor angles, and any needed adjustments made. After thorough checks of the electrical, cooling, and fuel systems, and the oil levels in the engine and transmission, the engine was ready to be started. Finally, in 2017 after four years of painstaking restoration, the Aston was ready for road testing, and since then has covered circa 2,600 miles.

Presented in truly immaculate condition, '1653/R' comes with copy guarantee form, a V5C registration document; current MoT; invoices relating to its recent restoration; and the aforementioned BMIHT certificate. The full story of its life, celebrity owners, and restoration is also detailed in a beautifully presented full-colour 141-page book (produced by Bespoke Photobooks), a copy of which accompanies the car (inspection recommended).

£1,250,000 - 1,500,000
€1,400,000 - 1,700,000



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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1967 JAGUAR E-TYPE 'SERIES 1' 4.2-LITRE COUPÉ

Registration no. HPR 3F

Chassis no. 1E 21620

- Arguably the most desirable E-Type variant
- Little used since 1999
- Recent extensive professional restoration
- Five-speed gearbox; Coopercraft brakes





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

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

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 most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-Type was 'the most beautiful car ever made'.

Manufactured in August 1967, this 'Series 1' Coupé was acquired by the current owner in 2013 from a friend, who had owned the car since 1999 but had not used it. Between 2014 and 2016, the E-Type was restored by the vendor's company, a Jaguar authorised coachbuilder and manufacturer of conversions, which called an 82-year-old trimmer out of retirement to re-trim the interior. The rebuild also included upgrading the brakes using Coopercraft callipers and discs, installing a Realm Engineering five-speed manual gearbox for more relaxed touring, and fitting a modern blue tooth audio system (the original 4 speed manual gearbox and Motorola radio come with car). The car also benefits from a battery guard and tracker. The vendor had intended to keep the E-Type forever, but now finds that other projects are demanding his attention, hence the decision to sell.

Finished in Opalescent Silver Blue with grey leather interior, this beautifully restored E-Type is offered with sundry restoration invoices and a V5C Registration Certificate, as well as a tool kit.

£90,000 - 120,000
€100,000 - 140,000

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

Ferrari Classiche Certified and only 7,800kms from new

2004 FERRARI ENZO BERLINETTA

Coachwork by Pininfarina

Registration no. RK54 AHJ

Chassis no. ZFFCZ56B000136740

'In 1999 we won the manufacturers' championship; in 2000 we added the drivers' championship for the first time in 21 years. We won the last championship of the 20th Century, and the first of the 21st Century. I wanted to celebrate this with a car very much like a Formula 1. After honouring Modena and Maranello, we felt this was the right car to honour the name of our founder.'

– Luca di Montezemolo, President of Ferrari.

Fortuitously, the Enzo's announcement in mid-summer 2002 coincided with Michael Schumacher clinching that year's Formula 1 drivers' championship for Ferrari, his third in a row for the Italian manufacturer. Indeed, the German superstar had been instrumental in the Enzo's development, contributing much valuable input to the refinement of its driving manners.

Formula 1-derived technology abounded in the Enzo. Its electro-hydraulic six-speed manual transmission had already been seen in other Ferraris and was further refined, changing ratios in a lightning-fast 150 milliseconds, while the steering wheel with its plethora of buttons, lights and switches was guaranteed to make any F1 driver feel at home. Carbon brake discs had been standard F1 equipment for many years, but the Enzo's carbon-ceramic rotors represented a 'first' for a production road car. Double wishbone suspension, or variations thereof, is to be found on virtually every modern supercar, but the Enzo's incorporated pushrod-operated shock absorbers all round, just like a racing car's. In one important respect Ferrari's new sports car was superior to its F1 cousin, incorporating Skyhook adaptive suspension, a type of technology banned from the racetrack since the late 1990s. Constructed entirely from carbon fibre and Kevlar, the monocoque chassis tub was immensely stiff, a necessary requirement of the adaptive suspension.

It may not look like a Formula 1 car but the Enzo benefited from aerodynamic developments made in motor sport's premier category, enabling it to dispense with the rear wing of its F40 and F50 predecessors, employing a state-of-the-art under-body diffuser instead. Harking back to another landmark Ferrari - a Group 5 sports-racer this time - the doors opened upwards and forwards, just like those of the Tipo 512 of 1970. Although not as stark as that of an out-and-out competition car, the Enzo's interior was more functional than that of previous Ferrari road cars, boasting a mix of red leather trim and carbon-fibre panelling. There was not even a stereo system, the (optional) air conditioning being just about the only concession to creature comforts. The heart of any car though, and especially of a Ferrari, is its engine; that of the Enzo being a 60-degree V12, a configuration long associated with the Italian marque and so the natural choice for a model bearing the name of the company's founder. Deploying four valves per cylinder, variable valve timing, and variable length intake trumpets (the latter another Formula 1 spin-off) this 6.0-litre unit produced a mighty 660bhp, 33 horsepower more than its BMW-powered McLaren F1 rival.

- Delivered new to France
- Left-hand drive
- Ferrari FXX wheels
- All books and tools
- Tracker vehicle locator installed







Unleashing all this power in a straight line produced acceleration figures of 0-100km/h (62mph) in a little over 3.5 seconds, with 200km/h (124mph) achievable in 9.5 seconds. Yet applying the brakes hard enough could bring the Enzo back to a standstill in only an additional 5.7 seconds - impressive stuff. The top speed? A little over 350km/h (218mph). Hitherto, Ferrari had shied away from providing 'driver aids' on this type of car but perhaps not surprisingly given this level of performance, opted to fit traction control, anti-lock brakes, and power-assisted steering to the Enzo.

A mere 349 examples of this 'legend in the making' were scheduled for production at a price of around \$650,000 (approximately £450,000) apiece, making it the most expensive Ferrari ever made. As it happened, Ferrari ended up making 400 and, needless to say, had no trouble whatsoever in selling them all, one going to His Holiness Pope Benedict XVI.

Testing an Enzo at Ferrari's Fiorano track soon after its announcement in 2002, *Car* magazine's Mark Walton enthused: 'On the move, the Enzo is something else. It sounds absolutely unbelievable - so loud and crisp I can imagine farmers three miles outside Maranello looking up from their fields. It doesn't scream like an F1 car; it howls and bellows like a big-capacity Group C racer...' and that was before he had even sat in the car. Once out on the track, it did not disappoint: 'The Enzo lunges forwards so violently that it feels like it could cause brain damage - a big, muscular punch that makes your stomach lurch and your head reel with blood loss.

'As if that crushing power wasn't enough, the steering is unbelievably light, yet still pointy and full of feel. It feels so willing, so utterly in your control as you turn in...' Clearly, the next owner of the pristine example offered here has much to look forward to.

Left-hand drive chassis number '136740' was supplied new on 29th November 2004 via the French Ferrari importer, Charles Pozzi, in Paris. The Enzo was delivered finished in classic Rosso Corsa (what else?) with larger-than-standard red-stitched nero seats and red safety harnesses, while wheels taken from the ultra-exclusive track-only FXX are a special feature of this particular car.





On 27th April 2007, the Ferrari was imported into the UK and serviced by marque specialist Joe Macari until it was later sold to Switzerland. In June 2015, the Enzo returned to the UK and was purchased by the Graypaul dealership, who sold it to the current vendor in February 2016. Only 7,753 kilometres had been covered at time of cataloguing and, as one would expect, the car is presented in excellent condition. It comes complete with owner's handbook, service book, and tools, and is offered with a UK V5C Registration Certificate and the all-important Ferrari Classiche certification.

As is so often the case with limited edition 'instant classics', Ferraris in particular, values have continued to rise since the Enzo's introduction and show no signs of slowing down. An opportunity not to be missed.

£1,800,000 - 2,200,000

€2,000,000 - 2,500,000



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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1965 PORSCHE 911 'SWB' COUPÉ

Registration no. FUW 2C

Chassis no. 301930

- *The second UK-supplied Porsche 911*
- *Ultra-rare original right-hand drive model*
- *Possibly the oldest surviving UK customer-delivered 911*
- *Much sought after 1st Series model*
- *Eligible for numerous prestigious events*





Few sports cars have proved as versatile as Porsche's perennial 911, a model that, for the past 50 years, has proved equally capable as a Grand Tourer, circuit racer or rally car. A 'modern classic' if ever there was one, the 911 first appeared at the 1963 Frankfurt Motor Show as the '901', but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers. The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.

Manufactured in July 1965, this 1st Series (pre-A Programme) Porsche 911 was delivered new to the UK making it an ultra-rare European example, the bulk of production going to the USA, and is rarer still by being an original right-hand drive car.

Chassis number '301930' is the second UK-supplied right-hand drive Porsche 911 and was delivered via the then concessionaires, AFN Ltd, to first owner W Kendrick of Walsall, Staffordshire (see chassis card on file). Extensive research has failed to uncover the whereabouts of the first UK-supplied car making this possibly the earliest customer-delivered 911 still in existence. Furthermore, '301930' is one of the very early, short-wheelbase cars of the type much favoured by the historic rallying fraternity, a situation that has led to unmodified examples such as this one becoming a great rarity and consequently much in demand.

The Porsche was purchased 35 years ago by its third owner, whose poor health resulted in the car being mothballed for many years. Restored in 1985 (retaining its original interior), the car is described by the vendor as in generally good condition, though we are advised that the gearbox bearings are noisy. 'FUW 3C' has recently been retrieved by Mortimers and is being carefully re-commissioned ready for sale. It has also has been inspected and the VIN print checked by a highly respected Porsche historian, and has been verified as completely genuine. This very important and historic Porsche 911 represents possibly a once in a lifetime opportunity.

£170,000 - 200,000
€180,000 - 220,000

136

The ex-Brian Epstein, Ringo Starr

**1966 AUSTIN MINI COOPER 'S'
SPORTS SALOON**

Coachwork by Harold Radford/Hooper & Co (see text)

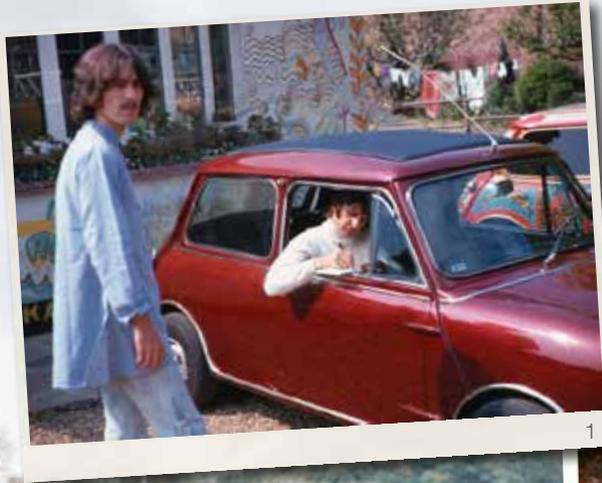
Registration no. LLO 836D
Chassis no. C-A2S7/799541

- Current family ownership for 40 years
- Restored in 1991
- Numerous unique features
- Cartier 'Style et Luxe' winner 1998
- Featured on 'Top Gear'

1
Ringo in his Mini parked next to George's Mini during rehearsals for the White Album. George had his car and a wall of his house painted with Tantric Art for inspiration, 1968 (image part of lot)

2
Photo taken by a fan outside Abbey Road studios – the band is working on 'I am the Walrus', 1967

3
Ringo autographs a 'Sgt. Pepper Lonely Hearts Club' sleeve outside Abbey Road studios before going in to work with the orchestra for the first time on *All You Need Is Love*, June 1967





The Mini was the standout motoring icon of the 1960s, so it was only to be expected that that era's defining popular music act – The Beatles – would all own examples of Alec Issigonis' motoring masterpiece. But while it is relatively easy to carry your guitar around in a Mini, a set of drums is another matter entirely, and it is said that Ringo stipulated that his must be able to accommodate a drum kit, making it different from those purchased for the other members of the 'Fab Four'. The solution to the lack-of-space/accessibility problem was a hatchback conversion, which coachbuilder Harold Radford was offering as an option on its up-market Mini de Ville GT, introduced in October 1965.

Radford was not the only firm offering modified and upgraded Minis at this time. Another was Hooper & Co, widely acknowledged as Britain's finest coachbuilder until parent company BSA ended its body-building activities at the end of 1959 and reconstituted it as Hooper (Motor Services) Ltd, which acted as a sales and service company. Nevertheless, Hooper seems to have 'kept its hand in' by modifying cars for a select band of customers, including actor Peter Sellers who is known to have commissioned a special Mini from them. 'LLO 836D' carries Radford and Hooper badges, suggesting input from both companies.

Ringo goes to visit wife Maureen at Queen Charlotte's Hospital in London the day after their son Jason was born, 1967



Like all of The Beatles' Minis, 'LLO 836D' was purchased new by band manager Brian Epstein's company, to which it was first registered in May 1966. Its registration number is in the same sequence as that of Paul McCartney's Aston Martin DB6 ('LLO 840D'), which presumably was purchased at the same time. Registration passed to Richard Starkey (Ringo's actual name) on 15th June 1967, and he kept the car until it was sold in December 1968. Nothing is known of its subsequent history until 1977, when the ex-Starr Mini was purchased by the current owner's father.

While in the latter's ownership, 'LLO 836D' appeared on the BBC Television programme 'Blue Peter' in February 1984, being described as the 'Rolls-Royce of Minis', and in March of that same year went on display at the 'Beatle City' exhibition in Liverpool. In August 1987, the Mini went on display in Dallas, Texas when the 'Beatle City' exhibition transferred to the USA, and following its return home was restored by Naylor Brothers in 1990/1991.

In 1998, Ringo's Mini won the coveted Cartier 'Style et Luxe' concours award at the Goodwood 'Festival of Speed', and three years later – in 2001 – was featured in BBC TV's flagship motoring show, 'Top Gear'.

The car is expected to be freshly MoT'd prior to sale, and we are advised that some additional re-commissioning of the electrics will be required. Finished in two-tone Rolls-Royce Regal Red/silver-grey, this fabulous piece of Beatles-related motoring history is offered with sundry restoration invoices, a V5 Registration Certificate, and the original logbook signed by both Brian Epstein and Richard Starkey (Ringo Starr).

£90,000 - 120,000
€100,000 - 140,000



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- Cigar lighter
- MotoLita steering wheel on Mark II column
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- Folding rear seat
- Door handles
- Electric windows
- Etched Sundym glass (side windows)
- Huntmaster reclining seats
- Driving lamps (individually switchable)
- Benolite grille
- Morris 1100 indicators
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- VW 'Beetle' rear lights
- Cibié headlights in Innocenti rims



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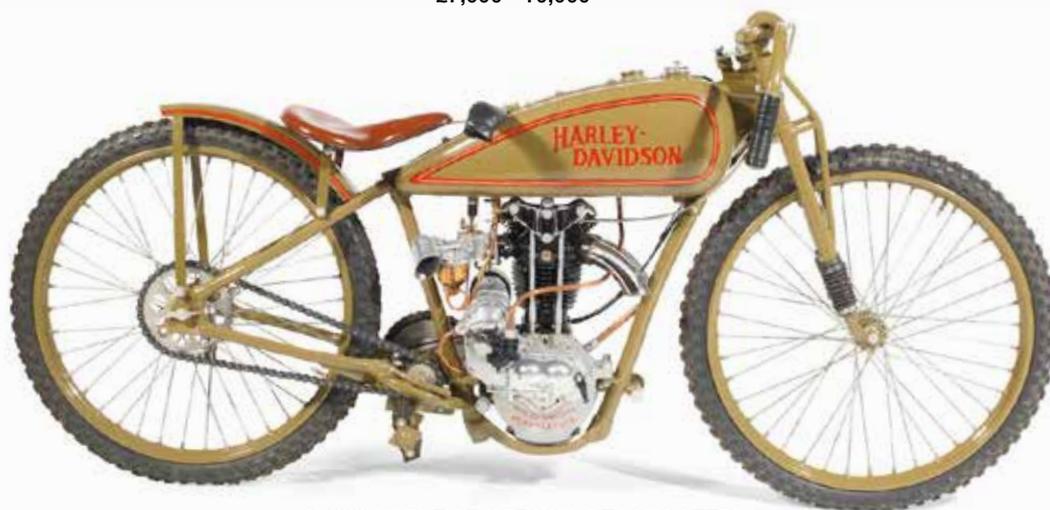
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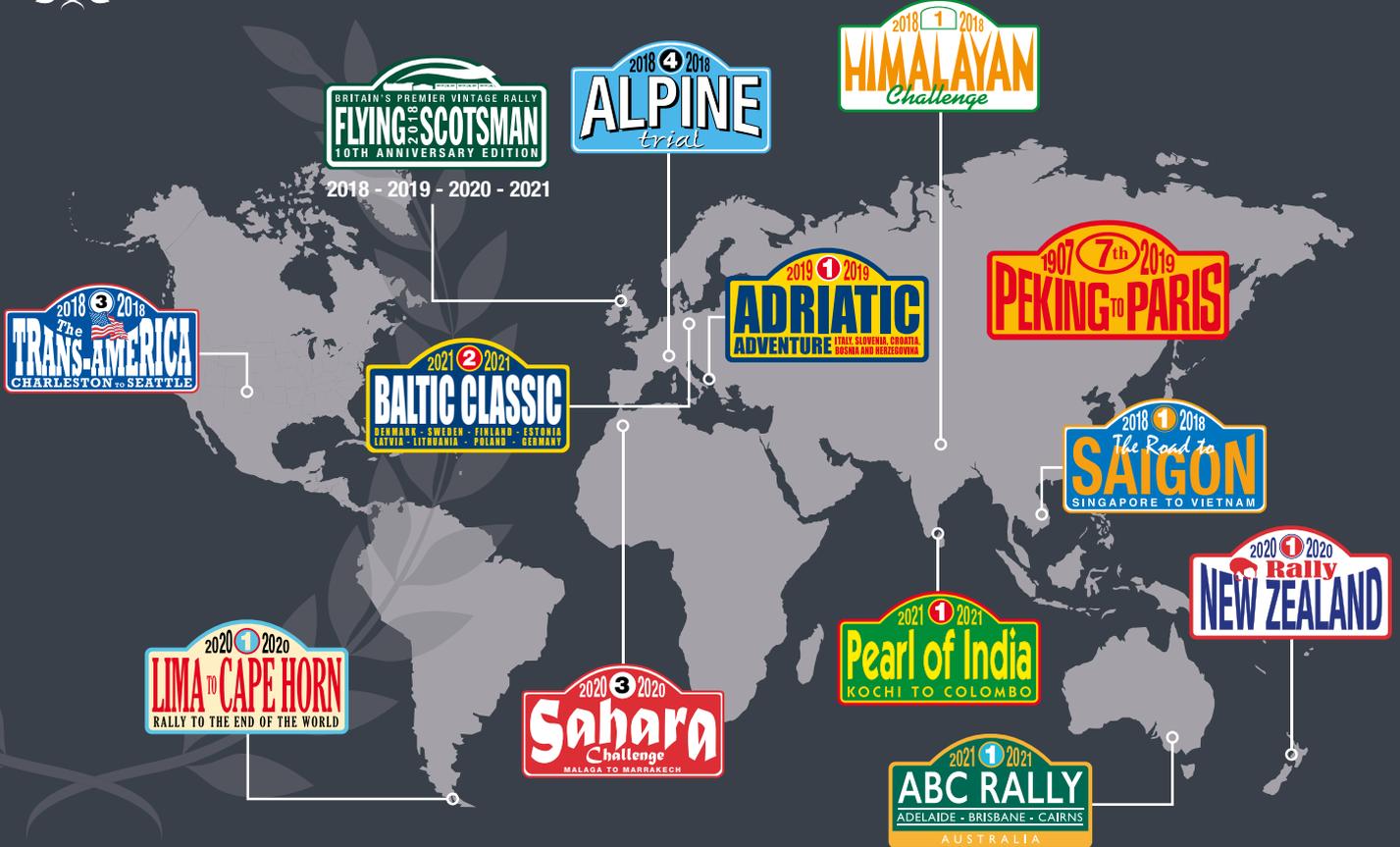
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This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as "*Bidders*" or "you". 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.

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

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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

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

Bidding in person

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

Bidding by telephone

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

Bidding by post or fax

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

Bidding via the internet

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

Bidding through an agent

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

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

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

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

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

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

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

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

(b) Automobilia
25% up to £175,000 of the *Hammer Price*
20% from £175,001 to £3,000,000 of the *Hammer Price*
12.5% from £3,000,001 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 licensing 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.
- Ⓞ 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, and received in cleared funds by, *Bonhams*.

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

8 FAILURE TO PAY FOR THE LOT

- 8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale* the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):
- 8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for your breach of contract;
- 8.1.2 to resell the *Lot* by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;
- 8.1.3 to retain possession of the *Lot*;
- 8.1.4 to remove and store the *Lot* at your expense;
- 8.1.5 to take legal proceedings against you for any sum due under the *Contract for Sale* and/or damages for breach of contract;
- 8.1.6 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 8.1.7 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless the *Buyer* buys the *Lot* as a *Consumer* from the *Seller* selling in the course of a *Business*) you hereby grant an irrevocable licence to the *Seller* by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal *Business* hours to take possession of the *Lot* or part thereof;
- 8.1.8 to retain possession of any other property sold to you by the *Seller* at the *Sale* or any other auction or by private treaty until all sums due under the *Contract for Sale* shall have been paid in full in cleared funds;
- 8.1.9 to retain possession of, and on seven days written notice to sell, *Without Reserve*, any of your other property in the possession of the *Seller* and/or of *Bonhams* (as bailee for the *Seller*) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such *Sale* in satisfaction or part satisfaction of any amounts owed to the *Seller* or to *Bonhams*; and
- 8.1.10 so long as such goods remain in the possession of the *Seller* or *Bonhams* as its bailee, to rescind the contract for the *Sale* of any other goods sold to you by the *Seller* at the *Sale* 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 *Seller* or to *Bonhams* by you.
- 8.2 You agree to indemnify the *Seller* against all legal and other costs of enforcement, all losses and other *Expenses* and costs (including any monies payable to *Bonhams* in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of *Bonhams* 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 *Seller* becomes liable to pay the same until payment by you.
- 8.3 On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his

behalf in respect of the *Lot*, after the payment of all sums due to the *Seller* and to *Bonhams*, within 28 days of receipt of such monies by him or on his behalf.

9 THE SELLER'S LIABILITY

- 9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the *Sale of Goods Act 1979* or otherwise.
- 9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,
- 9.3.1 the *Seller* 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 *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;
- 9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
- 9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, 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 *Seller's* 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* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
- 9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the *Seller's* negligence (or any person under the *Seller's* control or for whom the *Seller* is legally responsible), or (iii) acts or omissions for which the *Seller* is liable under the *Occupiers Liability Act 1957*, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.

10 MISCELLANEOUS

- 10.1 You may not assign either the benefit or burden of the *Contract for Sale*.

10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* 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 *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.

10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.

10.4 Any notice or other communication to be given under the *Contract for Sale* 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 *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding 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.

10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.

10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.

10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.

10.8 In the *Contract for Sale* "including" means "including, without limitation".

10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.

10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.

10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.

10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams*, *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of *Contracts (Rights of Third Parties) Act 1999*, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 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 *balee* 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;			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> ;			9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;			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	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	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	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:	9.8	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;	8.1.1	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	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;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	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;	8.2	The discretion referred to in paragraph 8.1:		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and		
		9	FORGERIES		
		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 here (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

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

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

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

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

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

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

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

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

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

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

"Stamp" means a postage *Stamp* offered for *Sale* at a *Specialist Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

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

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

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

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

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

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

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

GLOSSARY

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

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

"bailee": a person to whom goods are entrusted.

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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MOTOR CAR INDEX

Lot No	Year	Model	Lot No	Year	Model
102	1950	AJS 7R 350cc Racing Motorcycle	109	1966	Ferrari 330 GT 2+2 'Series II' Coupé
131	1937	Alvis 4.3-Litre 'Short Chassis' Tourer	122	1972	Ferrari 365 GTB/4 'Daytona' Berlinetta
125	1962	Aston Martin DB4 "Series IV" Convertible	117	1985	Ferrari 288 GTO Coupé
118	1963	Aston Martin DB4 'Series IV' Sports Saloon	114	1999	Ferrari 550 Maranello Coupé
129	1962	Aston Martin DB4 'Series V' Vantage Sports Saloon	130	2002	Ferrari 575 Coupé
132	1964	Aston Martin DB5 Sports Saloon	134	2004	Ferrari Enzo Berlinetta
107	1965	Aston Martin DB5 Vantage Sports Saloon	128	c.1986	Ford RS200 Evolution Group B Rally Coupé
112	1966	Aston Martin DB6 Sports Saloon	126	1955	Jaguar XK140 Drophead Coupé
127	2004	Aston Martin DB7 Zagato Coupé	121	1956	Jaguar XK140 Roadster
123	1973	Aston Martin Vantage Sports Saloon	110	1960	Jaguar XK150 SE 3.4-Litre Drophead Coupé
136	1966	Austin Mini Cooper 'S' Sports Saloon	116	1960	Jaguar XK150 3.8-Litre 'S' Coupé
105	1929	Bentley 4½-Litre 'Le Mans Replica' Tourer	133	1967	Jaguar E-Type 'Series 1' 4.2 Litre Coupé
119	1959	Bentley S1 Continental Sport Saloon	124	1955	Lancia B24S Spider America
111	1960	Bentley S2 Continental Flying Spur Sports Saloon	120	1977	MV Agusta 750S America
103	1970	Bristol 411 Series 1 Sports Saloon	135	1965	Porsche 911
108	1936	Brough Superior 982cc SS80 Special	106	2010	Porsche 911 GT3 RS Coupé
101	1964	BSA 646cc Rocket Gold Star	115	1959	Rolls-Royce Silver Cloud Drophead Coupé
100	c. 2002	Bugatti Type 52 Replica Child's Car	104	1949	Vincent 998cc Black Shadow Series C





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