

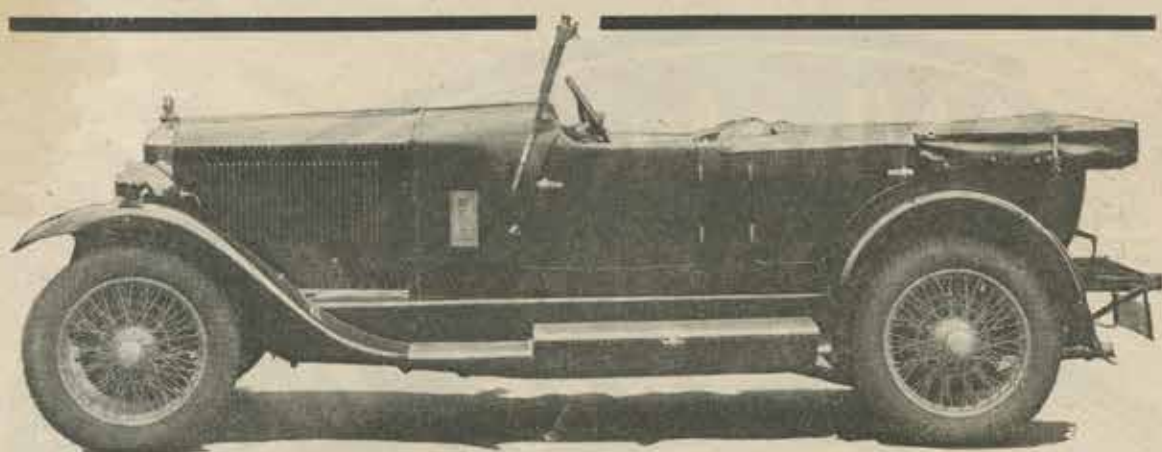
# LONDON OLYMPIA

Collectors' Motor Cars and Automobilia  
Wednesday 6 December 2017  
Olympia, London



# Bonhams





CHASSIS £985.

***Our appointment***

AS JOINT DISTRIBUTORS FOR  
LONDON AND HOME COUNTIES  
FOR THE

4½ Litre **INVICTA**

now gives you the opportunity of knowing  
the merits of this wonderful car.

***Your appointment***

with our Representative on

**STAND  
29  
OLYMPIA**

INVICTA OWNERS  
CAN OBTAIN IMMEDIATE  
SERVICE AT OUR  
COMPLETELY EQUIPPED  
DEPOT AT

1a, WATERLOO TERRACE,  
N.W.1

(near Angel, Islington).

Phone: North 4517.

and a thorough inspection of the INVICTA  
will reveal mechanical features—to mention  
one—a top gear that gives 90 m.p.h. from  
10 m.p.h. in 35 secs. with ease—while a  
trial run will leave you amazed and con-  
vinced that here is a car unapproachable  
in value and first class in appearance and  
mechanical perfection.

**JACK WITHERS & Co.**

SHOWROOMS:

44 OSNABURGH STREET, N.W.1

(OPPOSITE GT. PORTLAND STREET STATION)

Phones: Museum 8620-1 and 6595.

# LONDON OLYMPIA

Collectors' Motor Cars and Automobilia  
Wednesday 6 December 2017 at 12:00 and 14:00  
Olympia, Kensington, London, W14 8UX

## VIEWING

Tuesday 5 December  
16:00 to 19:30  
Wednesday 6 December  
from 09:00

## SALE TIMES

Automobilia 12:00  
Motor Cars 14:00

## SALE NUMBER

24125

## CATALOGUE

£30.00 + p&p  
(admits two)

## BIDS

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

Please note that bids should be submitted no later than 18:00 on Tuesday 5 December 2017. All bids should be sent directly to the Bonhams office, +44 (0) 20 7447 7401 fax or Email: bids@bonhams.com

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

## Live online bidding is available for this sale

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

## ENQUIRIES

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

Automobilia  
+44 (0) 8700 273 619  
automobilia@bonhams.com

## ENQUIRIES ON VIEW AND SALE DAYS

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

## CUSTOMER SERVICES

Monday to Friday 08:30 - 18:00  
+44 (0) 20 7447 7447

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

## Please see back of catalogue for important notice to bidders

## ILLUSTRATIONS

Front cover: 230  
Back cover: 282

## IMPORTANT INFORMATION

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

### Bonhams 1793 Limited

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

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

### Bonhams International Board

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

### Bonhams UK Ltd Directors

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

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

For Automobilia the Buyer's Premium is 25% on the first £175,000 of the Hammer Price, 20% from £175,001 to £3,000,000 of the Hammer Price, and 12.5% on the balance thereafter.

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

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

## Damage

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

## NOVA

Certain motor car and motorcycle Lots, which will be marked "N" in the Catalogue, if purchased by a UK resident will be subject to a NOVA Declaration, undertaken by Bonhams to facilitate its registration here in the UK.

## 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.

## NMT

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

## Artists Resale Right Regulations 2006

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

## 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.

## Motor Car Presentation

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



# 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, \*, NMT) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium is 25% on the first £175,000 of the Hammer Price, 20% from £175,001 to £3,000,000 of the Hammer Price, and 12.5% on the balance thereafter. Storage and handling charges may also be payable by the Buyer as detailed on the specific "Collections" page.

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

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

## When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Generally, vehicles remain at the sale venue until 12 noon the following day. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

## Can someone deliver the vehicle for me?

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

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

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

Richard Stafford  
+44 (0) 20 7468 5800  
richard.stafford@bonhams.com

### Administrator

Mark Gold  
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mark.gold@bonhams.com

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sholto.gilbertson@bonhams.com

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

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

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## USA Motor Cars

### East Coast

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

### West Coast

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

Mark Osborne  
+1 415 391 4000  
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### Business Manager

Gordan Mandich  
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Michael Caimano  
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michael.caimano@bonhams.com

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

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

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## Mainland Europe Motor Cars

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

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

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

### Administrator

Valérie Simonet  
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valerie.simonet@bonhams.com

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gregory.tuytens@bonhams.com

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

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

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## Additional contacts

### Automobilia

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

### Motorcycle Department

Ben Walker  
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ben.walker@bonhams.com

Andrew Barrett  
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andrew.barrett@bonhams.com

### Catalogue subscriptions

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

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

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

### Press Office

Poppy McKenzie Smith  
+44 (0) 20 7468 5870  
+44 (0) 20 7468 8209 fax  
poppy.mckenzie-smith@bonhams.com

### Buyers/Sellers Accounts UK

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

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

### Buyers/Sellers Accounts US

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

# Collections

## Automobilia

All purchased lots must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Thursday 7 December 2017. All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyers expense.

Bonhams Guildford office located at:  
4 Millmead Guildford, GU2 4BE

Uncollected lots will be available for collection **by appointment only** from Monday 11 December 2017

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

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

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

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

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

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

## Motor Cars

Motor Cars must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Thursday 7 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 in accordance with the above will be transported by Polygon Transport to store.

Polygon Transport registered address:

## Polygon Transport

Unit 2H  
Marchwood Industrial Park, Normandy Way  
Marchwood, Southampton, Hampshire SO40 4PB  
+44 (0) 2380 871 555 | +44 (0) 2380 862 111 fax  
polygon@polygon-transport.com | www.polygon-transport.com

## Vehicle Removal charges

£270+ VAT per motor car

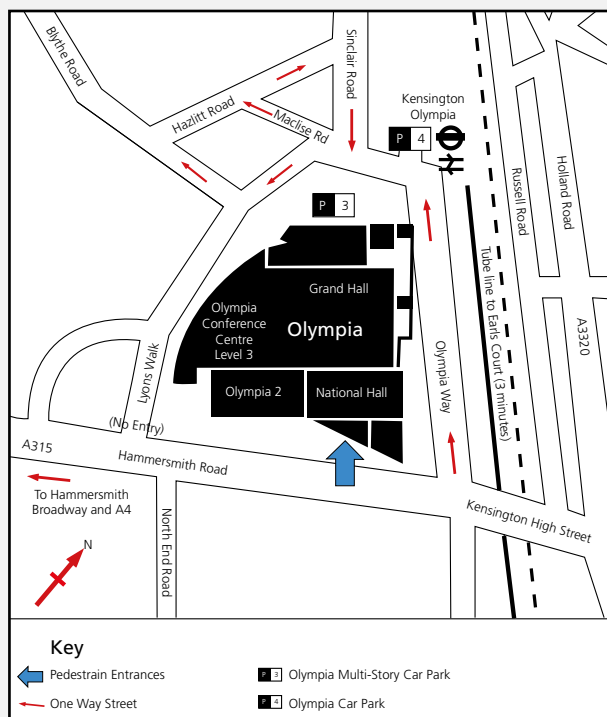
## Storage charges

First 14 days  
£15.00 + VAT per day per motor car

## 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).

# Directions to Olympia



## Sale Admission for Catalogue Holders

Via the Hammersmith Road entrance to the Olympia National Hall

## Bonhams at Olympia

Olympia National Hall  
Hammersmith Road  
London, W14 8UX

## By Public Transport

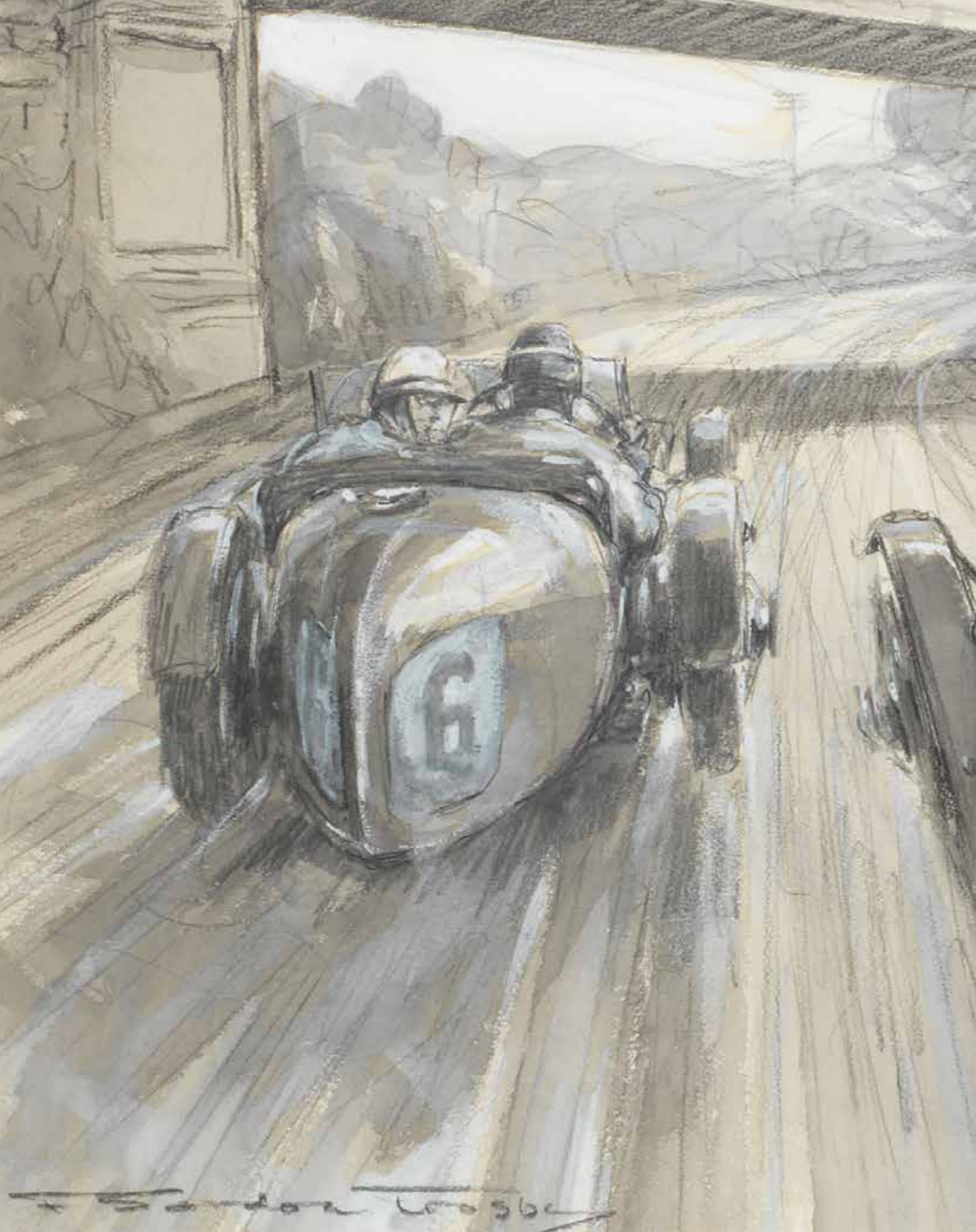
Olympia is easily accessible by:

London Overground  
District Line  
Central Line  
Piccadilly Line  
Hammersmith & City Line  
Circle Line

## Car Parking

(P3) Olympia multi-storey parking  
(P4) Olympia Motorail







# AUTOMOBILIA

12.00

Lots 1 - 118

Images of all automobilia lots are  
available at [bonhams.com/automobilia](http://bonhams.com/automobilia)

Not all imperfections are stated.  
All lots sold as viewed





1

2



4



1

**A FERRARI 458 SPECIALE TOOL KIT, 2014,** in black canvas soft case with zip fastening, fitted with emergency tools including NNEX Chrom Vanadium TX50 socket extension and fitting, screwdriver, tow hitch, fuel funnel, spare fuses and tool, and other tools, and a pair of white wool gloves bearing the Cavallino emblem, the case 30cm wide.

£500 - 700  
€570 - 800

2

**A FERRARI 430 SCUDERIA TOOL KIT, 2008,** black canvas soft case with zip fastening, fitted with pliers and screwdriver, both marked Ferrari, tow hitch, a Mini Maglite, spare fuses and tool, and a pair of white wool gloves bearing the Cavallino emblem, the case 27cm wide.

£500 - 700  
€570 - 800

3

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

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

(3)  
£800 - 1,200  
€910 - 1,400

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



6

4

**A CASED EMERGENCY JACK KIT FOR FERRARI MODELS INCLUDING 308,**

yellow painted jack, in used condition, together with ratchet handle, jack extension, lug wrench, plastic case with spare bulbs and fuses, three cam/fan belts, and a reflective warning triangle, believed to suit Ferrari 308, 365, 400, 412 and possibly Testarossa models, contained in black vinyl bag with brown leather handle and straps with buckles.

£500 - 700  
€570 - 800

5

**A CASED FERRARI 355 TOOL KIT BY SCHEDONI OF ITALY,**

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

£800 - 1,200  
€910 - 1,400

6

**A BMW Z8 TOOL ROLL,**

black leather roll with pop-stud fastening, fitted with three Heyco BMW C-spanners, wrench, two Heyco screwdrivers and fittings, tow hitch, spare wheel nut, and a pair of black gloves, the case 25cm wide.

£500 - 700  
€570 - 800



3

7

**ASSORTED TOOLS TO SUIT VINTAGE CARS INCLUDING BENTLEY,**

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

(Qty)

£600 - 800  
€680 - 910

8

**A BENNETT BULK TANK MOTOR OIL PUMP,**

restored, complete with Redline Glico oil brand plate and Redline brand transfer, 170cm high.

£1,100 - 1,600  
€1,300 - 1,800

9

**A PRE-WAR BULK TANK SHELL OIL PUMP,**

restored, complete with brand plate and transfer, 150cm high.

£1,000 - 1,300  
€1,100 - 1,500

10

**AN EARLY AVERY HARDOLL MODEL CH1 HAND CRANKED ONE GALLON PETROL PUMP**

restored with polished brass dial, bronze fittings and bronze nozzle, in Cleveland Motor Spirit livery, fitted with a period brand and 1/2d price flag with correct brand transfer on the pumping cylinder, 178cm high overall.

£1,500 - 1,900  
€1,700 - 2,200

11

**A RARE EARLY RAC ENAMEL SIGN FOR DORCHESTER, CIRCA 1910,**

single-sided enamelled in blue with white lettering, (some loss and re-painting, with discoloured lacquer to surface), by Burrows of London, 102 x 81cm, on heavy wooden frame, together with three other RAC signs, 'Caution Floods', dated 3/36 by Bruton Signs, single-sided, 74 x 38cm, 1920's 'RAC Repairer', in red, white and blue, double-sided hanging type, 56 x 41cm, post 1953 'RAC Hotel', blue and white double-sided with Queen's crown decoration, diamond shape, 56 x 56cm.

(4)

£500 - 700  
€570 - 800





5



7

12

**FOUR ENAMELLED AA DIRECTION SIGNS,** in yellow with AA badge symbol and lettering in black, comprising 'Brooklands', 95cm wide double-sided sign with lettering applied to one side (pointing left); 'Silverstone', 91cm wide, double-sided with letters applied to both sides, 'To Motor Park' by Franco signs, 65cm wide, double-sided full enamel, and an early AA & MU mileage and direction sign for Wheatley, Oxford, Bicester, by Franco Signs, 76cm wide, double-sided full enamel, various conditions.

(4)

£500 - 700

€570 - 800

13

**A RARE 'OWNER DRIVERS CLUB OFFICIAL REPAIRERS' ENAMEL SIGN,** in red and black on white, double-sided hanging type, 35 x 45cm, together with an 'Auto Cycle Union Hotel' enamel sign, in light green on white, double-sided hanging type, 51 x 51cm, both with some chips and loss to enamel.

(2)

£500 - 700

€570 - 800

14

**A 'DINO SERVICE' ILLUMINATING GARAGE SIGN,**

modern, alloy frame, single sided, with Perspex panel, 43 x 56cm, wired for illumination.

£500 - 600

€570 - 680

15

**AN 'ASTON MARTIN LAGONDA SERVICE' ILLUMINATING GARAGE SIGN,**

modern, single-sided, green painted alloy frame with Perspex panel, 61 x 122cm, wired for illumination.

£500 - 700

€570 - 800

16

**AN ASTON MARTIN ILLUMINATED LIGHT-BOX ADVERTISING SIGN,**

alloy frame 64 x 64cm, double-sided with lettered Perspex panels "Aston Martin Motor Cars Authorized Service", fitted with 8cm wall mounting bracket, wired for illumination.

£500 - 700

€570 - 800



8



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17

**A FRAMED DISPLAY OF TWELVE AA BADGES,**

including Stenson Cooke number 9704, an AA Cycle badge with 1916 red-heart enamel centre, number 160386, solid nickel Light Car number 204290, solid nickel Cycle number 189104, two wicker pattern commercial types and six other examples, all different, a display inspired by the 1975 AA Security Service calendar, a framed and glazed copy is sold with this lot, the glass applied with Dymo-tape dates relating to the badge types.

(2)

£500 - 700

€570 - 800

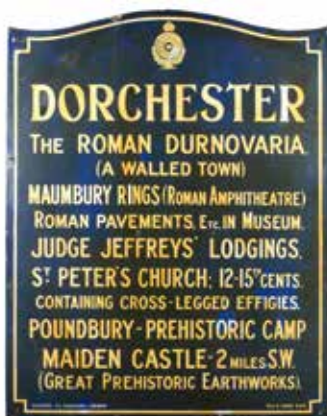
18

**A CASED DISPLAY SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS' BY DANBURY MINT,**

comprising twenty-five motor car emblems for the National Motor Museum at Beaulieu, finely detailed cloisonne enamel badges for Ferrari, Bugatti, Rolls-Royce, Maserati, Alfa Romeo, Aston Martin Lagonda, and other marques, common mounted in wooden display case, fitted with protective Perspex 'title' panel, the case 30 x 39cm.

£800 - 1,200

€910 - 1,400



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19

**A RARE 'ROLLS-ROYCE & BENTLEY OWNER DRIVER CLUB' BADGE AND A 'DRAPED NUDE' MASCOT,**

the badge numbered 414, 10.7cm high, some loss to red enamel, the mascot depicting a nude dancing in the wind, nickel plated bronze, 1920s, 19cm high.

(2)

£500 - 700

€570 - 800

20

**ASSORTED ROLLS-ROYCE AND BENTLEY MASCOTS AND BADGES,**

including three "Spirit of Ecstasy" mascots, a small "Spirit of Ecstasy" figure on a marble base and another mounted as a paper-knife handle, a forward sloping Winged B on a radiator cap, a backward sloping Winged B on a wooden display base, two badges and other spares and accessories (some in original boxes).

(Qty)

£700 - 900

€800 - 1,000

21

**A ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOT, LATE SILVER GHOST TYPE, 1918-1924,**

nickel, signed around the base, 15cm high, mounted on a turned wooden base, together with an ashtray fitted with a 'Spirit of Ecstasy' mascot, 13cm high overall.

(2)

£500 - 700

€570 - 800

22

**A PAIR OF 'WINGED SPHINX' MASCOTS BY RUFFONY, FRENCH, 1920S,**

mounted as a pair of bookends, each signed to rear of base, plated hollow-cast white metal figures, 11cm high, each mounted on a light green marble base.

(2)

£500 - 700

€570 - 800

23

**A 'BACCHIC TERM' MASCOT BY ANDRE CARRON, FRENCH, 1920S,**

signed, nickel plated bronze, 12cm high, on black painted wooden base.

£500 - 700

€570 - 800



16





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24  
**A GOOD COLLECTION OF ASSORTED MASCOTS AND BADGES,**  
mascots comprising Polo Player, Horse and Jockey, Running Fox, Jaguar, standing Alsatian signed Charles to base, and a Gun Dog, badges including RREC, Rolls-Royce, Bentley, Jaguar, AA and RAC, with two Rolls-Royce key fobs, two Bentley key fobs and an ashtray made from the metal of Miss Columbia after two successful crossings of the Atlantic in 1927 and 1930, and a corkscrew shaped like a leaping fish.  
(Qty)  
£550 - 750  
€630 - 850

25  
**AN ART DECO 'FORTUNE' MASCOT BY MORANTE, FRENCH, CIRCA 1925,**  
signed and with 'E.Mardon Ed' foundry signature to base, nickelled bronze mascot in the form of a female nude standing on a winged wheel, 19.5cm high, mounted on a period radiator cap above a turned wooden display base.  
£600 - 800  
€680 - 910

26  
**A GODDESS MASCOT BY MAPPIN & WEBB, CIRCA 1929,**  
bronze, depicting draped nude with hair flowing in the wind, marked on back of base with winged M symbol engraved on the front of the base, 19cm high, on a turned wooden base.  
£650 - 850  
€740 - 970

27  
**A UNIQUE ROLLS-ROYCE 'NEW PHANTOM' MASCOT KNOWN AS THE "FRIDAY AFTERNOON MASCOT", 1920S,**  
incised lettering around the base mistakenly reads "Royce Royce" instead of Rolls-Royce, correctly signed and dated by Charles Sykes, later chrome plating over nickel, 14cm high on a turned wooden base.  
£800 - 1,000  
€910 - 1,100

28  
**A FINE AND RARE 'SINGE HURLEUR' MASCOT, BY EDOUARD MARCEL SANDOZ, FRENCH, 1920S,**  
bronze, signed on the base Ed.M.Sandoz and Susse Fres. Edit. Paris, hollow Cire Perdue casting, 12cm high.  
£800 - 1,200  
€910 - 1,400



27





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29  
**A 'WINGED FEMALE' MASCOT BY JOANNES, ITALIAN, CIRCA 1920,**  
signed to rear of base, nickelled bronze mascot in the form of a female nude in flight with finely detailed wings, 25cm long, mounted on a turned wooden display base.  
**£800 - 1,000**  
**€910 - 1,100**

30  
**TWO OPALESCENT GLASS CAR MASCOTS BY SABINO OF PARIS, 1930S,**  
comprising a 'Venus' nude, signed 'Sabino Paris' under base, and moulded to rear of leg, 18cm high, and a 'Leaping Gazelle', signed 'Sabino Paris' under base, and moulded to support under the body, 15cm long.  
(2)  
**£900 - 1,200**  
**€1,000 - 1,400**

31  
**A 'PERCHE' MASCOT IN OPALESCENT GLASS BY RENE LALIQUE, FRENCH, INTRODUCED 20TH APRIL 1929,**  
with faintly moulded signature 'R. Lalique' and wheel-cut 'R Lalique France' to side of base between fins, in clear glass with blue/white opalescent core, 16cm long.  
**£700 - 1,000**  
**€800 - 1,100**

32  
**A 'VITESSE' PAPERWEIGHT IN OPALESCENT GLASS BY CRYSTAL LALIQUE OF PARIS,**  
modern, limited edition, engraved 'Lalique @ France' and numbered 'N043' under base with clear rubber feet, in blue/white opalescent glass after the original mascot design introduced 17th September 1929, measuring 18.5cm high, complete with original Lalique presentation box with lid, foam packing and pamphlet with stamped Control No. '3A'.  
**£600 - 800**  
**€680 - 910**

33<sup>†</sup>  
**A 'CHRYISIS' GLASS MASCOT, BY RENE LALIQUE, FRENCH, INTRODUCED 21ST MARCH, 1931,**  
stencil acid-etched signature 'R. Lalique' under base, in clear glass with satin finish, in the form of a backwards leaning female nude, approximately 16cm long.  
**£3,000 - 4,000**  
**€3,400 - 4,600**



34



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37

34 ♦♦

**A SET OF FOUR ALFIN BRAKE DRUMS FOR VINTAGE BENTLEY,**

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

(4)

£900 - 1,200  
€1,000 - 1,400

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

35

**A WIRE-SPOKE RUOTE BORRANI RECORD RW 3526 WHEEL FOR FERRARI,**

chromed, marked 'Ruote - Borrani Milano' to rim and stamped with size details '16X 5½K - Record RW 3526', approximately 44.5cm overall outside diameter, believed to suit several Ferrari 250 GT models.

£500 - 700  
€570 - 800

IMPORTANT NOTICE: Bonhams is unable to determine the condition, integrity and lifespan of previously used wheels and tyres. We strongly recommend the Buyer carries out the usual safety and compliance checks with a professional service before road use.

36

**AN AC COBRA STEERING WHEEL BY MOTO-LITA,**

three spoke wheel with black leather stitched rim, 34cm diameter, offered together with an AC Cobra 2-page sales brochure, for the 289 Mk II model, 4to, two artworks depicting AC Cobra cars by Ian M Cunningham, and a print of an AC 427 Cobra, each framed and glazed.

(5)

£500 - 700  
€570 - 800

37 †

**A ROLLS-ROYCE SILVER GHOST RADIATOR,**

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

£1,000 - 1,500  
€1,100 - 1,700

38 ♦♦

**ASSORTED MOTORING BOOKS RELATING TO ITALIAN MARQUES AND COACHWORK,**

a good reference library relating to Abarth, Alfa Romeo, Ferrari, Lamborghini, Lancia and others, with some Pininfarina reference books. (Qty)

£500 - 700  
€570 - 800

39 ♦♦

**ASSORTED MOTORING BOOKS RELATING TO BRITISH MARQUES,**

a good reference library including Rolls-Royce, Bentley, Aston Martin, MG, Triumph, Rover, Lanchester and others together with a large format Atalanta sales brochure. (Qty)

£500 - 700  
€570 - 800

40 ♦♦♦

**ASSORTED MOTORING BOOKS,**

a good mixed reference library including titles relating to Mercedes Benz, Chevrolet, Chrysler, including assorted issues of Automobile Quarterly and three Volumes of Autocourse 1997-98, 1998-99 and 1999-2000. (Qty)

£500 - 700  
€570 - 800

41 ♦♦

**ASSORTED MOTORING BOOKS,**

various motoring reference titles including TAG Heuer 150 Years, Marmon, Bugatti Type 46, Royal Daimlers and other titles. (Qty)

£500 - 700  
€570 - 800

42 ♦

**ANNUAL AUTOMOBILE REVIEW 1953-1956 AND AUTOMOBILE YEAR 1957-1980,**

each 4to, in used library condition. (Qty)

£500 - 700  
€570 - 800

43 ♦

**JANOS L WIMPFEN: TIME AND TWO SEATS; VOLUMES I & II,**

subtitled: Five Decades of Long Distance Racing; a comprehensive racing history and important reference title, each volume bound in black cloth hard covers and contained in maroon slipcase. (Qty)

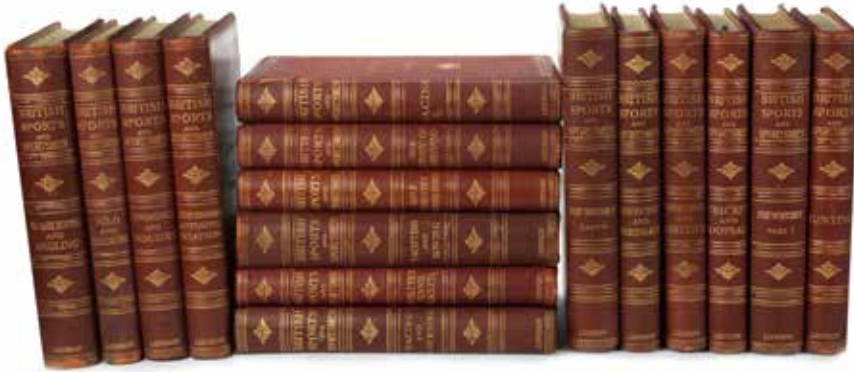
£500 - 700  
€570 - 800

44 ♦

**THE AUTOCAR; A QUANTITY OF ASSORTED LOOSE ISSUES FROM 1900,**

including issues 242, 254 and 268 for Volume V 1900, various issues for 1904 to 1906, and a quantity of issues from 1922 to mid-1930s, various conditions, majority with covers, together with assorted issues of The Motor, 1930s. (Qty)

£500 - 700  
€570 - 800



45



52

45 •

### BRITISH SPORTS & SPORTSMEN,

Various Authorities, a complete set of 16 Volumes, London: number 930 from a Limited Edition of 1000, published circa 1930, (originally published individually in the period 1908-1930) bound in red Morocco leather with gilt embossed titles, five band spines, gilt page edges, marbled paste-downs and end papers, comprising: Past Sportsmen Part I, 167pp; Past Sportsmen Part 2, 157pp; Breeding & Agriculture, Country Life Pursuits, 491pp; Golf, Athletics, Tennis, Hockey and other ball games, Winter Sports, 492pp; Cricket & Football, 485pp; Yachting & Rowing, 522pp; Commerce & Industry, 584pp; Athletics, Tennis Rackets and other ball games, 421pp; Hunting, 522pp; Racing, 402pp; Modern Commerce - Motoring & Aviation, 538pp; Shooting & Deerstalking, 428pp; Racing & Coursing - Modern Flat Racing, Steeplechasing, Point to Point Racing, Coursing & Greyhound Racing, 536pp; The story of Shipping, 497pp; Big Game Hunting & Angling, 593pp; Polo & Coaching, 482pp.

(16)

£800 - 1,000

€910 - 1,100

46 •

### THE "SAFARI" CAR, RARE PROTOTYPE/ TRIALS BROCHURE, FOR "THE NEW TOWN AND COUNTRY ESTATE CAR", DESIGN NO. 7501, 1957,

to be fitted to the Rolls-Royce Silver Cloud or Bentley 'S' Series chassis by Harold Radford (Coachbuilders) Ltd., 17, Berkeley Street, London, W.1. and H.J. Mulliner & Co. Ltd., Bedford Park Works, Chiswick, London, W.4, eight pages, printed on one side, plus textured stapled light card cover, 4to. The brochure offers two printed line drawings of the Bentley Town and Country Estate car, as well as some details regarding the construction. A very rare item.

£800 - 900

€910 - 1,000

The "Safari" Car was primarily designed for use on the Bentley 'S' Series chassis, but could be used on the Silver Cloud chassis, if desired, as they were both basically identical to each other. Production, however, never commenced, for various reasons, although four left hand drive Silver Cloud chassis were eventually built just by H.J. Mulliner in 1959. Two L.W.B. cars and two S.W.B. cars.



48



51



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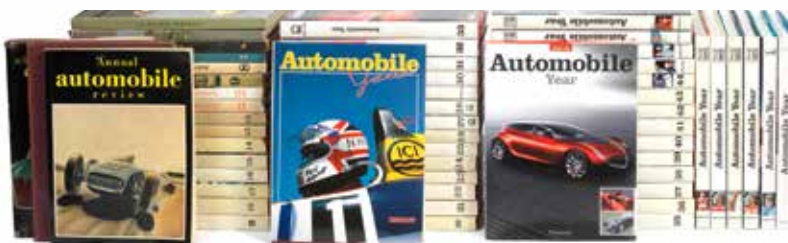
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47 •

**A UNIQUE 1937, OFFICIALLY CORRECTED, PRE-ISSUE "DERBY" BENTLEY 4¼ LITRE FULL DE-LUXE SALES BROCHURE FORMALLY THE PROPERTY OF THE LATE MR JOE WILLIAMSON, OF ROLLS-ROYCE LIMITED.**

32 pages (31 numbered) plus free end-papers, cord tied, cream stock card inner cover, doubled with heavy parchment outer cover and applied embossed non-standard Black and Silver Bentley label, 4to, with 10 tipped-in sepia toned plates, and a loose leaf Bentley Announcement regarding an Improved 4¼-litre Car with Overdrive Gearbox. The sepia plates depict Front and Rear Views of the 4-door Saloon : General View of the Chassis : Side Views of the Engine : The Sports Tourer (4 Seats) : The Four-Door Saloon (4 Seats) : The 2-Door Saloon : The Coupe-de-Ville (4 Seats) : The Bentley Special Saloon : The Bentley Streamlined Saloon : The 4-Seater Coupe.

The factory annotated corrections are :- "Corrected Catalogue" penned in italics to front cover :

Mr. Wormald's name lined out from the Board of Director's list. Numerous over-prints on relating to the Brakes and Petrol System section, plus a written note relating to the not completed Wiring-Up data (Page 10), pencilled "poor photo" annotation on (Page 15) relating to the four-door saloon. "Price Increased" pencilled on the Bentley Streamlined Saloon, (Page 23), "West Riding" inked out on the Authorised Retailers for Yorkshire, (Page 26), inked in data on the Overseas Service for Switzerland and an inked in spelling change for Erdmann & Rossi in Germany (Pages 26 & 28). In excellent condition from long term storage. Overdrive insert shows ageing.

**£800 - 1,000**

**£910 - 1,100**

The labels on these catalogues were normally Red or Blue on the Overdrive model.

48 •

**A RARE 1913/1914 DORIOT, FLANDRIN & PARANT D.F.P.-LONDON SALES BROCHURE,**

32 pages, with light card cover, small 4to, advertising the wares of the French car maker based in Courbevoie, Seine, well illustrated, including a picture of a young W.O. Bentley driving the 12-15 h.p. Speed Model with "Brooklands" body on Sept 3rd, 1913, other illustrations and text include Engine, Chassis, Gearbox, and other ancillary equipment, bodies illustrated are: The 12-15 h.p. Standard Two-seater : The 12-15 h.p. Four-seater : The 10-12 h.p. Two-seater : The 10-12 h.p. Special Two-seater : The 15-22 h.p. Cabriolet : The 12-15 h.p. Special Coupe : The 16-22 h.p. Coupe Limousine : The 16-22 h.p. Four-seater : The 16-22 h.p. Enclosed Pullman Limousine, very good condition with small very faint dealer stamp to front cover.

**£800 - 1,000**

**£910 - 1,100**

The famous car dealership Bentley & Bentley Ltd., of Hanover Court Garage, Hanover Street, London, W., became the Sole Concessionaires for Great Britain and The Colonies. D.F.P. started to make their own engines in 1912, and the 2-litre 12/15 was used by W. O. Bentley in a tuned version with aluminium alloy pistons to race at Brooklands.

49 • ♦♦

**A QUANTITY OF ASSORTED FERRARI WORKSHOP MANUALS AND TECHNICAL LITERATURE,**

including an original Ferrari 365 GT2+2 spares list, an Owner's Manual for Mondial quattroruote, another for the Mondial 3.2, and a quantity of assorted technical literature in ring-bound folders, majority either re-prints or copies of workshop manuals, spare parts catalogues, and other technical literature, many in multiple language text, for various Ferrari models including Dino 246 GT, 275 GTB/S, 308 GTB/GTS, Dino 308gt4, 328 GTB/GTS, 330 GT, F355, 360 Modena, 365 GTC/4, 400i, 400 GT, 412, 456, 456M, BB512, 512 M, 512 TR, Mondial t, Mondial 8, F40, Testarossa, and other models, together with several for other marques including Lamborghini Miura and Diablo, Maserati Ghibli and 3200GT, De Tomaso Pantera, and others.

(Qty)

**£800 - 1,000**

**£910 - 1,100**

50

**MIKE HAILWOOD'S PERSONAL ISSUE OF THE 'THE LUCK OF THE GAME' 1932 MG SUCCESSES BROCHURE WITH MULTIPLE SIGNATURES,**

cream card covers printed 'S.W.B. Hailwood Esq' to lower right corner, with crease mark and tear to cover, featuring race successes for the MG mark 1932, signed in pencil to inside front cover by George Eyston, Cecil Kimber, Duncan Hamilton, Cyril Paul, E R Hall, A V Ebbelwhite, and others, 4to, offered together with other pre-War racing ephemera comprising a 1932 RAC International Tourist Trophy race programme, a 1932 BRDC Annual Dinner menu, a 1935 Sir Malcolm Campbell tribute banquet menu, honouring his land speed record in the Bluebird at Utah, signed in pencil to inside cover by J Guthrie, with accompanying guest list/table plan, another Sir Malcolm Campbell honorary Land Speed Record dinner menu for 1933, and a 1946 Ciro's Miami Beach menu.

**£800 - 1,000**

**£910 - 1,100**



59



59

51 •  
**"W.O. BENTLEY" – THE WORLD'S FINEST SPORTING CAR, CATALOGUE NO. 33, OCTOBER 1929,**

28 un-numbered pages of heavy stock paper, plus free end-papers, fine quality antiqued textured 'green marbled' covers on cord tied board, smooth linen binding to spine, rectangular impressed inset containing the title in black lettering on a silvered background, with majority of the original onion-skin outer covers. The Silent Speed Six, eleven printed photogravures to include:- A Speed Six at Le Mans : the Pollen House Showroom : Both Sides of the Speed Six Engine : The Chassis : Two End Views of the Engine : the Crankcase with Lower Half Removed – the Famous Overhead Camshaft Drive : Four Overhead Valves per Cylinder – Dewandre Servo Braking System : the Open Sporting Four-Seater : the Two-Door Weymann Saloon : the Four-Door, Four-Light Weymann : the Coupe de Ville – on Weymann principle, English text, with guarantee, 4to, in excellent condition, sold together with an original Bentley Motors Ltd., Pollen House, Cork Street, London, W.1. embossed letter-head, dated 29th. May 1930, addressed to the recipient of the brochure - D.G.E Collins, Esq.

£900 - 1,100  
 £1,000 - 1,300

This catalogue was designed and produced entirely by F.A. Corbett at the world leading press of Herbert Fitch & Co. Ltd, 31/35 Mansell Street, London, E.1.

52 •  
**ANTHONY PRITCHARD: THE JAGUAR D-TYPE; A LIMITED EDITION TITLE PUBLISHED BY PALAWAN PRESS,**

published 2015, dark green cloth-bound hard covers, limited edition numbered 170/250, 420 numbered pages, well illustrated, in good clean condition, complete with slipcase and in original carton packaging.

£1,000 - 1,500  
 £1,100 - 1,700



58

53 • ♦  
**AUTOMOBILE REVIEW/AUTOMOBILE YEAR; ANNUALS 1 TO 55 (1953/54 TO 2007/08),**

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

(55)  
 £1,000 - 1,500  
 £1,100 - 1,700

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

54 • ♦  
**AUTCOURSE 1959 TO 2008, A GOOD RUN,** comprising single Volume for 1959, two Volumes for 1960, then annuals from 1961-1962 to 2007-2008, majority with dust jackets, together with four issues of Volume II, 1952, loose, and two bound Volumes number 3 and 4 for 1953 and 1954.

£1,500 - 2,000  
 £1,700 - 2,300

Originally published, from 1951, as 'Autocourse - The International Quarterly Review on Motor Racing' and then published periodically as either quarterly, bi-monthly and at other intervals throughout subsequent race seasons, a change of publisher saw the title change to 'Autocourse - For Motoring Sportsmen' in 1957, and then as 'Autocourse and Sporting Motorist', until 1959 when the publication was first issued as a soft-cover annual, with the 1961/62 season being the first year that the title was published as a hard cover single annual, which continues to the present day.



56



60



60

55 •  
**A RARE AND EARLY C.S. ROLLS & COMPANY 'ROLLS-ROYCE' SALES CATALOGUE, PRODUCED FOR THE FEBRUARY 1905 OLYMPIA SHOW,**

gilt embossed grey card covers, staple bound, (tape repair to spine), 24pp, title page includes "Works: Royce Ltd, Manchester", with many illustrations including 10Hp, 15Hp, 20Hp (with pasted in sheet of price amendments) 30Hp, seven assorted "Barker" body types, all with price lists, pasted erratum on page 15 (covers illustration of Brougham with extension), page 20 dated Feb 1905, small 8vo, some pages loose, together with an 8 page supplement loosely inside back cover, detailing "What the Press says concerning the Rolls-Royce.", with articles extracted from newspapers, periodicals and other publications from February 1905 to June 10 1905, together with a modern re-printed copy of the January 1905 catalogue.

(2)  
 £2,500 - 3,500  
 £2,800 - 4,000

This catalogue was produced especially for the first launch of the Rolls-Royce in England in February 1905 and has a far greater range of information than the January 1905 catalogue that has no prices, fewer coachwork illustrations, a smaller list of patrons and more errors. A modern copy of the January 1905 catalogue red and white catalogue is offered with this lot for comparative purposes.



61 (part)

56000

**A VERY LARGE PHOTOPRINT DEPICTING JENSON BUTTON AT THE WHEEL OF HIS BAR LUCKY STRIKE HONDA,**

190cm x 295cm, monochrome plastic skinned sheet alloy, with aluminium backing frame and angled aluminium wall bracket, originally hung on display in the paint shop at the Honda F1 factory and offices at Brackley.

£250 - 350

€290 - 400

57

**SIX ALBUMS OF AC CAR PHOTOGRAPHS,**

a quantity of assorted period monochrome photographs, depicting various models of pre and post-War AC cars, from 1920s to 1950s, including pre-War Drophead Four-Seater, Two-Seater Drophead Coupe, Aceca, Four-Seater Sports, Greyhound, Magna, and others, and post-War models including Open Sports, 2-Litre, Ace Bristol, Greyhound, Aceca, and others, some rally scenes and motor-show images, contained in six photo albums.

(6)

£500 - 700

€570 - 800

58

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

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

(12)

£800 - 1,200

€910 - 1,400

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

59

**TWO UNPUBLISHED PHOTOGRAPHS OF W O BENTLEY ON HIS 80TH BIRTHDAY TAKEN BY MIKE ROGERS, 16 SEPTEMBER 1969,**

each monochrome, 37 x 49cm, contemporary photographic print (with some creases), in modern mount with engraved plaque, framed and glazed.

(2)

£800 - 1,000

€910 - 1,100

60

**A FINE ALBUM OF "PARK-WARD COACHWORK" PHOTOGRAPHS,**

Park Ward of 27 New Bond Street, London, W.1., a believed unique, large leather-bound portfolio of factory applied monochrome photographic plates, by F.N. Birkett, 97, Percy Road, Shepherd's Bush, London, W.12, depicting production and prototype coachbuilt bodies considered for the pre-War Rolls-Royce and "Derby" Bentley chassis.

The portfolio contains thirty illustrations, each laid on a heavy card background, with a reference number for each photographic plate lightly inscribed on the linen spine binding of each card. F.N. Birkin's blind stamp is applied to all thirty photo-plates. The Park Ward Coachwork and the Company address is in impressed gold lettering to the front cover, large 4to.

£1,400 - 1,600

€1,600 - 1,800

This believed unique portfolio was the former property of H.J. Mulliner Ltd., at the time of the Rolls-Royce Ltd., takeover in 1959, but was never released to Rolls-Royce Ltd., due to some acrimony between the companies involved. This exceptional album has been owned for many years by a private collector.

61

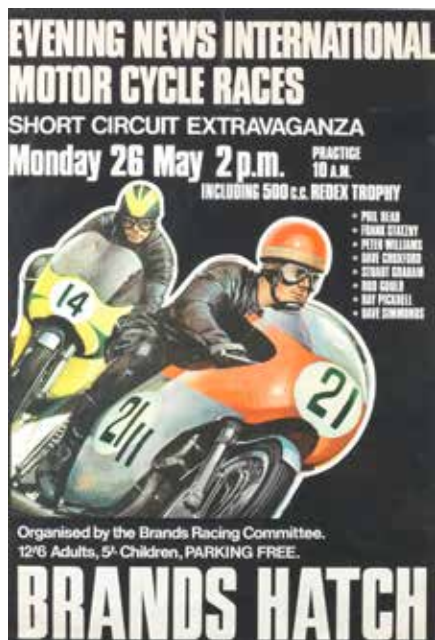
**A MERCEDES BENZ ALBUM OF PHOTOGRAPHS AND AUTOGRAPHED PHOTOGRAPHS COMPILED BY FRAU HEINZE, ALFRED NEUBAUER'S ASSISTANT AND SECRETARY TO THE MERCEDES-BENZ WORKS RACING DEPARTMENT, 1935-1938,**

period album with Art Deco covers, cord tied, 4to, grey card pages with inter-leaf onion skins, mounted with 36 press and publicity photographs and 20 portrait photographs of Mercedes-Benz and Auto Union works drivers, many with original autographs comprising Rudolf Caracciola x 3, Manfred von Brauchitsch x 5, Herman Lang x 3, Louis Chiron x 1, Luigi Fagioli x 1 (with enlarged copy of the same image with facsimile signature), Richard Seaman x 1, Bernd Rosemeyer x 1 (faintly written), Hans Stuck x 1 (with both original and facsimile signatures), an extremely rare signed photographs of Hanns Geier x 1 and Prinz Leiningen x 1 (with two other unsigned portraits of Leiningen), and other signed photographic portraits of Works team manager Alfred Neubauer and BMW motorcycle record breaker Ernst Henne, some pages with handwritten annotations, some mounted with photo-corners, others pasted in. A superb period collection of "Silver Arrows" images and autographs.

£3,000 - 4,000

€3,400 - 4,600





62



62

62  
**TWO BRANDS HATCH ADVERTISING POSTERS DESIGNED BY MIKE ROGERS, LATE 1960S,**

comprising 1968 'Evening News International Motor Cycle Races' and 1969 'Guards International European Championship 6 Hour Saloon Car Race', each with lettering and artwork after Michael Turner on a black background, 75 x 50cm, mounted with date and signature of the designer on the mount, framed and glazed.

(2)  
£800 - 1,000  
€910 - 1,100

63  
**LLANG; 'MCQUEEN MOSAIC SALUTE',** limited edition print 23/200, a composition image of Steve McQueen's infamous two-fingered salute made up of smaller tiled Le Mans and McQueen images, printed in 2016, mounted, framed and glazed.

£500 - 700  
€570 - 800

64  
**'FERRARI 1948-1987 QUARANT'ANNI DI FORMULA 1', A LIMITED EDITION BOXED SET OF PRINTS PRODUCED BY MOMO DESIGN,**

numbered 085 of 999 editions, a series of 40 prints on paper after Paolo D'Alessio depicting Ferrari Grand Prix cars, each 35 x 49cm, all contained in a red-cloth covered presentation box (slight water mark to box), offered together with Ferrari F1 press packs for 1998 and 2000-2005, and a framed and glazed print of the 1985 Grand Prix Championship winning Marlboro McLaren MP4-2B Tag Turbo, 71 x 102cm.

(9)  
£800 - 1,200  
€910 - 1,400



63

65  
**TWO WORLD LAND SPEED RECORD PAINTINGS,**

comprising Tim Slade: 'Mickey Thompson Challenger 1 on the Bonneville Salt Flats in 1960', signed and dated '88, 28 x 55cm, and William Wardle: '@Thrust 2 Breaking the World Land Speed Record at Black Rock Desert, Nevada in 1983, signed Ros Wardle, 36 x 53cm, both watercolours, mounted framed and glazed.

(2)  
£500 - 700  
€570 - 800

These two paintings were exhibited in the 'Record Breakers' competitive exhibition organised by the Transport Trust in London in 1993. They were subsequently auctioned by Sotheby's in January 1994 to raise funds for the Transport Trust.

66 AR  
**BRYAN DE GRINEAU (1883-1957), 'SCOUT ARMoured BRIGADE',**

signed and dated 1940, charcoal with monochrome watercolour washes, depicting Standard Beaverette Mk I armoured car, Mk VI Cruiser tank and motorcycle dispatch rider, 35 x 52cm, mounted, framed and glazed.

£500 - 700  
€570 - 800

The Standard Beaverette Mk 1: The first version of the vehicle was built in 1940 by Standard Motor Company at the instigation of Lord Beaverbrook, then Minister of Aircraft Production (hence the name). Based on commercial car chassis, onto which a simple riveted armoured hull was mounted, consisting of 11mm of steel backed by 3-inch thick oak planks. The hull was open at the top and at the rear. Armed with a Bren light machine gun which could be fired through a slot in the glacis armour.



64



65



65





66

67

**T E NORTH, 'LEADING THE FIELD',**  
signed, watercolour on artist's board, depicting  
colourful racing cars at speed on an urban  
track, 22 x 34cm, framed and glazed.  
£500 - 700  
€570 - 800

An American artist known to be working in the UK in the 1950s, whose work is often seen on postcards as published by Valentine. Also a popular illustrator of children's books, such as the Collins series of annuals and some editions of Wonder Books of Motors, his work was also used as the design for some Victory jig-saw puzzles.

68

**DAVID JAMES, 'DAN GURNEY - ALL AMERICAN RACER', A PRELIMINARY POSTER ARTWORK, 1970,**  
signed and dated '70, mixed media, layout study design for the poster produced in 1971, 50 x 64cm, mounted with printed title, framed and glazed.  
£600 - 800  
€680 - 910

69 AR

**ROY NOCKOLDS (1911-1980), 'DAIMLER IN DOLOMITES',**  
signed and dated 1949, watercolour and gouache, depicting the car loaned to Roy Nockolds by Harry Barker of Daimler on the mountain pass on the way up to Carpezza, a self-portrait of Nockolds and his wife on a touring holiday, 54 x 63cm, framed and glazed.  
£600 - 800  
€680 - 910

The story of the Nockolds' continental tour in 1949 appeared as an article in the 9 March 1950 issue of The Motor, where this painting is illustrated. According to a hand-written note on the back panel of the frame "Car lent Nockolds by Harry Barker. R. made gift of painting to Barker".



67

70 AR

**ROY NOCKOLDS (1911-1980), 'DAIMLER TOURER AT THE HOSTELLERIE DE LA POSTE, AVALLON, 1949',**  
initialled R N, watercolour, 42 x 33cm., mounted, framed and glazed.  
£600 - 800  
€680 - 910

This painting is illustrated in The Motor, 9th March 1950. The article titled 'An Artist Abroad' states:- "Our second night's stop was at Avallon and, of course, we made straight for the Hostellerie de la Poste.....The following morning I planted my easel for the first time on French soil. This was in the courtyard of the hotel, where I made a quick water-colour."

71

**ERNEST LIVENS, 'VAUXHALL KINGTON D-TYPE TOURER',**  
unsigned, oil on canvas, advertising artwork, (some bubbling and flaking to paint), 34 x 44cm, framed with engraved plaque.  
£600 - 800  
€680 - 910

In 1919 and 1920 a series of Vauxhall advertisements featuring original paintings by Ernest Livens appeared in The Motor Owner magazine.

72

**HIDEKI YOSHIDA (JAPANESE 1949-), 'FERRARI 330 GTO',**  
signed to lower left corner and dated '83, gouache on artist's paper, a study of the car, 42 x 57cm, mounted framed and Perspex glazed.  
£800 - 1,000  
€910 - 1,100

73 AR

**RUSSELL BROCKBANK (1913-1979), 'PEUGEOT 403'**  
advertising artwork in four panels, the family waiting as the sun sets and father is still polishing his Peugeot 403, the final panel signed 'Brockbank', pen and ink with watercolour, each 15 x 38cm, mounted, framed and glazed in pairs.  
(2)  
£800 - 1,000  
€910 - 1,100



68



69



70



71



72



76



76



73



76



76



74

74

**A. GILBERT, 'DAIMLER TOURER',**

signed, oil on board, depicting circa 1913 car passing a country cottage, with chauffeur and passenger, the car with painted crown crests on the doors and large AA badge on the radiator cap, 29 x 37cm, mounted, framed and glazed.  
**£800 - 1,000**  
**€910 - 1,100**

Formerly from the estate of the Late E M C Instone (1872-1932).

Ernest Martyn Critchley Instone joined Daimler in 1896 when the company was about 1 month old. He left in 1899 and travelled to Paris to study the motor industry, returning to Daimler full of new ideas, he swiftly rose up through the ranks and was reported as being promoted to General Manager in 1904. In 1905 he was the winner of the first hill climb event held at Shelsley Walsh in his 35Hp Daimler, establishing the hill record with a time of 77.6 seconds and average speed of 26.15mph. He was again promoted to Sales Manager and then to Commercial Manager. In 1921 he went into business with Undecimus Stratton (former head of Daimler's London Depot) taking control of Daimler's London premises at 27 Pall Mall under the name of Stratton-Instone. After Stratton's death in 1929, Instone went on to buy out Daimler's remaining interest and renamed the business Stratstone Limited in 1930.



75



75

75 AR

**HAROLD CONNOLLY, TWO MG SA SALES BROCHURE ILLUSTRATIONS,**

each watercolour and gouache, signed, depicting a two-door coupe by Salmons and a four-door coupe by Charlesworth, trimmed for mounting, 16 x 36cm, mounted, framed and glazed, together with two copies of the artwork as it appeared in the MG SA sales catalogue, common mounted, framed and glazed.

(3)

**£1,000 - 1,500**

**€1,100 - 1,700**

76 AR

**FOUR WATERCOLOUR PAINTINGS BY DION PEARS, (BRITISH 1929-1985)**

comprising "Small Fire - Out on Arrival. Emergency Service Complete", 50 x 65cm; "Zephyr" 38 x 53cm, "Fire Chief's Peugeot 403", 38 x 53cm and "Arrival at the Gates", 35 x 47cm, each signed, framed and glazed.

(4)

**£1,000 - 1,500**

**€1,100 - 1,700**

77 AR

**RUSSELL BROCKBANK (1913-1979), THREE LARGE COLOUR MOTORING CARTOONS,**

each signed pen and ink with watercolour, depicting three different motoring types, 'BMW Sportscar Enthusiast', 'Opel Ingrid' and 'Threadbare VW Beetle owner', each 27 x 37cm, mounted, framed and glazed.

(3)

**£1,000 - 1,500**

**€1,100 - 1,700**





77



77



77

The following Lots 78 and 79 were formerly the property of VSCC Assistant Librarian, stalwart club supporter and event commentator, the Late John Willis (1919-2010).

78 AR

**ROY NOCKOLDS (1911-1980),  
'JOHN COBB IN THE NAPIER RAILTON  
AT BROOKLANDS',**

oil on canvas, 50 x 75cm, framed, together with a Roy Nockolds Memorial Exhibition catalogue with price list.

(3)

£1,500 - 2,000

€1,700 - 2,300

79

**FREDERICK GORDON CROSBY  
(1885-1943), '1928 TT RACE',**

signed and dated 1928, monochrome watercolour and gouache, depicting Davis about to pass Ball at the bridge before Comber, 31 x 47cm, mounted, framed and glazed.

£2,500 - 3,500

€2,800 - 4,000



78



79





80



81



82



83

80  
**GREGORY PERCIVAL (BRITISH 1964-),  
'ENDEAVOUR', A BRONZE SCULPTURE IN  
TRIBUTE TO BATTLE OF BRITAIN PILOT  
SQUADRON LEADER GEOFFREY WELLMUM  
DFC,**

a limited edition numbered 18 of 25 examples, completed in 2017, 'lost wax' cast bronze sculpture from the artist's 'Knights of the Sky' sculpture series, depicting Wellum in the cockpit section of his MkIIa Spitfire in flight, the fuselage bearing his Squadron Code 'Q J', each part signed and numbered, measuring 30cm long, mounted to a bronze stem above a stepped slate display base, 40cm high overall, offered together with a Certificate of Issue from the artist.

(2)  
**£1,500 - 2,500**  
**€1,700 - 2,800**

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

81  
**GREGORY PERCIVAL (BRITISH 1964-),  
'BLITZ',**

bronze sculpture produced 2010, depicting Hans Joachim von Hippel in the cockpit of his Albatros D.Va "Blitz", 20cm long, 17cm high, 12cm wide, mounted on a slightly larger slate base, numbered 10 of a limited edition of 50 and signed by the artist, offered together with a Certificate of Issue from the artist.

(2)  
**£1,000 - 1,500**  
**€1,100 - 1,700**

Hans Joachim Theodor Gottlieb von Hippel was born on 12th September 1893 in Berlin, the second child of Prussian general Conrad von Hippel and his wife Else von Hippel. He joined Jasta 5 (fighter squadron) in 1917 having earlier transferred from field artillery to the Luftstreitkräfte.

The Albatros D.Va was a later development of the DIII, much admired by those who flew them, but could not live up to its predecessor's reputation. During the latter part of the war, German pilots would paint their aircraft to their own taste. The lightning bolt "Blitz" was mostly associated with von Hippel's aircraft. This is the second piece from Gregory Percival's "Knights of the Sky" series.



84

82 †  
**A BENTLEY RADIATOR DECANTER BY  
RUDDSPEED, BRITISH,**

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

**£500 - 700**  
**€570 - 800**



85



86

83  
**A SCARCE SS JAGUAR RADIATOR DECANTER BY RUDDSPED,**  
chromed with mesh grille and town cap,  
with black enamelled winged radiator badge,  
18.5cm high.  
£900 - 1,200  
€1,000 - 1,400

84  
**A SUPERB COLLECTION OF MASERATI SPARKPLUGS,**  
new/old stock in original shop display boxes  
with bright decorative Maserati branded  
graphics, each individually packaged/boxed,  
comprising 12 x 3FL, in plastic tubes and yellow  
card shop display box, 12 x 3FM (2 stroke) in  
plastic tubes in orange card shop display box,  
10 x Tipo NM225 in blue, white and red box,  
10 x NM175, 10 x NM240, 10 x NM260 in red,  
white and blue boxes, 12 x 125SP, 12 x 175SP,  
12 x 225SP, 12 x 230SP, in red, yellow and blue  
fold-open boxes and 12 x FM145, 12 x FC145,  
12 x FC175 and 12 x 2FM 225 in orange, black,  
white and blue fold-open boxes, very slight  
wear to outer boxes.  
(Qty)  
£600 - 800  
€680 - 910

85 ♀  
**A BUGATTI WRISTWATCH BY JEAN PERRET, SWISS,**  
chromed bezel in the shape of a Bugatti  
radiator, with black leather strap, un-worn,  
with original sale tag, in presentation box with  
unissued guarantee booklet  
£800 - 1,200  
€910 - 1,400

86  
**TWO CASED PAIRS OF FERRARI F355 AND FERRARI 246 GT 18CT GOLD CUFF-LINKS BY ASPREY,**  
each pair hallmarked London 1996, and  
with maker's markings to rear, oval cuff-links  
with inset hand-painted enamel profile of the  
respective model, each pair in original Asprey &  
Garrard fitted case.  
(2)  
£800 - 1,000  
€910 - 1,100

87  
**WEST MCLAREN MERCEDES PROMOTIONAL SKI EQUIPMENT,**  
in silver, red and black branded colours, all  
unused condition, comprising a pair of skis,  
185cm long, with Marker M9.1 Titanium boot  
bindings (unfitted with instructions, a pair of  
matching ski poles, made in Austria, with a  
branded Ski bag, and a branded ski boot bag.  
(Qty)  
£800 - 1,200  
€910 - 1,400

According to information supplied by the vendor  
this West McLaren Mercedes ski equipment  
was a gift from Ron Dennis.

88  
**SET OF SIX ROYAL DOULTON MOTORING SERIES WARE PLATES,**  
each 10½ inch diameter plate with dish centre  
and wide flat rim, decorated with one of six  
hand coloured transfer printed patterns, some  
crazing under glaze.  
(6)  
£800 - 1,200  
€910 - 1,400

89  
**A FINE SILVER MODEL OF A 1929 AUSTIN 7 TOP HAT SALOON BY GERALD GILBERT, LONDON, 1988,**  
1:23 scale, a scratch built engineers' model,  
complete with detailed interior, opening bonnet  
to engine compartment, doors with working  
catches and other finely modelled features,  
the underside hallmarked London 1988,  
(front right wheel track rod detached, rear  
axle springs loose) in exhibition quality glass  
and silver edged display case on 12 x 20cm  
wooden base.  
£1,500 - 2,000  
€1,700 - 2,300



87



88



89



89



90



92

90  
**SEVEN EARLS COURT MOTOR SHOW  
'PRIVATE COACHWORK COMPETITION'  
SILVER MEDALS AWARDED TO A.C. CARS  
LTD, 1955-1961,**

each sterling silver medal by Fattorini & Sons, hallmarked Birmingham, struck with Institute of British Carriage & Automobile Manufacturers Incorporated emblem to obverse, and engraved with award and recipient's details to reverse, all awarded for Open Sports Coachwork to A.C. Cars Ltd., and comprising:

1955 Second Prize - Section 10, Group F  
1956 First Prize - Section 10, Group F  
1957 First Prize - Section 12, Group H  
1958 Second Prize - Section 13  
1959 Second Prize - Section 14  
1960 First Prize - Section 14  
1961 First Prize - Section 14

Each medal measuring 56mm diameter, approximately 4.5mm thick, and weighing approximately 76gms, and each contained in original Fattorini & Sons fitted case.

(7)  
**£800 - 1,000**  
**€910 - 1,100**



91  
**A 1968 LE MANS "THE MOTOR" TROPHY,  
PRESENTED TO THE DONALD HEALEY  
MOTOR CO. LTD,**

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

**£800 - 1,200**  
**€910 - 1,400**



91

92  
**SEVEN 1920S MEDALS AWARDED FOR AC  
CARS RACE ACHIEVEMENTS INCLUDING  
ONE AWARDED TO S.EDGE,**

comprising a Royal Automobile & Associated Clubs 1924 Porthcawl Speed Trials Fastest Time of Day bronze medal, the obverse struck with 'Skill - Invention' figural design in relief after Herkomer, 1908, the reverse engraved with race and S.F.Edge recipient's details, 76mm diameter, together with a Junior Car Club 1921 Brooklands 200 Mile Race 9ct gold medal by Elkington & Co., awarded to G.C.Stead for 8th place in an AC Car in the 1500cc class race on October 22nd, 38mm diameter, approximately 24gms, cased, two cased Skegness Motor Races 9ct gold medals for 1924 and 1925, with painted enamel centres, each hallmarked Birmingham, 23mm diameter and weighing approximately 7gms each, a Junior Car Club 1925 Brooklands High Speed Reliability Trials sterling silver 2nd place medal by Elkington, hallmarked Birmingham, awarded to Hon.V.A.Bruce in an A.C., 38mm diameter, approximately 24gms, and two 1925 South Wales Automobile Club 2nd place sterling silver medals by Turner & Simpson of Birmingham, awarded for the 1500cc Closed Class and 3000cc Class Open events held on 13th June, each 38mm diameter and approximately 22gms each.

(7)  
**£800 - 1,000**  
**€910 - 1,100**

The 1924 Porthcawl Speed Trials bronze medal offered in this lot, was believed to have been awarded to Selwyn Francis Edge driving J.A.Joyce's A.C, possibly the 4-cylinder 16Hp Light Six engine model, achieving Fastest Time of the Day of 49.6 seconds over the 1 mile course from a standing start over the wet sands in the sub-1500cc class at the event organised by the South Wales Automobile Club on July 18th/19th.





93



94

95

# **A VELOCIPEDE, BELIEVED FRENCH, CIRCA 1868,**

diamond shaped main frame (some pitting and surface rust in places), sprung metal frame with saddle pan and remains of covering (rear fixing pin replaced with nut and bolt), metal handlebar with turned wooden grips (some worming, left handle bent) and twist brake mechanism (twist inoperable and lacking wire), (front left fork cracked with old riveted plate repair), wooden spoked wheels with metal rims, wide hubs (rear hub split) with radial opposed spoking, (once painted black with red lining, now discoloured), 36 inch diameter front and 32 inch trailing wheels (one rear spoke missing), adjustable pedal cranks with pedal pegs (lacking blocks).

**£800 - 1,200**

**€910 - 1,400**

Formerly from the collection of the late Sir Albert Edward Richardson KCVO FRIBA FSA RA (1880-1964):

Sir Albert was given an early safety bicycle, by his father. He was fascinated by its design and speed and tried many different designs of bicycle as and when they were patented for the public, including the Townend solid tyred safety bicycle, the spring-frame cycle and the Crypto with a forty-eight inch front wheel. It was considered a rather glamorous and racy way to travel at the time and Sir Albert enjoyed the freedom and solitude that it brought him. As an architectural student he joined a number of clubs, including the North London Cycling Club which included members of the famous North Road Club. The competitive side of the North London Club was predominantly endurance tests and reliability trials rather than open races - on occasion he acted as a scout for big races, warning competitors of the whereabouts of the police, who waited in ambush to catch speeding cyclists. He was keen to break records in the solitude of the open road, reaching speeds of over 18 miles per hour, comparatively rapid for the times.

Sir Albert often stopped to sketch on his journeys, a good practice for the scale drawings which he was required to make during his training as an architect. Through the sport he befriended Fredrick Bidlake, the architect, Frank Shoreland, and a well-known rider of the day, Schofield. He cycled a lot in his late teens, his trips adding to his passion for architecture. He often stopped to sketch on his journeys and would pack a cloth-bound sketch book and the stub of a pencil before heading out to draw arches fonts and lettering in meticulous detail. In August 1897 he made the long journey from London to York and then on from York to Edinburgh in just three days, enough time for him to stop and make a sketch of the South door of York Minster on the way. His grandson, Simon Houffe, recalls his grandfather's account of the return journey from York to London and how he broke his chain on moorland and was forced to wipe his oil-covered hands on the only thing available, a white goat, before setting off again. (The Professor, pp.14-16).



95

93

## **A 1921 BARC BROOKLANDS 75 M.P.H. LONG HANDICAP SILVER TROPHY, AWARDED FOR 2ND PLACE IN AN AC CAR,**

sterling silver twin handled trophy with lid, by Charles and Richard Comyns, hallmarked London 1921, engraved with BARC Brooklands emblem and the reverse engraved '16th 75 M.P.H. Long Handicap - 2nd Prize - 24th September 1921', standing 20cm high overall and weighing approximately 920gms including lid.

(2)

**£1,000 - 1,500**

**€1,100 - 1,700**

Records suggest that this trophy was awarded for 2nd place to A.Noble in the 1,495cc AC, behind Malcolm Campbell's 1,816cc Talbot, with J.W.Brooks in an H.E. finishing 3rd.

94

## **A 1921 BARC BROOKLANDS 90 M.P.H. SHORT HANDICAP SILVER TROPHY, AWARDED FOR 2ND PLACE IN AN AC CAR,**

sterling silver twin handled trophy with lid, by Charles and Richard Comyns, hallmarked London 1921, engraved with BARC Brooklands emblem and the reverse engraved '1st 90 M.P.H. Short Handicap - 2nd Prize - August 1st 1921', standing 23cm high overall and weighing approximately 1.3Kg including lid.

(2)

**£1,200 - 1,600**

**€1,400 - 1,800**

Records suggest that this trophy was awarded for 2nd place to A.Noble driving a 1,495cc AC, behind Frank Clement in the 3-Litre Bentley, and ahead of Bedford in a Hillman.



96



97



98



99



100

96  
**A LES LESTON 'GRAND PRIX' CRASH HELMET, CIRCA 1958,**  
original silver-paint finish over fibreglass shell with canvas side and neck protection, matching detachable peak, maker's label to inside crown lining, size approximately 7½.  
**£500 - 700**  
**€570 - 800**

97  
**A BOXED LES LESTON 'GRAND PRIX' HELMET, 1960S,**  
open-face helmet, size 6¾ (56), painted silver with black central stripe and Les Leston sticker, fitted with peak with pop-stud fastening and strap, with black leather padded lining and chin strap, with Les Leston label (detached) and in original card box with lid and label to front.  
(4)  
**£800 - 1,000**  
**€910 - 1,100**

98  
**A RARE 40TH ANNIVERSARY LAMBORGHINI MURCIELAGO SUITCASE, 2003,**  
fine black leather outer over carbon fibre inner hard shell, zip opening, 48 x 62 x 14cm, exclusive limited edition only available with the 50 cars produced for the anniversary, sold with cloth bag/cover.  
(2)  
**£800 - 1,000**  
**€910 - 1,100**

99  
**A PAIR OF 2009 ALFA ROMEO 8C LEATHER SUIT CARRIERS,**  
maroon leather with embroidered Alfa Romeo emblem, in good order showing little sign of use, each with black protective drawstring bag.  
(4)  
**£900 - 1,200**  
**€1,000 - 1,400**

100  
**A WICKER-CASED 'EN ROUTE' PICNIC SET FOR FOUR PERSONS, BY DREW & SONS, CIRCA 1909,**  
wicker cased with handles and brown leather carrying straps with leather handle, the lid and fall-front opening to wooden fitted interior containing wicker-handled kettle with burner, two wicker-covered glass drinks bottles, another smaller wicker-covered bottle, six ceramic based food boxes, a set of four gilt-rimmed Bisto china tea-cups with matching saucers, four serving plates, four glass tumblers in wicker cases, a set of four drinking tots stacked in nickelled container, ceramic Butter and Preserves jars, and other accessories, the case 57cm wide.  
**£800 - 1,000**  
**€910 - 1,100**

101  
**A SCHNEIDER TROPHY SUPERMARINE S6B PERPETUAL DESK CALENDAR, 1930S,**  
chromed car mascot (old crack and repair to rear right float strut) mounted on a circular display base lettered RR, fitted with jump-window calendar with monthly tabs, the base 20cm diameter.  
**£1,200 - 1,600**  
**€1,400 - 1,800**

102  
**FLIGHT LIEUTENANT WORSLEY; 'RARA AVIS 5',**  
signed, watercolour depicting the Supermarine S5, 28 x 39cm, framed and glazed.  
**£500 - 700**  
**€570 - 800**

Rara Avis is Latin for rare bird.



103

#### AN RAF SECTOR CLOCK, 1938-39,

the silk-screen printed 14 inch dial with outside pointing coloured 5 minute sectors (colours faded with some over-painting), black late 1930s type laurel wreath RAF crest with Arabic numerals (paint faded and crazed) , polished brass bezel (with locking tab replaced) and correct F W Elliott single chain fusee movement number 7155 made in 1939, key wind aperture to front, the case 47cm diameter overall, the backbox stamped AM made by F W Elliott Ltd 1938', held with four later wooden pegs, complete with brass pendulum (detached) and winding key.

(3)

£2,800 - 3,500

€3,200 - 4,000



103



102

104

#### AN RAF SECTOR CLOCK, 1939, BY REPUTE FROM RAF COLTISHALL

the silk-screen printed 14 inch dial with outside pointing coloured 5 minute sectors (colours faded with each section overpainted), black hand-painted laurel wreath RAF crest (re-painted) with Arabic numerals, polished brass bezel with locking tab, lens chipped at 9 o'clock, correct F W Elliott single chain fusee movement number 9902 dated 1939, key wind aperture to front, the case 47cm diameter overall, the backbox stamped 'AM made by F W Elliott Ltd 19 ' and '15470', held with wooden pegs (one missing), complete with brass pendulum (detached), winding and case keys.

(4)

£2,800 - 3,500

€3,200 - 4,000



103



104

According to information supplied by the vendor. This clock is believed to have come from RAF Coltishall, having been hung in a pub in Horning since the airbase was closed.

105

#### A DIORAMA OF 140 KEN DOLTON 1:250 SCALE MODEL RACING CARS,

hand-carved and painted miniature models, including Ferrari Monza, Jaguar D Type, Aston Martin DB3S, Lotus 11, Vanwall, Maserati 4CLT and many others, mounted on a grey painted wooden stepped display base, 56cm wide.

£800 - 1,200

€910 - 1,400



105

Ken Dolton was a dental technician and he made these models from dental pastes normally used in his profession to make bridges, plates, caps, implants and dentures.

106

#### AN ENGINEER'S MODEL OF A LIVE STEAM COAL-FIRED "5 TON" RAILWAY BREAKDOWN CRANE,

copper boiler with burner, central geared section with levers to control raising/lowering of jib, rotation of crane, with drive to front axle, on railway track section base, 44cm long and 39cm high overall.

£800 - 1,000

€910 - 1,100



106

107

#### AN ENGINEER'S MODEL OF A LIVE STEAM SPIRIT-FIRED AVELING AND PORTER STEAM ROAD ROLLER,

with Stuart single cylinder engine components and Bassett-Lowke pressure gauge, painted green and black with Invicta prancing horse decoration to front, cast flywheel, 60cm long overall, on a wooden display base.

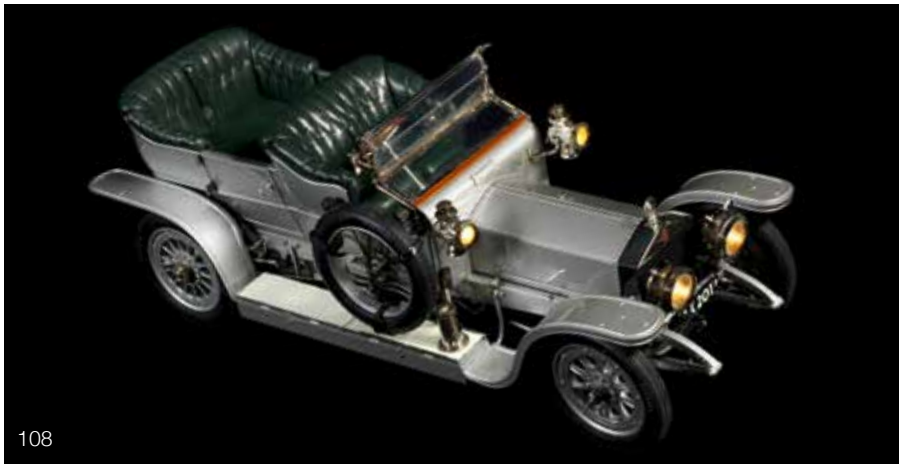
£800 - 1,000

€910 - 1,100



107





110

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

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

Dimensions: 600mm x 270mm x 200mm high

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

**£2,500 - 3,000**

**€2,800 - 3,400**

111

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

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

Dimensions: 600mm x 270mm x 200mm high

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

**£2,500 - 3,000**

**€2,800 - 3,400**

112

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

type 2 version, in original blue French National racing colour paintwork and wearing number 2, with wire mesh grille, louvered bonnet with remains of leather straps, the spoked wheels with brake drums, treaded Pneu Michelin solid rubber tyres and knock-off spinners, "Excelsior" shock absorbers, the bodywork with opening filler caps, exhaust, and with front wheel steering and operational hand-brake, 52cm long, some general wear commensurate with age, in operational condition at time of cataloguing and offered with a key.

**£2,200 - 2,800**

**€2,500 - 3,200**

108



109



110

108†

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

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

**£800 - 1,200**

**€910 - 1,400**

109º

**A 1:4 SCALE PRE-PRODUCTION MG MAGNETTE ZA COACHWORK STYLING MODEL, CIRCA 1953,**

wood and fibreglass construction with chromed metal detailing and brightwork, the coachwork finished in grey paint, with static wooden wheels 107cm long overall, used condition with some wear to paint.

**£900 - 1,200**

**€1,000 - 1,400**

The MG Magnette ZA was announced on 15 October 1953 and debuted at the 1953 London Motor Show. Deliveries started in March 1954. Production continued until 1956, when 18,076 had been built. It was the first monocoque car to bear the MG badge.

113000

**A GOOD CITROËN OPEN SEAT TOURING  
PEDAL CAR, PRODUCED BY THE LELY  
SMALL CAR CO. ENGLAND, CAR NO. LSC 67**

1980s, with recent restoration, modelled on  
Vintage Citroen 5cv open-seat touring car, with  
yellow fiberglass body mounted on black chassis  
with black wings and steel wheels, polished  
aluminium grille with Citroen badge, pedal driven  
by chain drive to rear axle, wooden handled brake,  
wooden dashboard with battery gauge, electric  
lights and horn, windscreen, Naugahyde folding  
hood; 135cm long overall.

£900 - 1,200

€1,000 - 1,400

See:-

Edoardo Massucci: 'Bebe Auto', Automobilia,  
Milan 1982, p.115

Paul Pennell, 'Children's Cars', Shire Publications,  
1986, p.30

Peter Lely, 'Pedal Power', Thoroughbred and  
Classic Cars, Vol.11, no.4 (1984), p.70



111



112



113



114



115 (part)

114♦♦♦

**AN MG TC CHILD'S CAR BY TIMELESS TOYS, BRITISH, 1945 TO LATE 1940S,** restored in 1996 by Simon Robinson Classic Car Restoration, battery powered, painted red with chrome lamps, grille and horn, interior trimmed in tan leather, with Walnut veneered dashboard by Staples, wire spoke steering wheel with black rim, flick-switch for forward, neutral and reverse gears, simulated engine noise, wire spoked wheels, with spare wheel to rear, reg number MG TC, 170cm long, in working order, complete with key.

£5,000 - 7,500  
€5,700 - 8,500

## CHARITY LOTS

115

**ASSORTED MOTORSPORT PHOTOGRAPHS AND MOTORING PRINTS OFFERED FOR SALE ON BEHALF OF 'GOSH' THE GREAT ORMOND STREET HOSPITAL CHARITY,**

including large monochrome images of Graham Hill, two other motor racing photographs, two framed and glazed, one framed (no glass) and two unmounted, together with two veteran car prints. (Qty)

116♦♦♦

**A LARGE AND COMPREHENSIVE COLLECTION OF BROOKS, BONHAMS & BROOKS AND BONHAMS AUCTION CATALOGUES OFFERED FOR SALE ON BEHALF OF 'GOSH' THE GREAT ORMOND STREET HOSPITAL CHARITY,**

a near complete run of early Brooks catalogues, includes index for first 100 catalogues, some with price lists, with assorted later Bonhams & Brooks and Brooks examples, a valuable reference resource.

(Qty)

For more information about Great Ormond Street Hospital Children's Charity or to make a donation please visit their website [www.gosh.org](http://www.gosh.org). GOSH is a company limited by guarantee (company number 09338724) and a UK registered charity (charity number 1160024).

117

**A DOG HOUSE CLUB PLATE, 1962,**

ceramic, transfer printed with facsimile signatures of 12 racing drivers and hand-coloured 'Dog House', 18cm wide, display mounted, framed and glazed.

£60 - 100

€70 - 110

Lot 117 has been kindly donated for sale on behalf of St Barnabas House Hospice, Worthing by Mike Rogers.

St Barnabas House is an independent charitable hospice located in Worthing, West Sussex. They provide end of life care services, both at the hospice and in the local community, to adults with advanced progressive life-limiting conditions. UK Charity number 256789.



116 (part)



117



118

**A SET OF SIGNED MAX VERSTAPPEN 2017  
FORMULA 1 SEASON RED BULL RACING RACE  
OVERALLS, OFFERED FOR SALE ON BEHALF OF  
WINGS FOR LIFE,**

in dark blue, decorated with Red Bull, Tag Heuer, Aston Martin, Mobil 1, Esso, Rauch, Pirelli, and other sponsors' logos and with Dutch national flag and 'MAX' driver's name to waist, used by Verstappen at the Spanish, Monaco, Canadian, and Azerbaijan Grand Prix race weekends 2017, signed by Verstappen in silver coloured marker to left shoulder, mounted within a Perspex glazed full length display frame, 174 x 74cm, together with a Certificate of Authenticity from Christian Horner OBE, Team Principle of the Red Bull Racing Formula One Team.

(2)

£2,000 - 3,000

€2,300 - 3,400



Wings for Life fund cutting-edge research projects and clinical trials across the globe aimed at finding a cure for spinal cord injury.

Since Wings for Life was first founded, 170 spinal cord research projects have been funded at the world's most well-respected institutes and a number of vital breakthroughs have been made.

The developments so far provide strong hope that treatment options are closer than they have ever been. However, intensive research work will be needed before a breakthrough in human medicine can be achieved.

When you support Wings for Life, 100% of the money you donate will go to directly to spinal cord injury research as the charity's founders generously cover all of the administrative costs.

Wings for Life UK organises a range of fundraising events for their supporters and always welcomes new volunteers.

Visit [www.wingsforlife.com](http://www.wingsforlife.com)

UK Registered Charity No. 1138804

119 - 200

**NO LOTS**

**END OF AUTOMOBILIA**





# MOTOR CARS

14.00

Lots 201 - 290

Further images of each lot can be found at:  
[www.bonhams.com/24125](http://www.bonhams.com/24125)











201

### 1935 GRAHAM MODEL 68 STANDARD SIX SALOON

Registration no. VAS 269

Chassis no. 13558013

Engine no. FG00A509

Originally commercial vehicle manufacturers, the three Graham brothers sold out to Dodge in 1926. The following year the Grahams bought the struggling Paige-Detroit Motor Car Company, continuing the existing Paige car for 1928 alongside a new Graham-Paige line-up. A staggering 73,195 cars were sold in Graham-Paige's first 12 months, a US auto-industry record at the time. High performance was a strong selling point in G-P's early years, one example setting speed records at the Brooklands track in England while another held the Mount Washington climb record. The company name was shortened to simply Graham in 1930. Despite a succession of styling innovations - its Bluestreak and 'shark nose' models are among the most striking of the 1930s - Graham never fully recovered from the Depression years and built its last car in 1940. This right-hand drive Graham Model 68 saloon is on the 116" wheelbase chassis and has the 3.7-litre engine. We are advised that only five are known worldwide. The Graham was imported from South Africa in 2003 and purchased from the importer by the current vendor. In 2011 Rees Brothers of Aldershot carried out a full restoration of the body, engine, and gearbox at a cost of £18,500. The recorded mileage of 65,500 is believed genuine. Described as in generally good condition, with excellent body and paint, the car is MOT exempt and is offered with restoration invoices, photographs and a V5C document.

**£8,000 - 12,000**

**€9,100 - 14,000**

**No Reserve**



202

### 1970 FIAT 500L SALOON

Registration no. not UK registered

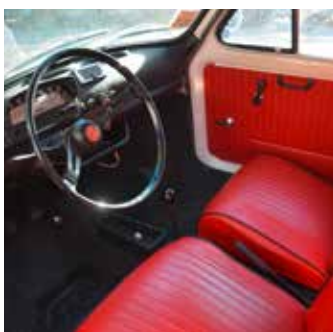
Chassis no. 110F 2988571

Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph. Introduced in 1968 alongside the standard 500F, the Lusso (deluxe) 500L, while mechanically similar, it came with a 599cc engine, exterior cosmetic enhancements, the most obvious being a new 'FIAT' badge on the front, different hubcaps, and tubular guards protecting the front and rear bumpers. Inside, the 500L's improved interior featured a new dashboard, instrument binnacle, steering wheel, seats, and door cards, while the floor was now carpeted rather than covered with rubber mats. There was also additional storage space in the form of a tray in the centre tunnel. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and recently was voted 'Sexiest Car' by the readers of *Top Gear* magazine. This left-hand drive example of the FIAT 500 in its ultimate form was bought at a charity auction in the UK in October 2014 having been restored prior to the vendor's purchase. Presented in good running order, this charming and highly collectible little car is offered with Guernsey registration papers and number plate.

**£8,000 - 12,000**

**€9,100 - 14,000**

**No Reserve**





203

**1963 GLAS GOGGOMOBIL SALOON**

Registration no. GSJ 115

Chassis no. 02165122

Founded in 1883 to make agricultural equipment, the company that would become Hans Glas GmbH diversified into motor vehicle manufacturing after WW2, launching the Goggo motor scooter in 1951. Four years later Glas began making the Goggomobil, a two-door micro-car powered by a twin-cylinder two-stroke engine, mounted at the rear, which was available in 247, 296, and 395cc capacities. Over the succeeding decade the Glas range expanded to encompass a variety of larger models, including a 2.6-litre V8 coupé, but the Goggomobil would prove to be by far its most successful and long-lived product, with in excess of 280,000 of all types sold up to June 1969 when production ceased. First registered in the UK in October 1963, this left-hand drive Goggomobil micro-car would have been an unusual choice for its then owner, who could have purchased a brand new Mini for considerably less. The car was restored around eight years ago, being repainted in grey over cream in the process, and in 2010 was acquired for his private collection by a retired motorcycle restorer, who overhauled the suspension and braking systems and renewed the chrome trim. Surely one of the best of its kind currently available, this charming German micro-car is offered with an original owner's handbook, workshop manual, MoT to March 2018, and a V5C Registration Certificate. It should be noted that the V5C records the engine capacity as 300cc, while the handbook is annotated '392cc' and there is a 'T250' badge on the boot. At time of cataloguing it had not been possible to determine the engine's actual capacity.

**£15,000 - 18,000****€17,000 - 20,000**

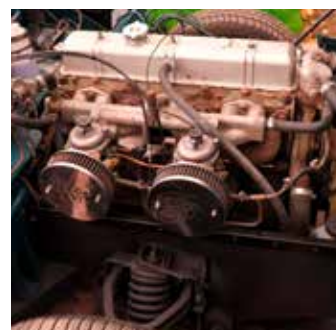
204

**1972 TRIUMPH GT6 MARK III COUPÉ**

Registration no. NCR 903M

Chassis no. KE211150

A fastback Spitfire powered by the Triumph 2000 saloon's 2.0-litre six, the GT6 arrived in 1966. Like the Spitfire, it inherited what was essentially a Herald chassis and running gear, though the latter's rear axle arrangements would be updated for the Mark II, lower wishbones replacing the original's swing axles, while the restyled last-of-the-line Mark III adopted a simpler 'swing spring' arrangement. Fast (100mph-plus) and stylish, the GT6 well deserved its 'mini E-Type' sobriquet and today is one of the most sought after of post-war Triumph sports cars. Dating from the penultimate year of GT6 production and equipped with the desirable manual/overdrive transmission, this Mark III comes with its original handbook and British Leyland 'Passport to Service' book. Most notable in this car's history is its appearances in BBC Television's cult police drama *'Life on Mars'* (Series 2, 2007, episodes 1 and 4). There is a photograph in the history file of 'NCR 903M' taken with the show's main cast. Also on file are comprehensive service records and receipts for works undertaken throughout the car's 46-year history. In 2017, a full body re-spray and a complete mechanical and electrical overhaul was carried out, and we are advised by the private vendor that the car is now in excellent working order, overdrive included. Finished in classic British Racing Green, this beautiful GT6 is offered with a BMIHT Certificate, current MoT, V5 document, and the aforementioned service bills, etc.

**£10,000 - 15,000****€11,000 - 17,000**

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.

**1987 MARCH F3000 MONOPOSTO**

Chassis no. 87B-16

- *Formula 3000 Championship-winning design*
- *Raced in the Japanese Formula 3000 Championship*
- *Wooden mock-up Ford Cosworth DFV engine*
- *Complete with transmission and electrics*



The founders of March Engineering were nothing if not ambitious. Less than a year after building a one-off Formula 3 prototype in a shed, March secured its first Formula 1 World Championship Grand Prix victory when Jackie Stewart drove its debut F1 design to victory in Spain in 1970. There would be further victories in Formula 1 but the coveted Drivers' Championship would forever remain out of reach. Although only moderately successful in F1, March enjoyed considerably greater success in other categories including Formula 3, Formula 2, Formula 3000, Indycar, and IMSA GTP sports prototype racing.

When Formula 3000 was launched by the FIA for 1985, replacing Formula 2 as the 'feeder' class immediately below F1, March offered the Type 85B. Designed by Ralph Bellamy, the latter was based on March's preceding F2 design, the Type 842, being constructed on a virtually identical aluminium/carbon fibre monocoque. Suspension was entirely conventional, consisting of double wishbones and pushrods at the front, with a lower wishbone and top rocker arrangement at the rear. Most cars were fitted with the 3.0-litre Cosworth DFV V8 engine, which had been rendered obsolete in Formula 1 by the arrival of the Turbo era. Possessing excellent balance, the March 85B was the car to beat in F3000's inaugural season, Christian Danner winning the Championship at the wheel of a privately entered example. By the season's end, March 85Bs had won seven of the 12 races.

Boasting extensively revised aerodynamics but retaining essentially the same tub and mechanicals, the successor 86B proved good enough to bring March its second F3000 title courtesy of the Italian driver Ivan Capelli. For 1987 March fielded an entirely new car: the 87B, designed by Andy Brown, which featured a new monocoque and a March gearbox fitted with Hewland internals. Entered by the works-supported Onyx team, Italian newcomer Stefano Modena won three rounds and was crowned champion at the season's end, bagging March its third successive Formula 3000 championship.

This particular car was raced in the Japanese Formula 3000 Championship in 1987 by the Dome team. The March was driven by the American, Ross Cheever (younger brother of Formula 1 driver, Eddie Cheever) who achieved two points-scoring finishes that season and ended up 17th in the championship. The car was raced in period fitted with a Cosworth DFV engine, but currently has a wooden DFV mock-up installed. The transmission and electrics remain in place, and the car is described by the vendor as complete and in generally good condition.

**£15,000 - 19,000****€17,000 - 22,000**



## 1931 STAR COMET SALOON

Registration no. OAS 378

Chassis no. D784

- *Rare survivor of a quality British make*
- *2½-litre six-cylinder engine*
- *Believed original paintwork and interior*
- *Present ownership since 2009*
- *Engine rebuilt in 2010*



One of Britain's top six motor manufacturers prior to WWI, the Wolverhampton-based Star Motor Company produced its first automobile in 1898. A close neighbour of Sunbeam, the company had been founded by Edward Lisle Sr, proprietor of the Star Cycle Company that would later build its own Starling cars under the guidance of his son, Edward Jr. Progressing from that first single-cylinder Benz-based design, the firm added twin- and four-cylinder cars to a diverse and expanding range and built its first six in 1907. Although technically un-adventurous in its early years, Star built up a deserved reputation for building luxuriously appointed and well constructed cars, aided by the fact that it made most of its parts, chassis frames excepted, in house.

Four-wheel brakes - on the bigger sixes - and overhead valves - on the four-cylinder 12/40 - made their appearance in the early 1920s, and then in 1927 came the first overhead-valve six: the 20/50hp PL2. Guy Motors acquired Star in 1927 and the firm changed hands again in 1932, but by then the ongoing economic downturn was hitting luxury car manufacturers hard and by 1935 Star was gone.

A rare surviving example of one of Star's smaller sixes, this 2½-litre Comet saloon was purchased new by one G Stevenson from Tunbridge Wells, Kent for £495 with a 20% discount given. The car was ordered with right-hand gearchange, black paintwork, and brown leather upholstery, and is believed to retain its original interior and exterior finish to this day. At some time in the 1990s the registration was changed from the original 'GO 1003' to the current 'OAS 378'.

The current vendor purchased the Star in Bicester, Oxfordshire in 2009, and soon after acquisition (in 2010) the engine was removed and rebuilt, with all the white-metalled bearings replaced, new pistons fitted, cylinders honed, etc (photographs on file). We are advised that it now runs smoothly. Used solely for pleasure and described by the private vendor as in generally good condition, this rare British quality car is offered with an original sales brochure, a V5C Registration Certificate, and invoices relating to the engine rebuild.

**£15,000 - 20,000**

**€17,000 - 23,000**

## 2003 ASTON MARTIN DB7 GT COUPÉ

Registration no. LE03 VFM

Chassis no. SCFAD12353K303842

- *Rare DB7 Vantage high-performance variant*
- *One of some 300 made*
- *23,558 miles recorded*
- *Service history*



Based on the V12-engined DB7 Vantage, the DB7 GT was Aston Martin's response to customers asking for 'more performance, increased driver involvement, and improved roadholding'. Introduced in March 1999, the DB7 Vantage featured a state-of-the-art, all-alloy V12 engine, a 'first' for a production Aston Martin. This 6.0-litre, quad-cam, 48-valve unit produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations. There was a choice of two alternative transmissions: a new six-speed manual or ZF five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage coupé.

The existing six-cylinder DB7 bodyshell was re-engineered to accommodate the new V12 engine/transmission package, resulting in a stiffer structure exceeding all contemporary crash test requirements, while the suspension was developed specifically for this new model. The 15" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes equipped with ABS.

Notwithstanding all the DB7 Vantage's high-tech attributes, its makers had not lost sight of customer expectations of what constituted an Aston Martin.

Thus the Vantage's hand crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to individual customer requirements. All the usual luxury fittings came as standard, while clients could choose from an extensive list of options. For the DB7 GT, the V12 engine received a Vanquish-type exhaust system that liberated more power (435bhp), which was transmitted via an AP Racing clutch to the six-speed manual gearbox (the auto 'box GTA kept the 420bhp engine). A lower final drive ratio made the GT quicker off the mark, while upgraded brakes ensured that it had stopping power to match. Elsewhere there were changes to the suspension, steering, wheels, and bodywork: the latter gaining bonnet vents and a boot spoiler while the under-tray was reshaped.

One of only some 300 GT/GTA models built, this example was purchased recently by the current owner from McGurk Aston Martin, and is only offered for sale because he has just bought another two cars and now has no room in his garage for it. The accompanying service booklet shows regular servicing throughout the car's life, the last service being carried out by McGurk in January 2017 at 23,350 miles. Offered with MoT to January 2018 and a V5C document.

**£40,000 - 50,000**  
**€46,000 - 57,000**



208

## 1970 MONTEVERDI 375L COUPÉ

Coachwork by *Carrozzeria Fissore*

Registration no. HGU 854J

Chassis no. 2030R

- *Hand built, limited edition Swiss GT car*
- *Rare right-hand drive example*
- *Present ownership since 1995*
- *An older restoration*



During the 1960s, American V8 power was seen by many independent European manufacturers as a means of creating a luxury Grand Tourer to compete with the more exotica offerings of long-established firms like Ferrari, Maserati, and Aston Martin. AC, Jensen, Facel, and Iso among others all went down this route, as did Swiss BMW dealer Peter Monteverdi, who used Chrysler engines and transmissions for his sports and GT cars. Launched in 1967, the first of these was the 375, a two-seater coupé featuring a Fissore-built body styled by Pietro Frua.

Monteverdi's tubular spaceframe chassis employed double-wishbone independent front suspension and a De Dion rear axle, and customers could choose between 7.0-litre (375bhp) and 7.2-litre (450bhp) 'Hemi' V8s, either of which was good for 150mph-plus performance. Interior appointments were first class for both front and rear seat occupants, and the whole car possessed an aura of opulence. A 2+2 version - the 375L - was added to the range in 1969. Production of these hand built and supremely well equipped cars continued in strictly limited numbers until the mid-1970s, when the energy crisis and US Federal auto legislation dealt a major blow to Monteverdi, resulting in their rarity today.

A 7.2-litre 375L model equipped with automatic transmission, this rare right-hand drive Monteverdi coupé was completed during the winter of 1970 and delivered new in May 1971 to Mr L P March of Wardour Street, London W1 (see letter from the Monteverdi Automuseum on file). In October 1995, the Monteverdi was offered for sale at Brooks' Earls Court auction (Lot 25) where it was purchased by the current vendor. Prior to sale the car had benefited from extensive restoration by Duncan Hamilton Ltd: the engine being overhauled, new door skins fitted, a re-spray carried out, and the interior re-upholstered in red-piped black leather.

Other works have been carried out subsequently, as evidenced by bills on file dating from the late 1990s totalling thousands of pounds. The car has been unused since the early 2000s, since when it has been kept garaged. Additional documentation consists of MoT certificates, including the most recent pass on the 11th October 2017, a V5C Registration Certificate, and a quantity of photocopied Monteverdi-related literature. A wonderful opportunity to acquire one of these rare, limited edition Swiss Gran Turismos.

**£25,000 - 30,000**  
**€28,000 - 34,000**

**1989 JAGUAR XJR-S 5.3-LITRE COUPÉ**

Registration no. F94 RKY

Chassis no. SAJJSAEW3BA156079

- *Limited edition high-performance variant*
- *One of 837 made*
- *The most expensive Jaguar of its day*
- *Circa 35,000 miles recorded*



Having done Jaguar's international sporting image no end of good by winning the 1984 European Touring Car Championship at the wheel of an XJ-S, Tom Walkinshaw was called upon to give the Coventry manufacturer's road cars a performance makeover. Walkinshaw's JaguarSport company was already producing body and suspension kits for the XJ-S and in 1988 the factory sanctioned an official model incorporating Walkinshaw's enhancements – the XJR-S. The latter was launched in August 1988, capitalising on Jaguar's second consecutive World Sports Car Championship and victory at Le Mans that year.

Walkinshaw's modifications to the running gear were relatively modest, yet the transformation of the XJ-S's road manners was marked. A top speed of more than 160mph was claimed for the V12-engined XJR-S, which at £45,500 in 1989 was by a considerable margin the most expensive Jaguar on offer.

The XJR-S was always a limited production model, with only 837 being made between 1989 and 1993 compared to more than 115,000 XJ-S cars in total. An automatic transmission model, this example has had only four keepers over the course of the last 28 years and comes with the original service booklet stamped up to 31,000 miles (the current odometer reading is circa 35,000 miles).

Finished in red with cream leather interior, this collectible limited edition Jaguar is offered with the aforementioned service history, sundry bills, current MoT, and a V5C Registration Certificate.

**£15,000 - 20,000**

**€14,000 - 16,000**



## 1986 PORSCHE 928 S2 COUPÉ

Registration no. C91 TGM

Chassis no. WP0ZZZ922G5840532

- One of only 56 manual transmission S2s sold in UK in 1986
- Unique and highly desirable specification
- Porsche Certificate of Authenticity
- Circa 59,000 miles from new
- Very large file of service history
- Concours winner



Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the Porsche 928 was intended as an upmarket replacement for the long-running 911. The front-engined 928's stylish hatchback body made extensive use of aluminium in the interests of weight saving, while the V8 engine - Porsche's first - displaced 4.5 litres and produced 234bhp. A five-speed transaxle gearbox or three-speed automatic were the transmission options. In 1979 the 928 S arrived boasting a 4.7-litre engine equipped with Bosch K-Jetronic fuel injection. From 1984, the S model was called S2 in the UK, and then in 1986 it was further revised and restyled, becoming the S4.

The car offered here is one of those built during 1986, sometimes referred to as '1986.5' or '1986½', which represent a 'halfway house' between the S2 and S4 (the so-called 'S3' was a US only model). Thus it has the improved engine, transmission, suspension, and brakes of the S4 while retaining the simpler electrics and classic body shape of the S2. It also has the optional and very rare combination of the manual gearbox, limited-slip differential, and wide-track rear axle, all fitted by the factory. Other noteworthy original features include a sunroof, electric door mirrors, and recoil bumpers, while the car is finished in metallic silver (code S7S7) with black leather interior (including leather door inlays) as originally specified. The accompanying Porsche Certificate of Authenticity confirms the original specification and chassis number.

Included in the sale is the original Becker stereo, cassette holder, and speakers. A Sony CD audio system is installed currently; the Sony speakers are same size as the originals so no cutting of door cards was required and the originals could be replaced if required. The rear luggage cover and net are present and in excellent condition, and the car also comes complete with spare wheel (unused), tools, compressor, spare key with original black leather pouch, a set of Porsche luggage and Porsche locking wheel nuts with their original key. The original owner's manual and other service books are present together with an original sales brochure, press release photographs, and a workshop manual (on CD). In addition, 'C91 TGM' is offered with comprehensive service history including the original service booklet (26 stamps) and a substantial quantity of receipts, invoices, and expired MoT certificates.

Previously owned by a Porsche Club member, 'C91 TGM' has won concours trophies at events including the Meguiar's Concours in 2006 and the Porsche Enthusiasts' Club Concours in 2007. Kept garaged and well maintained, this is a very rare car to delight the Porsche aficionado.

**£24,000 - 28,000**

**£27,000 - 32,000**

**1971 TVR 2500 COUPÉ**

Registration no. 22 VXN

Chassis no. 2061T

- *TVR's first inline six-cylinder model*
- *One of 289 built*
- *Professionally restored in the 1990s*
- *Extensively modified and upgraded*



Introduced in 1970, the Triumph-powered 2500 was the first TVR sports car to have an inline six-cylinder engine. This new TVR had been born out of the need for a model that could meet the USA's emissions targets, which was something the existing Ford-powered Tuscan V6 could not do. One of the drawbacks of the 2500 was the fact that, even in the UK, it was only sold with the de-toxed US-specification engine, which produced a relatively modest 106bhp, rather than the fuel-injected 150bhp unit found in the TR5/TR6. The next owner of this car though, need have no worries about inadequate performance as its impressive specification suggests that '22 VXN' must be one of the most highly developed and fastest of its kind.

The car was treated to a 'ground upwards' restoration in 1991 by a TVR specialist, with subsequent improvements and modifications including a full drive train replacement (in October 1993) and a full suspension rebuild. Undertaken in October 1997, the latter included installing Polybushes; powder coating the wishbones, front uprights, brake drums/back-plates springs and ancillaries; a full rebuild of the steering rack and track rod ends with new bushes to column; new wheel bearings throughout; new pivot bars to rear uprights; and drive shaft universal joints replaced. New brake callipers, discs and braided hoses were fitted at the same time, while all five wheels are genuine Minilite alloys (original 'web' wheels available).

Over-bored by 0.020", the engine incorporates Hepolite forged pistons; gas-flowed cylinder head with matched ports and bigger valves; Kent TH5 'fast road' camshaft with matched Aldon distributor; triple Weber 40 DCOE carburettors with K&N filters; and a multi-branch exhaust manifold leading to a JP custom-made stainless steel system. To ensure reliability, the lubrication system has been upgraded with a baffled sump; high-pressure oil pump; spin-on oil filter; and an oil cooler with inline thermostat and high-pressure hoses. A custom-made aluminium radiator complete with sensor-driven electric cooling fan (with manual override) looks after the cooling. Power is delivered to a Triumph gearbox with overdrive on 3rd and 4th gears, reaching the rear wheels via a balanced prop shaft and limited-slip differential.

Other noteworthy features include a lightweight bonnet and a fully upholstered and carpeted interior, the latter incorporating high-back bucket seats, three-point quick-release harnesses, and a rear roll cage in MSA-specification tube with secure harness bushes. Accompanying paperwork consists of sundry restoration invoices, a list of early owners, a V5C document, and current MoT.

**£22,000 - 26,000****€25,000 - 30,000**



212 N

## 1955 DAIMLER CONQUEST CONVERTIBLE

Registration no. not UK registered

Chassis no. 87687

- *Rare Daimler soft-top*
- *One of only 250 made*
- *Pre-selector transmission*
- *Restored in Italy in 2008*
- *Previously registered in Italy (before that in UK)*



Introduced in 1953, the Conquest was a shorter and lighter replacement for Daimler's first post-war saloon: the DB18, a design little changed from 1939. The first Daimler to feature independent suspension, the DB18 was powered by an enlarged-to-2,522cc version of the overhead-valve six first introduced in 1933. Daimler's customary fluid flywheel, pre-selector gearbox, and worm-drive rear axle comprised the transmission. Mechanically similar but featuring subtly revised styling, the Consort saloon arrived in September 1949. A hypoid bevel rear axle replaced the traditional under-slung worm, Girling hydro-mechanical brakes were adopted, and the engine received new pistons.

A small car by Daimler standards, and coded 'DJ250' by the factory, its Conquest successor was, according to *The Autocar*, 'designed to cater for the driver who requires a vehicle of high quality and detail finish, coupled with a good performance, but does not want a large or heavy car.' The medium-sized Conquest featured a new 2.4-litre, overhead-valve, six-cylinder engine coupled to the familiar Daimler fluid flywheel/pre-selector transmission, and retained a separate chassis incorporating independent front suspension and Girling hydro-mechanical brakes.

A four-seater convertible (DJ252) version arrived in the spring of 1954 but would prove to be short-lived, disappearing from the range in 1955 when the three-seater 'New Drop-Head Coupé' was announced. Only 250 Conquest Convertibles were made: 200 in the first batch (DJ252) and 50 in the second (DJ253).

This rare Daimler soft-top was imported into Italy from the UK in 2008 by classic car specialists Nerves Auto of Treviso. Following the completion of extensive works, the Daimler was sold to an Italian enthusiast as a present for his nephew. It is understood that the latter was not keen on the pre-selector transmission, and so the Conquest saw relatively little use. The current private Belgian vendor advises us that the car drives very well and is ready for long-distance touring. Accompanying documentation consists of previous Italian registration papers and a Belgian application for registration.

**£15,000 - 20,000**

**€17,000 - 22,000**

213

**NO LOT**

*Ex-Sir William Lyons***1961 JAGUAR MARK X SALOON**

Registration no. 7868 RW

Chassis no. 300044BW

- *Sir William Lyons' company car from 1962 to 1965*
- *Matching chassis, engine, and registration numbers*
- *Numerous special features*
- *Known ownership history*
- *Professionally restored between 2015 and 2017*



This particular Mark X was one of the very first cars produced. It left the Brown's Lane factory in December 1961 having been built specifically for the daily use of company founder, Sir William Lyons. Jaguar Cars had grown out of 'SS' (the Swallow Sidecar & Coachbuilding Company) which had been founded in Blackpool in 1922 by Lyons and his partner, William Walmsley. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis.

Lyons' Mark X was finished to his own personal specification and differed from standard production models in numerous ways. It had the optional automatic transmission, while electric windows were fitted in the rear (in addition to the front) together with individual 'vanity mirrors' for him and Lady Lyons. Registered as '7868 RW' on 17th January 1962, the Mark X was used by Lyons for the next three years, carrying him - chauffeur driven, of course - to all his official functions. The accompanying Jaguar Heritage Trust Certificate records that the car was finished in Opalescent Dark Green with beige leather interior, the same as it is today, and states that it was sold second-hand to Imperial Motors, Cheltenham on 30th March 1965. Its next owner kept the Jaguar, latterly off the road in a barn, until 2011 when the car passed via the third (albeit brief) ownership to the current vendor, who acquired it in 2014.

Some three years later, '7868 RW' is offered fresh from a comprehensive professional restoration to exemplary standard. The rebuild was carried out by marque specialists including Huddersfield-based Miles Classic and XJK in Newcastle-under-Lyme, while for the finishing touches and final approval the Mark X was despatched to Jaguar Heritage, returning to Brown's Lane for the first time in many years. The story of Lyons' Mark X was recounted in an article published in *Octane* magazine (April 2017 edition) and the car has also appeared in various Jaguar magazines.

As one would expect, this beautifully presented Mark X is reported to drive as well now as it did in Sir William's day, possessing all the 'Grace, Space and Pace' forever associated with Jaguar's peerless saloons. A possibly once-in-a-lifetime opportunity to own this important piece of Jaguar history, it comes with a V5C document and MoT to July 2018.

**£50,000 - 70,000****€56,000 - 79,000**



215

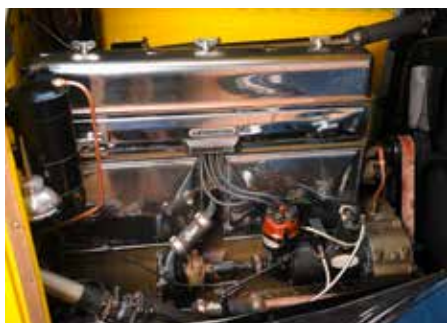
## 1927 BUICK MODEL 27X54 MASTER SIX ROADSTER

Coachwork by Fisher

Registration no. BF 8084

Chassis no. 1769149

- *Imported from New Zealand*
- *Extremely rare right-hand drive roadster*
- *4½-litre engine*
- *Restored in 1998*



Inventor David Dunbar Buick built his first automobile in Detroit, Michigan in 1903. More designer than businessman, Buick's lack of talent in the latter role led to a number of changes of ownership in the firm's early years before its founder was eventually eased out in 1908, his departure from the Buick Motor Company coinciding with its establishment as the cornerstone of new owner William C Durant's General Motors. Under Durant's stewardship production rose dramatically from 750 cars in 1905 to 8,802 in 1908 when Buick's most popular model was the four-cylinder Model 10, priced at \$900 and a direct competitor for Ford's Model T.

The company had introduced its first six-cylinder car in 1914 and for a period in the 1920s the range would consist entirely of sixes. A detachable cylinder head, strengthened chassis and axles, and four-wheel brakes were new introductions on the six-cylinder line for 1924, the last year of Buick's base-model four. Replacing the latter for 1925, the Standard Six boasted a new, overhead-valve engine displacing 191ci (3,131cc) and producing 50bhp, while the larger Master Six came with a 255ci (4,180cc) 70bhp unit. The duo were restyled for 1926 and given larger engines of 207ci (3,393cc) and 274ci (4,492cc) respectively, and continued almost unaltered through 1927.

Imported from New Zealand, this extremely rare right-hand drive Master Six Roadster was purchased privately by the immediately preceding owner, a knowledgeable Buick collector, in March 1997. An amateurish attempt at restoration had been made, subsequent thorough inspection revealing numerous mechanical faults, various incorrect parts, and wrong body alignment. By this time well versed in the restoration of 1920s Buicks, the then owner undertook a full mechanical and body restoration in 1998 (see bills and photographic record on file).

The current vendor purchased the Buick at Bonhams' Oxford sale in March 2013 (Lot 315). The car was then re-commissioned, the distributor being repaired and the carburettor tuned, since when some 200 dry miles have been covered. Finished in eye-catching green over yellow with black wings and chestnut brown leather interior, the car boasts a commodious side locker capable of accommodating a set of golf clubs; indeed, this model is sometimes referred to as the 'golf roadster'. Described by the private vendor as in generally very good condition, this rare soft-top Buick is offered with a V5C Registration Certificate; invoices relating to the post-purchase re-commissioning; MoT to August 2018; and the aforementioned restoration records.

**£25,000 - 30,000**  
**€28,000 - 34,000**



216

## 1961 JAGUAR E-TYPE SERIES 1 3.8-LITRE 'FLAT FLOOR' ROADSTER

Registration no. OSL 493

Chassis no. 875202

- *Delivered new to Canada*
- *Matching chassis and engine numbers*
- *Restored between 1997 and 2000*
- *Converted from left- to right-hand drive*
- *Only 335 miles since restoration*
- *Dry-stored and re-commissioned for sale*



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

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

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

Completed on 11th July 1961, this 'flat floor' also features the external bonnet locks and welded bonnet louvres typical of these early models. Originally finished in Opalescent Dark Green with Tan interior and Sand hood, it was shipped to Jaguar of Eastern Canada, Montreal and first owned by C W Crothers of Toronto. Subsequently there were owners in Alberta, Canada and Syracuse, New York, the latter in 1989 when the car was red in colour.

In 1989 the E-Type was bought by the previous owner in Florida as a restoration project, and in 1997 was purchased by the current owner in partially restored but uncompleted condition.





The car was then shipped to the UK. The previous restoration work being considered unsatisfactory, a full 'last nut and bolt' bare-metal rebuild was commenced in November 1997. Undertaken by a retired engineer, the restoration was completed in July 2000 following some 3000-plus man-hours of work, which included conversion from left- to right-hand drive. All parts were stripped back to bare metal and then refinished appropriately, with over 100 components being stripped, polished, and re-plated, while the colour scheme was changed to the present Opalescent Light Maroon with maroon-piped cream interior.

The front frame members were tested, and any thin or perforated tubes replaced with aircraft-grade tubing. Restoration of the body panels undertaken by shrinking, stretching, and lead-loading, with only minimal amounts of epoxy filler used. All electrical equipment was stripped, tested, and overhauled. Interior trim and leatherwork was undertaken by John Skinner.

On the mechanical side, the engine was bored out to +0.020"; the cylinders honed; the crankshaft reground and balanced; new bearings, pistons, and seals fitted; the cylinder head cleaned; and the valves and seats reground. The gearbox and rear axle were overhauled with new bearings and seals; and the suspension springs, rubbers, bushes, shock absorbers, and hubs replaced. Fuel and brake lines were replaced, and new 6"-rim stainless steel wire wheels fitted.

Following completion, 'OSL 493' was dry-stored from 2002 until July 2017 when it was re-commissioned by Roman Garages of Grantham. Presented in generally excellent condition, this collectible early E-Type is offered with restoration invoices, shipping paperwork, a Jaguar Daimler Heritage Trust Certificate, MoT to August 2018, and a V5C registration document.

**£120,000 - 160,000**

**€140,000 - 180,000**

217

## 1959 AUSTIN-HEALEY 3000 MKI BN7 ROADSTER

Registration no. 584 UYN  
Chassis no. H-BN7-L/6501

- Imported into Europe from California
- An older 'rotisserie' restoration
- Converted from left- to right-hand drive
- Triple SU carburettors
- Complete with soft top, hood frame and new full tonneau cover



'A classic competition car among the all-time greats in motoring history,' was how *The Autocar* magazine summed up the works Austin-Healey 3000 in 1963. Yet at the time of its arrival in 1959, few would have guessed that the low-slung 'Big Healey' would triumph over its apparent shortcomings so effectively that it now rates as one of the most successful rally cars of the 1960s.

A development of the preceding 100/6 rather than a genuinely new model, the Austin-Healey 3000 was launched in March 1959. The two cars looked virtually identical and under the skin was the same separate ladder-type chassis and independent front/live rear axle suspension. Improvements to the 3000 included a slightly enlarged (to 2,912cc) version of the C-Series six-cylinder engine and Girling disc brakes up front, a development greeted with enthusiasm by devotees of this muscular British sports car. Breathing through twin SU carburettors, the revised power unit produced 124bhp at 4,600rpm; top speed - with the optional hardtop fitted - increased to 115mph, with 60mph reachable in a little over 11 seconds. Like the 100/6, the 3000 was available in two-seater (BN7) and 2+2 (BT7) guises, and came with wire wheels and adjustable front seats as standard.

Robust and tuneable, the Big Healey was immensely popular with privateers in its time, and today, almost 50 years after the end of production, continues to be extensively campaigned in historic motor sport, both in tarmac events and on the rough stuff. An extensive cottage industry of recognised specialists exists to cater for the demand for Big Healey parts, servicing and competition preparation.

Offered here is one of the rarer, BN7 two-seater variants of the Austin-Healey 3000 MkI, 2,825 of which were built compared with 10,825 of the more numerous BT7 four-seater version. This Austin-Healey was a California car nearly all its life until its owner returned with it to his hometown in Italy, seemingly on 25th September 1998 according to Italian documents on file. At some time the car has benefited from a full 'rotisserie' restoration, including a full bare metal re-spray inside and out.

The Healey was sold to the vendor in 2016 by the very reputable company, Auto Classic of Moncalieri, Turin, Italy (all paperwork on file). The car passed its MoT just test a few days after it arrived from Italy but now, of course, is exempt from both MoT testing and road tax.





Since then approximately £7,000 pounds has been spent on a right-hand drive conversion plus new or refurbished components to enhance the car's appearance. These works were carried out by Cleveewood Garage and Bob Stanton (a founder of Moss UK).

The vendor advises us that the car retains full matching engine and body numbers. The chassis is said to be original and in lovely condition, retaining the original shroud with its original stamp in the inner lip of the offside wing. There is no sign of accident damage and the panel fit is so good that the panels may all be original. The engine starts well and pulls strongly through the gears, the overdrive engagement being very smooth. Everything appears to work and the car is said to be extremely reliable and to perform well - real 'old school' driving guaranteed to bring a smile to one's face. In short: this Big Healey has all the charm of a well looked after, low mileage, few owners example. Well documented, the car is offered with a BMIHT Certificate, V5C registration document, and bills and photographs relating to its time both in Italy and the UK.

**£50,000 - 60,000**

**€56,000 - 67,000**



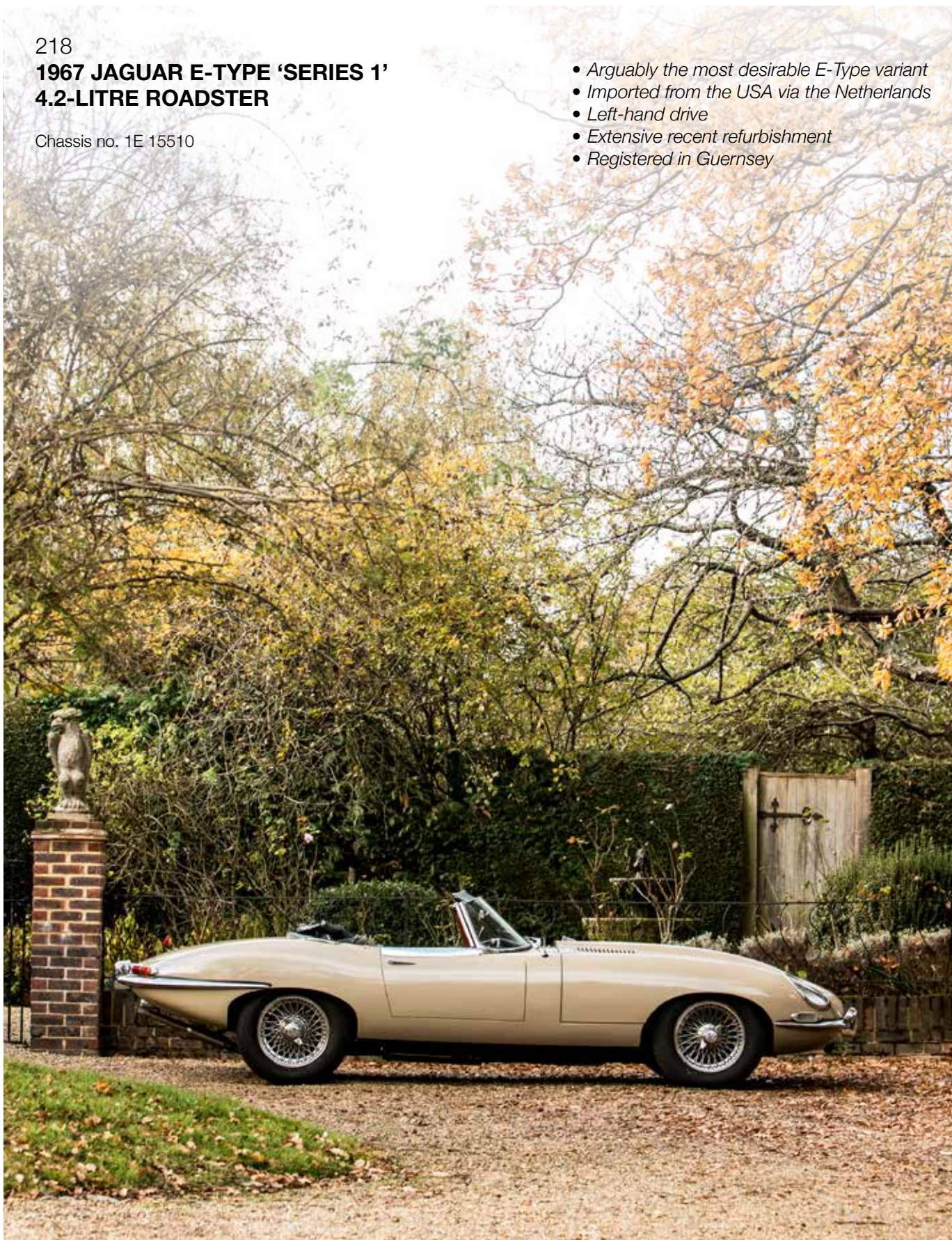


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**1967 JAGUAR E-TYPE 'SERIES 1'  
4.2-LITRE ROADSTER**

Chassis no. 1E 15510

- *Arguably the most desirable E-Type variant*
- *Imported from the USA via the Netherlands*
- *Left-hand drive*
- *Extensive recent refurbishment*
- *Registered in Guernsey*







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.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub-frame that supported the engine. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-litre engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and also to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

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

Manufactured in 1967, this left-hand drive 'Series 1' roadster was imported from California to the Netherlands before returning to the UK. It has only recently (October 2017) returned from an extensive mechanical and electrical overhaul undertaken by Jaguar specialists WinSpeed Motorsport of Guildford (see bill for circa £7,000 on file). Finished in its original colour scheme and presented in wonderful condition, the car is offered with Guernsey registration papers.

**£80,000 - 120,000**  
**€90,000 - 130,000**



219

## 1961 BENTLEY S2 CONTINENTAL SPORTS SALOON

Coachwork by H J Mulliner

Registration no. SXW 1

Chassis no. BC15CZ

- *The ultimate Grande Routière of its day*
- *One of only 71 right-hand drive S2 sports saloons by H J Mulliner*
- *Sold new to Brevitt Shoes Ltd*
- *Engine professionally rebuilt in 2015 (circa 500 miles ago)*
- *Comprehensive history file*



Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine, which produced approximately 25% more power than the old six. 'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only British craftsmanship can give,' enthused *Autosport*.

'The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique.' There were few significant changes to the running gear, though power-assisted steering was now standard and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The Continental version of the Bentley remained, as ever, exclusively a coachbuilt automobile. The firms of H J Mulliner, Park Ward, James Young and Hooper (with a solitary example) all offered hand crafted bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition. Consolidating its in-house coachbuilding capability, Rolls-Royce had purchased H J Mulliner in 1959 and two years later the firm was merged with Park Ward, which had been acquired in 1939. Of the 388 S2 Continentals made, 222 were bodied in styles that originated with H J Mulliner and 125 with those of Park Ward.





Described as 'arguably the best looking' by Martin Bennett in his book 'Bentley Continental', the S2 version typically cost some 40% more than the equivalent standard steel saloon and was the preserve of a privileged few. The S2 Continental represented the ultimate in luxury travel for the sporting motorist, affording a fast yet comfortable journey for four people and their luggage to glamorous destinations such as the Côte d'Azur and St Moritz.

Representing the pinnacle of bespoke taste in its day, 'BC15CZ' was supplied new in December 1961 to Brevitt Shoes Ltd of Nottingham and first registered as 'SXW 1'. The Bentley was delivered via Jack Barclay Ltd of Mayfair for the use of one A Atlas Esq, and was originally finished in Tudor Grey with red interior, the same as it is today. According to the copy build sheet on file, 'BC15CZ' was ordered with a sunshine roof, electrically controlled aerial and windows, wheel operated front vents, split cushion to rear seats, a radio, flashing headlamps with column control, luggage straps, map light, Marchal horn, and Marchal headlamps with yellow bulbs. The latter indicate that Mr Atlas wanted to use the Bentley for Continental touring, just as its maker intended. There is also an air conditioning system, believed installed during the 1970s while the car was in the USA.

'BC15CZ' spent some 15 years in the United States, with work undertaken while in California documented in the file. In 1990, the Bentley was repatriated and reallocated with its original registration, 'SXW 1'. Since the mid-1990s, the last two owners have had the car maintained by local specialists regardless of expense, as evidenced by the substantial quantity of related invoices in the most comprehensive history file. These bills detail work on the brakes, transmission, carburetors, air conditioning, interior veneers, steering, suspension, and exhaust system, together with a bare-metal re-spray. Most recently, in 2015, the engine was fully rebuilt by marque specialists RR&B Garages of Bromsgrove, since when only some 500 miles have been covered (see bills totalling circa £30,000 on file).

Well maintained and very usable, this Continental has taken part in many famous European touring events, completing them all without fault, and has received numerous prestigious awards. Offered with a V5C Registration Certificate and current MoT, 'BC15CZ' represents a rare opportunity for the discerning collector to acquire a beautiful example of this stylish and exclusive model.

**£220,000 - 260,000**

**€245,000 - 290,000**



THE FOLLOWING THREE CARS ARE OFFERED FROM A PRIVATE COLLECTION

220

## 1934 ALVIS SPEED TWENTY 'SC' DROPHEAD COUPÉ

Coachwork by John Charles & Co

Registration no. FAS 40

Chassis no. 11959

- *Matching numbers*
- *Original coachwork*
- *Restored in the early 1980s*
- *Repainted circa mid-2000s*
- *New cylinder head*



'The new Alvis Speed Twenty is the type of car which looks right, feels right and is right. From the driver's point of view the controls are all just where they are required and the power, speed and acceleration provided by the "hotted-up" but, nevertheless, silky six-cylinder engine are literally an eye-opener to anyone accustomed to driving about in a more or less sedate manner in ordinary motor cars of medium size.' - *Motor* magazine in praise of the new Alvis Speed Twenty, March 1932.

Introduced for 1932, the Alvis Speed Twenty was a fine quality, sporting car in the Coventry marque's best traditions. Carried over from the preceding 20hp Silver Eagle, the 2½-litre, six-cylinder, overhead-valve engine produced 90bhp on triple SU carburettors, an output sufficient to propel the touring-bodied versions past 90mph. The low-slung Speed Twenty chassis was all new, addressing criticisms levelled at the 'tall-in-the-saddle' Silver Eagle, offering levels of grip and controllability matched by few of its rivals. 'When cornering it is not only free from rolling – the low build sees to that – but the layout is such that it clings to the intended path at quite unexpected speeds, and when centrifugal force does eventually produce a skid it is of the rear wheels only and easily controlled,' observed *Motor Sport's* tester.

First registered as 'AUG 11' on 8th December 1934, this unique Alvis Speed Twenty is an example of the later-series (SC or SD) model with the more powerful 2.8-litre engine, all-synchromesh gearbox, and independent front suspension, making it one of the more technologically advanced British cars of its day. According to the factory records, chassis number '11959' was ordered by Bamber's of Leeds and bodied as a three-position drophead coupé by John Charles & Company of Brentford, Middlesex to a design commissioned by coachwork suppliers, Brainsby-Woollard. Noteworthy features include over-riders monogrammed 'BW', and the coachbuilder's commission plaque on the boot sill.

The car's early history is not known, but by 1962 its owner was Mr Sidney Richard Cain of Henley-on-Thames. Mr Cain owned the Alvis until 1982 when it was purchased by another Henley resident - Mr Raymond R Sargeant - the registration changing to 'FAS 40' at around this time. During Mr Sargeant's ownership, Rob Green of Gloria Coachworks carried out a complete chassis-upwards restoration that included new timber body framework and fresh panelling where required.





In 1984 the Alvis was sold at auction to a Mr Daouk of Richmond, Surrey. Its next owner was Mr John Harris of Okehampton, Devon, who some ten-or-so years ago commissioned a cosmetic refurbishment that included a bare-metal re-spray (photographs on file).

Marque specialists Red Triangle supplied a new camshaft and followers in the early 2000s, while more recently (within the last 1,000 miles) the engine received a new cylinder head complete with valves and valve guides. The dual purpose BTH magneto/distributor has been rebuilt, and a restored HT changeover switch was fitted recently. In 2016 the Alvis was in Jersey, Channel Islands, where Le Riche Automobile Restorers stripped and cleaned the brakes, and also carried out a service and engine tune. A set of new tyres was fitted in 2016.

Today, the Alvis Speed Twenty is a highly sought-after model, open versions especially so, being eligible for numerous prestigious historic motoring events. The marque enjoys excellent support from specialists such as Red Triangle and Earley Engineering, while membership of the Alvis Owners Club provides access to the Alvis Archive Trust's comprehensive records. Accompanying documentation consists of a V5C Registration Certificate, a copy of the Alvis Car Record Card, Alvis Speed Twenty instruction manuals, and a history file of invoices dating back to the 1960s.

With its versatile three-position drophead coupé coachwork, this fast and elegant Alvis Speed Twenty is a practical all-weather touring car ideally suited to European rallies and other events.

**£80,000 - 100,000**  
**€91,000 - 110,000**

221 N

## 1962 PORSCHE 356B 1600S COUPÉ

Registration no. not UK registered

Chassis no. P120930

- *California 'black plate' car*
- *Left-hand drive*
- *Up-rated wheels and rear suspension*
- *Recent body refurbishment*

One of the all-time great sports cars, the 356 was the work of Ferry Porsche, who had been inspired by the FIAT-based Cisitalia of Piero Dusio. Ferry's 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension.

Having commenced manufacture in 1948 with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen.

The Porsche 356 set a new standard for small sports cars and proved adaptable to all forms of motor sport including circuit racing and rallying. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with the Circuit de la Sarthe.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 litres; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels.







Numerous further styling revisions differentiated the 356B of 1959 from its immediate predecessor, while the engine - now standardised at 1,600cc - was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90. The 356B represents significant advances in driveability and comfort over earlier 356 models, and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness. In production until 1965, the 356 is where the Porsche legend began, and good examples have long been prized by collectors.

The matching numbers Porsche 356B offered here is a last-of-the-line T6 variant featuring the face-lifted front end, larger rear window, and twin cooling grilles in the engine lid that were introduced on the model. A 'black plate' California car, left-hand drive chassis number 'P120930' appears to have been well looked-after over the years and had been re-sprayed in the USA prior to its return to Europe.

Described as very good, the interior features front seats re-trimmed in black leather while retaining its original door cards, headlining, and electric sunroof, the latter a sought-after option. Dating from 1963, the 1600S engine is reported to be very responsive; the gearbox excellent, with good synchros; and the brakes effective. With its wider-than-standard wheels and rear-suspension negative camber kit, the car is said to handle well too.

Well presented, the bodywork is described as in generally very good condition following recent work carried out on the floor pan by Le Riche Automobile Restorers of Jersey, Channel Islands to ensure that any rust points were eliminated. Engine over-oiling and a defective sunroof motor are the only issues notified requiring attention. Very well suited to use on European Rallies or Tours, this beautiful Porsche 356 is offered with a US Title document and recent invoices.

**£55,000 - 65,000**  
**€63,000 - 74,000**

## 1990 ASTON MARTIN VIRAGE COUPÉ

Registration no. G121 WFG

Chassis no. SCFCAM1SXLBR50023

- The 24th of 427 Virage Coupés produced
- Circa 35,000 miles from new (see text)
- In generally excellent condition for the year
- Comprehensive history file



One of only 427 Virage Coupés produced between 1988 and 1995, '50023' was first registered in 1990 as 'G505 VUU'. An automatic transmission model and the 24th production car built, it was registered to one S Miller before changing hands in 1992, passing to one Alan Phillip Mennell of Epworth, Doncaster. In 1996 the Aston changed hands again, this time passing to Mr S Hester of Lamina Dielectrics Limited, Billingshurst, West Sussex, at which time it was registered on private plates 'RO 1179'. Between 1996 and 1999 the car had various works carried out at ADD Speed Engineering of Horsham, West Sussex.

The previous owner acquired the car in January 1999 at 29,136 miles. Reregistered as 'G121 WFG', it subsequently was used in the summertime only and kept in a climate-controlled garage as part of a private collection, which included two other Astons. While in the previous ownership the car underwent considerable refurbishment, works undertaken including replacing the offside and nearside lower front wing sections. Genuine Aston Martin parts were used, as evidenced by invoices and documents on file. It was a labour of love by its enthusiastic owner (since deceased) that was rewarded when the Virage was driven in front of H M The Queen in April 2005 at The Royal Windsor St George's Day Festival of Aston Martin.

The current owner purchased the Virage at Bonhams' sale at Aston Martin Works in May 2012 (Lot 203) and exported the car, the mileage total at that time being recorded as circa 35,000. For the next three years the Virage was kept on static display at an Aston Martin agent in Holland, since when it has remained in storage, unused. Approximately £6,500 was spent on re-commissioning in November 2015 (supported by a schedule of work to the brakes, new battery, sensor check, new vacuum houses, etc). The bodywork in Buckingham Green has recently been re-lacquered, while the tan leather interior is original and in very good condition, as is the engine bay. Accompanying documentation consists of the last UK V5C document; the original service booklet (completed to November 2015); and a comprehensive history file containing bills and invoices dating back to the first two services by the factory followed by marque specialists in the UK and Europe.

It should be noted that battery disconnection has caused the odometer to show an incorrect reading in the 65,000 miles range, which will require a reset. MoT certificates and the stamped service booklet confirm the actual mileage total in 2015 as 35,080. A whine from the differential is the only other fault notified.

**£45,000 - 55,000**  
**€51,000 - 63,000**



223 N

## 1970 VOLKSWAGEN EARLY BAY CONTAINER VAN

Registration no. ZV33971

Chassis no. 210 2090 348

- *Ex-Australian Military Mobile Command Unit*
- *Decommissioned and sold off in the mid-1990s*
- *Present ownership since 2001*
- *Most recent restoration completed in January 2017*
- *Registered in the Republic of Ireland*



'Australian Container Van models are rare enough, but when you factor in this is a early bay version was built for specialist military use, to monitor bomb blast tests you have a very, very rare beastie indeed!' – David Eccles, *VW Campers and Commercial* magazine.

From 1962 to 1968, Volkswagen Australia produced its own container van on the early Type 2 'split-screen' chassis; only 123 were built, and this is the only known survivor with the wraparound 'bay' windscreen, all the others being the earlier split-screen type. The body was built in the VW factory at Clayton, Melbourne for the Australian military, and used for measuring bomb blasts in the Outback during the 1960s. This 'bay' version's military dickie seat, three side windows, two observation hatches, and full under-tray are all features not found in the split-screen models. In the early 1990s, the vehicle was decommissioned and sold at an auction held at the Puckapunyal military base in Victoria, Australia. The current vendor purchased the VW in Melbourne 2001. The interior fittings had been removed, but apart from some minor rust patches the van was solid and original, with 55,000 miles on the odometer.

The running gear was replaced, including the suspension and brakes, and the engine serviced and tuned. Three additional Volkswagen seats were fitted in the rear, and the vehicle used as the family runabout and camper. During this time the original engine expired and was replaced with a 1,600cc twin-port unit taken from an early 'bay'.

In 2007, the vendor's family moved to Ireland where the VW was treated to a full bare-metal restoration and repainted from military livery to Lotus British Racing Green. The interior was relined to original pattern but in lightweight, corrosion-resistant aluminium rather than the original steel. The seats were replaced with seven full leather Land Rover Discovery seats. An engineering certificate of compliance was obtained, making this a legal 7-8 seater. Over the next few years VW attended numerous classic vehicle shows and festivals in Ireland, and even featured in the *Irish Vintage Scene* magazine.

In 2015, the VW was treated to a second restoration. The paintwork was refreshed; the original steel wheels detailed to match; the engine and gearbox reconditioned; twin carburettors fitted; and a Vintage Speed stainless steel exhaust installed.

Accompanying documentation consists of sundry restoration and parts invoices; Irish registration papers; and a copy of the aforementioned *VW Campers and Commercial* magazine featuring the vehicle.

**£25,000 - 30,000**

**€28,000 - 34,000**

224

## 2004 FERRARI 575M MARANELLO 'HGTC' COUPÉ

Registration no. R25 FER

Chassis no. ZFFBT55C000138466

- One of only six UK cars with the Handling GTC Package
- 'F1' paddle-shift gearbox
- All service information available including Ferrari Technical Statement
- Recent Ferrari main agent service (including cam belts)
- 23,500 miles from new



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





Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' semi-automatic gearbox, a technology that Ferrari had developed in Formula 1. Traditionalists could still order a conventional six-speed gated manual 'box'. When production ceased in 2005, 2,056 cars had been completed, of which 1,810 had the 'F1' transmission, 246 the manual alternative.

Finished in the classic combination of Rosso Corsa with black leather interior, this 575M - unlike the majority of Maranellos - has the Handling GTC Package for greatly enhanced on-the-road performance, an option that added considerably to the purchase price.

This original right-hand drive car was supplied new on 1st September 2004 and comes with a certificate from the Maranello Concessionaires Archive confirming that it is one of only six delivered to the UK factory-fitted with the desirable Handling GTC Package, out of an estimated 90 such cars sold worldwide. Transforming the car, the HGTC Package included stiffer suspension, Brembo carbon-ceramic brakes, a sports exhaust system, 19" wheels, and a revised ECU enabling faster gear changes.

We are advised by the vendor that the Ferrari is fully serviced, including cam belts, with all services carried out by main dealers and documented, including invoices. The car benefits from a recent major service and MoT by Grappaul Ferrari, Nottingham, and has been fitted with a new battery. Clutch wear is less than 30%. There is a NavTrak installed, which will need re-activating for the new owner. Accompanying documentation consists of sundry invoices, a V5C Registration Certificate, and fresh MoT.

Having covered some 23,500 miles from new, this beautiful car represents a very rare opportunity to acquire a superb, low mileage example of one of Ferrari's best ever V12 Grand Tourers, equipped with rare and desirable Handling GTC Package. It is surely one of the best examples of its type currently available and an excellent future investment. A worthy modern-day successor to the Ferrari 'Daytona'.

**£110,000 - 140,000**  
**£130,000 - 160,000**



225

**1951 JAGUAR MKV 3½-LITRE  
DROPHEAD COUPÉ**

Registration no. HVS 826  
Chassis no. 640346

- One of only 395 made
- Delivered new to New Zealand
- Restored in the 1990s
- Engine professionally rebuilt in 2012/2013







One of only 395 of its kind built, this beautiful and original right-hand drive Jaguar MkV Drophead Coupé was manufactured on 13th June 1951 and supplied new to Archibald's of Christchurch, New Zealand on the 23rd July of that year. An import document on file records the car's arrival back in the UK on 11th November 1975 when it was MoT'd and UK registered for the first time. The original MoT certificate is on file together with a run of certificates from 1993 onwards suggesting that the speedometer was changed in 1966. From these it can be seen that the Jaguar has covered just under 12,000 miles in the last 20 years.

Correspondence in the history file shows the Jaguar remained off the road from 1975 until the early 1990s. During the 1990s it was subject of a bare-shell rebuild, as evidenced by the photographic record on file. The engine was stripped down and fully rebuilt, again photographically documented, while the car's interior was fully re-trimmed in 1995 at a cost of over £4,000 (invoice available). The cost of the hood and some final interior improvements worked out at a further £2,500. In 2008, the car had a further £11,000 spent on mechanical work that included a five-speed gearbox conversion and a new prop shaft, clutch drive plate, thrust bearing, and speedometer cable. The original four-speed gearbox is included in the sale.

When the vendor purchased the car in 2011 he put his private registration number on it (since removed). He also had the engine totally rebuilt again, on this occasion by Jaguar specialists Rothwell Engineering Ltd of Looe, Cornwall at a cost of £8,000, which included new carburettors and an electronic ignition system. During its six years in the vendor's care the Jaguar has been kept garaged inside a Carcoon. MoT'd to 21st January 2018, the car is said to perform exceptionally well on the road and is a pleasure to drive; unfortunately, the vendor is now unable to drive it. Accompanying documentation consists of a V5C Registration Certificate, sundry restoration invoices, a Jaguar Daimler Heritage Trust Certificate, and the aforementioned MoTs.

A comfortable conveyance for four easily capable of cruising at the legal limit, this elegant MkV Drophead Coupé embodies the 'Grace, Space and Pace' forever associated with Jaguar.

**£48,000 - 50,000**  
**£54,000 - 56,000**



226

## 2007 PORSCHE 911 TURBO

Registration no. GEN 35

Chassis no. WP0ZZZ99Z8S786554

- Supplied new in the UK
- Right-hand drive
- One owner
- Circa 25,500 miles from new
- All books and tools







Representing a major step forward, the Type 996 version, introduced in 1997, really did justify its maker's claims to be 'all new'. With the 996's introduction, Porsche finally adopted water cooling for the flat-six engine, which remained behind the rear wheels of a car that shared no panels with its immediate predecessor and was longer, wider, and higher than before. Devotees of the 911 Turbo had to wait a few years before they could get their hands on the 996 version, which did not arrive until the autumn of 1999. The new 3.6-litre Turbo engine was derived from that of the GT3 sports-racer, featuring twin turbochargers, and now developed its maximum of 414bhp at a relatively low (for a sports car) 6,000 revs, with 413lb/ft of torque available from 2,700 to 4,600rpm. As usual, the Turbo was styled more aggressively, with a wider body, broader rear wing, and air intakes in the front bumper and ahead of the rear wheels. Like its predecessor, the new Turbo was only available with all-wheel drive.

Not surprisingly, given the Type 996's wholesale re-engineering, the successor Type 997 - introduced in 2004 - represented evolution rather than revolution, the most significant changes being to the interior and exterior styling. The latter marked a welcome return to the 911's traditional oval headlights, and the interior too was more classic 911 than that of the outgoing 996.

The base 3.6-litre engine remained essentially the same as the Type 996's, while the more expensive 'S' models came with a more powerful 3.8-litre unit. The Turbo, though, kept the '3.6', which now featured Variable Turbine Geometry (VTG) turbo-chargers for better throttle response. As is the case with many modern auto 'boxes, Porsche's Tiptronic got the Turbo off the line quicker than the manual-transmission version, the former racing to 100km/h in 3.7 seconds compared with the latter's 3.9.

In developing the Type 997, Porsche had started with the more challenging cabriolet version, reasoning that if the open car could be made sufficiently stiff, the coupé would easily achieve the required rigidity. The Turbo Cabriolet was announced in May 2007, with deliveries commencing in September of that year. Open cars typically suffer an inferior performance when compared with their closed cousins, but not the Turbo Cabriolet, which gave next to nothing away to the Type 997 Coupé, its maximum speed being around 310km/h (193mph).

The rare right-hand drive Turbo Cabriolet offered here has the Tiptronic automatic transmission and is finished in black with matching leather interior. Accompanying documentation consists of three expired MoTs and a V5C Registration Certificate. One of the fastest convertible sports cars ever produced, this beautiful Turbo Cabriolet represents a wonderful opportunity to acquire one of these exclusive Type 997 models that can only become increasingly collectible.

**£70,000 - 90,000**  
**£80,000 - 100,000**



227

## 2003 ASTON MARTIN VANQUISH

Registration no. LA52 YCH

Chassis no. SCFAC233X3B500612

- *First owned by movie producer/ director, Brett Ratner*
- *Delivered new in the USA*
- *Left-hand drive*
- *Full main agent service history*
- *Circa 20,000 miles from new*



An entirely new Aston Martin for the 21st Century, the Vanquish debuted at the Geneva Auto Show in March 2001, with deliveries commencing a few months later. The Vanquish took over from the Vantage V8, the Newport Pagnell factory undergoing an extensive multi-million pound refurbishment to accommodate it, gaining a new assembly line, paint shop, rolling road and water test facility.

Styled by Ian Callum, the man responsible for the DB7, the Vanquish was developed with assistance from Aston Martin's parent company Ford using constructional techniques more advanced than those of any then current road car. The monocoque tub was made of heat-cured bonded aluminium, braced by a central tunnel of carbon fibre to create a lightweight structure of exceptional rigidity, thus enabling the chassis engineers to develop suspension combining excellent handling and roadholding with unrivalled ride quality. As well as its superior strength/weight ratio compared to aluminium, the carbon fibre backbone also provided better insulation from transmission and exhaust heat in the cabin.

The all-independent suspension followed the accepted supercar norm and comprised double aluminium wishbones, coil springs, mono-tube damper and anti-roll bar front and rear. Four-wheel ventilated steel disc brakes gripped by four-piston callipers provided all the stopping power one needs, while ABS and traction control afforded maximum security in poor road conditions or 'on the limit'.





Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. In its 'Stage 2' Vanquish specification it benefited from a 18kgs weight reduction, most of which was shed from the rotating masses to improve throttle response. A spin-off from Formula 1 technology, the state-of-the-art electronic engine management system provided 'drive by wire' throttle control and was linked to the six-speed manual gearbox's electro-hydraulic change mechanism, a 'first' for a production car. The gearchange was controlled by F1-style paddles and could be operated in either of two modes - fully manual and computer-controlled automatic - with a 'sport' setting available on both. The system allowed the driver to skip intermediate gears on down-changes without recourse to the clutch, while at the same time providing engine protection by means of a rev limiter. All emissions requirements worldwide were surpassed, including California's LEV (Low Emission Vehicle) standards.

Standard equipment inventory included almost everything the discerning connoisseur would wish for: Alpine stereo system, 6 CD changer, air conditioning, electrically adjustable seats, alarm/immobiliser, tyre pressure sensing, automatic rain-sensing wipers, automatic headlamp operation, automatic rear-view mirror dipping, trip computer, etc. The performance? 190mph and 0-60 in 4.5 seconds.

The Vanquish was built in two versions - two-seater and 2+2 - the rear seat space in the former being occupied by a shelf for golf bag or other luggage. A pleasing blend of up-to-the-minute technology and traditional materials, the interior was dominated by an imposing aluminium centre console extending from fascia to transmission tunnel. Connolly leather upholstery, Wilton carpeting and quilted Alcantara headlining emphasised the Aston Martin heritage, and despite its advanced specification, the Vanquish was built like all other Astons before it, one at a time, by hand. Production ceased in 2007, by which time the UK list price had risen to over £183,000.

Finished in black with matching leather interior, this left-hand drive Vanquish was supplied new to the special order of Hollywood producer/director, Brett Ratner, director of the 'Rush Hour' series and such films as 'The Family Man', 'Red Dragon', 'X-Men: The Last Stand', and 'Tower Heist'. His name appears on the sill plates, and this unique car also features include factory chrome wheels. This Vanquish enjoyed a full factory warranty from new until 2014, and comes with all main agent service records and invoices. It was imported into the UK earlier this year.

In the spring of 2017, Nicholas Mee & Co fitted new fuel pumps at a cost of circa £3,000, giving the car a clean bill of health at the same time. Offered from a private collection and said to drive beautifully, this stunning Aston Martin Vanquish comes with a V5C registration document, current MoT certificate, and the aforementioned full service history.

**£65,000 - 75,000**  
**£72,000 - 83,000**



228

## 1955 AC ACECA COUPÉ

Registration no. XPD 510

Chassis no. AE505

- Restored and upgraded in the 1990s by David Royle
- Bristol engine and correct overdrive gearbox fitted
- Rebuilt with no expense spared



'AE 505' Brands Hatch, May 26th 1957, during the AC Owners Club Sprint  
© Rinsey Mills Collection







The success of Cliff Davis' Tojeiro sports-racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, while the power unit was AC's own venerable, 2.0-litre, long-stroke six. This overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance. A hardtop version - the fastback-styled Aceca coupé - debuted at the Earls Court Motor Show in 1954. The Aceca's hatchback body was constructed in hand-formed aluminium over a tubular steel framework, while the tubular chassis was more substantially built than the Ace's. To reduce noise levels within the cabin, AC mounted all major components on rubber bushes. The result was a well-engineered, light in weight and extremely pretty GT car in the best AC tradition.

Very few alterations were made to the Ace and Aceca apart from a change of engine for 1956 when the more powerful (up to 130bhp) 2.0-litre Bristol six-cylinder engine became available, while towards the end of production the 2.6-litre Ford Zephyr engine was on offer also. The Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Downdraft inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s.

Externally, Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburettors part way through production. The most significant changes made by the Bristol designers were metallurgical, their utilisation of the highest quality materials contributing to greatly increased engine life.

The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 120mph - helped the Ace to numerous successes in production sports car racing, arguably its finest achievement being a 1st-in-class and 7th overall finish at Le Mans in 1959. Originally fitted with an AC engine, chassis number 'AE505' was delivered new in May 1955 to Alan Stross of Leeds (see AC Cars' letter on file), who used the car in sprints and hillclimbs, as mentioned in Rinsey Mills book *AC 6 Cylinder Sports Cars In Detail*. The next piece of surviving ownership history is an old-style continuation logbook (issued in 1961) which lists seven owners, the last of whom, Gordon King of North Shields, sold 'XPD 510' to the current vendor in 1995 having owned the car since 1970.

While in the present owner's possession, the Aceca has been painstakingly rebuilt by David Royle (as mentioned in his book *Royle*) with no expense spared, a Bristol engine (to B Type specification) and correct overdrive gearbox replacing the original AC engine and transmission. Apart from the engine/transmission swap, the rebuild was undertaken maintaining originality as far as possible. The process took from 1995 to 1997 to complete, since when approximately 11,600 miles have been covered. The quality of the restoration is well illustrated by the car having won several AC Owner Club Concours events. Rare, desirable, and offering exceptional value for money, this beautiful Aceca coupé is offered with sundry restoration invoices, current MoT, and a V5C Registration Certificate. A spare Borg Warner four-speed manual gearbox and a spare windscreen are included in the sale.

**£80,000 - 100,000**  
**€90,000 - 110,000**



**1955 SUNBEAM TALBOT ALPINE ROADSTER**

Coachwork by by Thrupp &amp; Maberly

Registration no. RHP 700

Chassis no. 3501883 HRO

- One of six factory team cars
- Intended for the 1955 Alpine Rally
- Believed one of only three such surviving
- Beautifully restored
- Authenticated by the Sunbeam Talbot Alpine Register



A short-lived marque created after the Rootes Group's acquisition of both Sunbeam and Talbot in the 1930s, 'Sunbeam-Talbot' first appeared on a car - the 10hp Sports Saloon - in 1938. The 'Ten' reappeared in 1945 but it was not until 1948 and the arrival of the Sunbeam-Talbot 80 and Sunbeam-Talbot 90 that Rootes produced its first new designs of the post-WW2 era. The '80' employed an overhead-valve version of the 1.2-litre Hillman Minx engine while the '90' used a similarly upgraded 2.0-litre Humber Hawk engine. Both models featured a modified Sunbeam-Talbot 2-Litre chassis.

A works rallying programme was the driving force behind Sunbeam-Talbot developments, this policy bearing fruit in 1950 with the introduction of independent front suspension on the MkII. The engine was enlarged from 1,944cc to 2,267cc at the same time, with maximum power increasing from 64bhp to 70bhp. Further improvements resulted in the MkIIA of 1952. Maximum power increased by a further 7bhp and the braking system was up-rated with larger drums cooled by ventilated disc wheels. In this improved form a Sunbeam-Talbot 90 driven by Stirling Moss finished 2nd overall in the 1952 Monte Carlo Rally while works entries walked off with the Team Prize in the French Alpine Rally later in the year.

Capitalising on this success and aimed squarely at the North American market, the Sunbeam Alpine two-seat roadster was based on the existing Sunbeam-Talbot 90 MkIIA saloon, with styling input from Raymond Loewy. The 90's chassis and running gear were retained, the former suitably stiffened to compensate for the reduced rigidity of the open-topped bodyshell, while the front suspension was stiffened and the steering revised. To enhance the Alpine's sporting credentials, the 2,267cc four-cylinder overhead-valve engine received a power boost to 80bhp courtesy of a revised cylinder head. Initially for export only, the new Alpine did not reach the UK market until the autumn of 1953, but before then the new model's launch had been enhanced by a blaze of publicity following successful record breaking attempts at Monthléry, France and Jabbeke in Belgium where Stirling Moss achieved a maximum speed of 120mph. Nevertheless, despite valuable exposure accruing from these exploits and numerous class wins in the Alpine rallies, the Alpine was unable to counter the price advantage enjoyed by its rivals and was dropped in 1955.

Finished in the stunning colour combination of light sapphire blue metallic with red interior, 'RHP 700' is one of only six Sunbeam Alpines prepared by Rootes in 1955 for the Alpine Rally (Coupe des Alpes) from which the model took its name. Rootes factory records confirm that the original colour was Alpine Mist (a light blue metallic) and the upholstery Bright Red, with the wheel colour the same as the body colour.





Sold on 3rd May 1955, the Alpine was despatched eight days later, the distributor being listed as Humber Ltd and the owner as 'Demo Account', indicating that it was for the competitions department. The invoice was number '18163' and the registration 'RHP 700' is recorded. The same invoice number is allocated to 'RHP 701', '702', '703', '704' and '705', so all six Alpines were destined for the 1955 Alpine Rally. They were bodied by coachbuilder Thrupp & Maberly, by this time also part of the Rootes Group, which was responsible for special bodies and all open models.

Following the Le Mans disaster of June 1955, that year's Alpine Rally did not take place and this car has never competed in that event. Nevertheless, it is a Rootes works team car, as confirmed by the Sunbeam Talbot Alpine Register (email on file). They know of only three other such examples in existence.

Some years ago, 'RHP 700' benefited from a comprehensive restoration by Major Marques Ltd of Sherborne (photographs on file). The result remains truly stunning. In 2014, the car was purchased by the current vendor for his extensive private collection and has seen little use while being looked after by his in-house mechanic. An historically important Alpine Roadster, beautifully presented, 'RHP 700' is offered with a large folder relating to its history and restoration as well as the aforementioned confirmation from the Sunbeam Talbot Alpine Register.

**£50,000 - 60,000**  
**€56,000 - 67,000**





230 \*

## 1962 FERRARI 250 TESTA ROSSA RE-CREATION

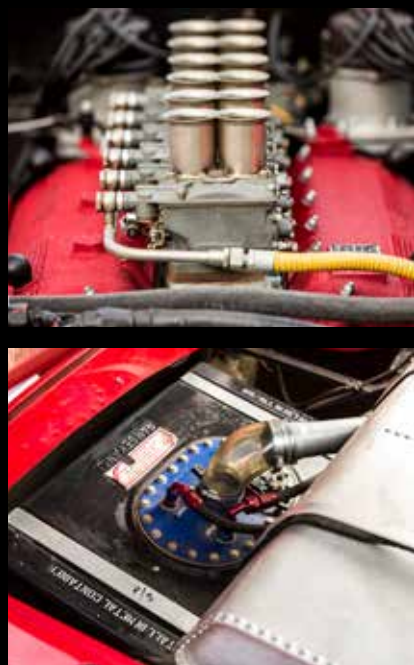
Registration no. not UK registered

Chassis no. 4257

- Faithful re-creation of an iconic Ferrari competition car
- Constructed in the USA
- Ferrari 250 GTE chassis (shortened)
- Ferrari 330 4.0-litre engine
- Four-speed overdrive transmission







One of the most evocative model names in motoring history, 'Testa Rossa' (Red Head) was first applied to a competition Ferrari in 1956. So called because of its distinctive red-painted cam covers, the 500 TR sports car was developed as a 'cheaper' alternative to the Maranello firm's larger multi-cylinder cars and came, initially, with a four-cylinder 2.0-litre engine developing around 180bhp. For the Testa Rossa, a four-speed gearbox in unit with the engine and a live rear axle were preferred to the 750 Monza's five-speed transaxle/De Dion arrangement. Nevertheless, this somewhat simplified specification would prove no handicap, the Testa Rossa in its later twelve-cylinder form proving good enough to win the sports car World Championship three times between 1958 and 1961, only the combination of Aston Martin and Stirling Moss depriving Ferrari of the title in 1959.

Built to comply with Appendix C of the FIA's sporting regulations, the 500 TRC appeared in time for the 1957 season equipped with full-width windscreen, passenger door, folding hood and spare wheel, all of which were then deemed necessary to comply with the definition of a 'sports car'. The first twelve-cylinder version - the 250 Testa Rossa - was built to conform to the new 3.0-litre sports car formula applied from 1958.

Its development overseen by Carlo Chitti, the 250 TR combined the chassis of the 290 MM and the engine of the 250 GT. Launched in November 1957, the production 250 TR appeared with sensational bodywork by Pininfarina, the projecting nose separated from the wings by huge brake cooling ducts being a veritable styling tour de force by a master carrozziere approaching the height of his powers.

Developed progressively, the 250 TR gained disc brakes, independent rear suspension and an F1 Dino-esque shark-nosed body as the years went by, finally bowing out in grand style in 1962 when Phil Hill and Olivier Gendebien won the Le Mans 24 Hour Race in the lone 330 TRI/LM entered.

We are advised that this stunning recreation of a Ferrari 250 TR was commissioned by Russell Cowles of Minneapolis, Minnesota, USA, who owned and campaigned a genuine Testa Rossa ('0732TR') throughout the 1960 season in North America.



Through fear of damaging a car worth a fortune, he gave instructions to his mechanics to recreate 'his original Ferrari TR but with the added safety components for racing'. These were to be discreetly incorporated using all original Ferrari parts. Effectively given a blank cheque, the mechanics decided that both a 250 GTE and a 330 would be required to create a car that was identical to the original. Thus two Ferraris were sacrificed and the product is an exceptional 250 TR.

Suitably shortened, the chassis (number '4257') is from a 250 GTE, while the engine (number '6533') was taken from an early 330. Professionally rebuilt in Florida, the engine features six twin-choke Weber 40 DCN carburettors, and drives via a four-speed gearbox with electric overdrive. In the course of the build, the distributors were overhauled, exhaust headers fabricated, and adjustable coil-over rear shock absorbers added. The body is glassfibre. At present the car is set up for historic racing with a removable roll-bar system, on board Halon fire extinguishing system, remote engine shut off, and an ATL safety fuel cell hidden within the original-style riveted aluminium fuel tank. It is understood that in excess of \$700,000 was spent on the car's construction.

The car has been kept in a climate-controlled showroom, maintained and driven to keep it in top condition (the carburettor accelerator and diaphragms were replaced earlier this year as they tend to harden with age). Despite its racing specification, this Testa Rossa has discrete indicators meaning that it is potentially road legal; indeed, we are advised that it has been greatly enjoyed on the road.

With the asking price for one of the original 19 250 TRs around \$40,000,000, making them among the most valuable cars in the world, this faithful re-creation represents a wonderful opportunity to acquire one of Ferrari's most sensational looking and iconic competition cars at a mere fraction of the cost of a genuine example.

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

**£300,000 - 400,000**

**€340,000 - 450,000**







## 1963 AUSTIN MINI 850CC HISTORIC RALLY SALOON

Registration no. NFF 592

Chassis no. A/A2S75427294-M

- Built to period-correct 'Downton' specification
- 72bhp engine
- Prepared for historic rallying
- Ladies' Prize winner Winter RAID St Moritz



This Austin Mini has been built from the ground upwards to period 'Downton' specification, Daniel Richmond's eponymous Wiltshire-based company being arguably the greatest 'A-Series' tuner of all time. Downton Engineering Works Ltd was wound up shortly after Daniel's death in 1974, and over the succeeding decades the mantle of top Mini tuner has passed through various hands, today's acknowledged maestro being Nick Swift of Swiftune. Naturally, when this restoration undertook it was Nick's advice that was sought. A full 'Downton' conversion was carried out, and on completion the engine was dynamometer tested at 72bhp – roughly the same output as a stock 1,275cc Cooper 'S'! Incorporating a competition gearbox and an all-new drive train and brakes, this car is a stunning example of what can be achieved.

Other noteworthy features include a period-correct dashboard, rally instruments and triple spotlights, all of which contribute to this car's detailed in-period competition specification. Period-correct seats, trimmed in green leather and heated, are a welcome upgrade.

'NFF 592' has been prepared for historic rallying and to that end is equipped with FIA cut-off switches, FIA full roll cage, period-correct footrest, fire extinguisher, and a boot pan designed to carry all the required rallying accessories such as a tow rope, jack, spare bulbs, etc. The rebuild was completed in December 2013, and the car's shakedown event was the demanding Winter RAID St Moritz, at the conclusion of which its all-girl crew came home with the Ladies' Prize having demonstrated an impressive turn of speed on the snow and ice.

The car is offered for sale run in, fully checked, and ready to use. It comes with a comprehensive history file containing a photographic record of the restoration. Offered with a FIVA passport and full FIA papers (Period E), this wonderful 'Downton' Mini is of proven competitiveness and wants only for a new owner capable of exploiting its full potential.

**£20,000 - 25,000**

**€22,000 - 28,000**



232

## 1991 ALFA ROMEO SZ

Coachwork by Carrozzeria Zagato

Registration no. H761 EPX

Chassis no. ZAR16200003000373

- Number '335' of 1,036 made
- Delivered new in the UK
- Left-hand drive
- Believed genuine circa 35,000 miles from new
- Original book pack and books



Reviving its tradition of building special-bodied Alfa Romeos, including the original SZ (Sprint Zagato) competition coupé of the late 1950s, Carrozzeria Zagato unveiled its outrageous new SZ at the 1989 Geneva Salon. Built at Zagato's factory at Terrazano di Rho, the SZ was a joint project that also involved the styling departments of both Alfa Romeo and its parent company, FIAT, whose Robert Opron was responsible for the initial sketches.

Originally typed 'ES 30' (Experimental Sports 3.0-litre) but known popularly as 'Il Mostro' (The Monster) the aggressive-looking two-seater coupé eschewed the rounded styling and aluminium-alloy coachwork hitherto associated with Zagato's high-performance Alfas in favour of an angular bodysell crafted in lightweight moulded plastic - alloy roof excepted - by Carplast, which was bonded to the floor pan of the existing Alfa 75. Lessons learned from the latter's IMSA racing programme influenced the SZ's suspension, which endowed the car with superlative handling and roadholding, some drivers recording lateral cornering forces of up to 1.4G during testing. Suspension development was overseen by engineer Giorgio Pianta, formerly team manager of the FIAT and Lancia works rallying teams. There was power assisted steering but no ABS.

Powering the SZ to its highly respectable 152mph top speed was a 210bhp version of Alfa's superb 3.0-litre four-cam V6, widely recognised as one of the finest power plants of recent times. This excellent performance was achieved thanks partly to the body's exceptionally low drag coefficient of 0.30 Cd, the product of many hours spent in FIAT's wind tunnel.

Demand for the 1,000-or-so SZs scheduled for series production greatly exceeded supply, and today this rare and highly individual supercar is much sought after. There was also an even rarer open spyder version: the RZ.

The limited edition Alfa Romeo SZ was only manufactured in left-hand drive form, and the car offered here is one of only a relative handful supplied new to the UK. Finished in red with tan leather interior, 'H761 EPX' is described by the private vendor as in generally very good condition, and comes complete with its original book pack and books. Accompanying documentation consists of the original Certificato di Collaudo, a V5C registration document, and MoT to November 2018. A wonderful opportunity to acquire one of these ultra-rare Zagato-built Alfa Romeos that can only become increasingly collectible.

**£45,000 - 65,000**  
**€51,000 - 73,000**

233

## 1966 ROLLS ROYCE SILVER CLOUD III

Registration no. PYY 424D

Chassis no. CSC81C

- *Rare coachbuilt soft-top variant*
- *Penultimate Silver Cloud III DHC built*
- *First owned by the Malaysian royal family*
- *Professionally restored*







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

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

As well as the factory-bodied cars, bespoke creations from James Young and the recently merged firm of H J Mulliner, Park Ward Ltd (by this time Rolls-Royce-owned) continued to be available on the 'Cloud III chassis for those discerning enthusiasts wealthy enough to afford them. Indeed, as the factory did not offer a convertible or drophead coupé, a coachbuilt car was the only option if one's preference was Rolls-Royce-style fresh air motoring. First introduced in 1958, H J Mulliner's was the most successful of its type, lasting into 1963; more modern 'straight-through wing' designs became the preferred style thereafter. Of the latter, by far the most striking were those bodied in a style originated by Park Ward.

This design by Norwegian Vilhelm Koren, with its influential continuous front-to-rear wing line, first appeared, on the Bentley S2 Continental, in 1959 but did not become available on non-Continental models (both Bentley and Rolls-Royce) until after the arrival of the Silver Cloud III and S3 in 1962. These 'Chinese Eye' models - so called because of their slanting headlamp nacelles - constituted the majority of coachbuilt variants completed between 1962 and 1966. It is estimated that over the 11 years of Silver Cloud production, fewer than 130 were completed with special coachwork like this example.







The car offered here, chassis number 'CSC81C', is the penultimate Silver Cloud III drophead coupé built and the last to be registered. A landmark in Rolls-Royce history, it was supplied new to the Malaysian royal family in June 1966 and remained abroad until its return to this country in the 2000s. The car was brought back to its homeland by the managing director of the official Bentley dealership in Exeter. Bentley Exeter's skilled technicians were entrusted with restoring the Silver Cloud, which joined the then owner's private collection of classic cars. It was first registered in the UK on 12th June 2009.

'CSC81C' has seen only limited use since the restoration's completion, which included appearing in the 2010 motion picture 'London Boulevard' starring Colin Farrell and Keira Knightley. Finished in Midnight Blue with contrasting grey leather interior, this beautiful Silver Cloud represents the zenith of bespoke coachbuilding in the post-war era, and as such would enhance any important private collection. Accompanying documentation consists of a current MoT, V5C Registration Certificate, and a history file.

**£300,000 - 350,000**

**€340,000 - 390,000**



THE FOLLOWING FOUR CARS ARE OFFERED FROM A PRIVATE COLLECTION

234 \* N

## 1959 BMW ISETTA

Registration no. 13218

Chassis no. 326645

- *Iconic 'bubble car'*
- *Left-hand drive*
- *Restored in 2016*
- *Registered in Guernsey*



Popular during the 1950s and 1960s, the diminutive 'bubble car' or 'cabin scooter' is currently enjoying a revival of interest - not surprisingly given the congested state of today's urban roads. Nowadays though, the Bubble's attraction has just as much to do with fashion as practicality. One of the more successful designs of the cabin scooter's heyday was the BMW Isetta, a design the German firm manufactured under license from its Italian originator Iso. The name means 'little Iso'. Renzo Rivolta's Iso was not selling well in its native Italy, faced with stiff competition from the FIAT 500 and 600, and it would be left to BMW to fully exploit the design's potential.

Although at first glance a three-wheeler, the German-built Isetta used a pair of closely spaced wheels at the rear and was powered by a BMW single-cylinder four-stroke motorcycle engine of 247cc, replacing the original's noisy two-stroke motor. The coachwork of early examples featured a side-hinged single door at the front, roll-top sunroof and fixed side windows, while the steering wheel and dashboard were attached to the door to facilitate entry.

The two-seater Isetta's most popular accessory, understandably so given the limited interior space, was a small luggage rack mounted at the rear. Later (1957-onwards) models incorporated sliding side windows for better ventilation. These improved models displaced 297cc, and the 'big' Isetta 300 was reckoned capable of 65mph (105km/h) and 55mpg (5.1 litres/100km). Approximately 162,000 Isettass had been made by the time production ceased in 1962.

Presented in generally good condition, this delightful BMW Isetta has been kept in ideal storage conditions and was only recently (August 2016) completely restored using all original parts (all receipts available). Noteworthy interior features include diamond-stitched leather seat covers and walnut panelling. The car has been kept in warehouse storage in Guernsey, Channel Islands where it is currently registered. A wonderful opportunity to acquire a fully restored example of this most charismatic micro-car.

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

**£20,000 - 25,000**

**€23,000 - 28,000**



235 \* N

## 1961 MESSERSCHMITT KR200 CABRIOLET

Registration no. not UK registered

Chassis no. 74652

- *Rare cabriolet model*
- *Restored in Germany in 2016*
- *Kept in ideal storage*
- *Registered in Guernsey*



Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt Kabinenroller micro-car was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke motor produced a modest 9bhp, which nevertheless was sufficient to propel the lightweight and aerodynamic KR175 to a maximum speed of around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime fighter aircraft, hinged sideways to enable access for the two occupants, who sat one behind the other, tandem style.

Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle, and a floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! KR200 cabriolet and KR201 roadster versions followed, while later models carried the diamond-shaped FMR badge, standing for Fahrzeug und Maschinenbau GmbH Regensburg. Production ceased in 1964 after some 30,000 KR200s had been made.

Presented in excellent condition, this rare Messerschmitt KR200 Cabriolet has been kept in ideal storage conditions and was only recently completely restored in Germany using all original parts. Noteworthy features include a heater and a smart red leather interior. Recently serviced, the Messerschmitt has been kept in warehouse storage in Guernsey, Channel Islands where it is currently registered (previously registered in Germany). Accompanying documentation consists of sundry restoration invoices and its original old-style UK logbook. A wonderful opportunity to acquire a fully restored example of this most charismatic micro-car in its rare and desirable cabriolet form.

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

**£28,000 - 34,000**

**€31,000 - 38,000**

236 Ω NMT N

## 2013 MORGAN 3 WHEELER

Registration no. not UK registered

Chassis no. SA9M3WV2EDP202702

- 2,329 miles from new
- Registered in Guernsey
- Recently serviced
- The ultimate in motoring cool



'When Morgan unveiled its new 3 Wheeler at Geneva early this year, the crowd really did go mad. Here was a car with character and charm, speed and excitement. And it promised fun, that so-often missing ingredient in the world of modern machinery.' – *Octane* magazine.

One of the more unlikely re-introductions in an age obsessed with all things 'retro', the 3 Wheeler revived the format pioneered by company founder H F S Morgan, whose first motorised tricycle had appeared in 1910. On this occasion though, the inspiration came from across the Atlantic, where the American company Liberty Motors was building a copy of the original Morgan three-wheeler: the Ace Cycle Car. Morgan executives tried the Ace and were sufficiently impressed to buy out Liberty, thereby shortening the development time required to get their own version into production.

Morgan restyled the body along more traditional lines and redesigned the chassis (which would continue to be made by Liberty), abandoning the marque's characteristic sliding-pillar front suspension in favour of a modern coil-sprung double wishbone arrangement. They also chose to use an American-built S&S v-twin engine rather than the Ace's Harley-Davidson unit.

Developed specifically for the Morgan 3 Wheeler, the S&S 'X-Wedge' engine displaces 1,982cc and delivers its 115bhp maximum via a Mazda five-speed gearbox. With a kerb weight of around 500kg, the 3 Wheeler has more than enough performance for most people, being capable of racing to 60mph in 4.5 seconds on its way to a top speed of around 125mph. The Morgan 3 Wheeler was introduced to an awe-struck public at the 2011 Geneva Motor Show, where one of its more talked-about features was the starter button's safety catch, as used on the Eurofighter's bomb-bay release. Morgan soon had deposits for 500 cars, having estimated that it would produce only some 100 per year!

Presented in mint condition and said to run like a dream, the example offered here represents a rare opportunity to own one of these iconic Morgan 3 Wheelers. First registered on 27th June 2013 in the UK (as 'RX13 CYL'), the car has covered only 2,329 miles from new and is currently registered in Guernsey where it has been kept in warehouse storage. Driving this beautiful 3 Wheeler will surely leave the fortunate new owner exhilarated beyond measure – and it's guaranteed to turn more heads than any Ferrari.

Should the vehicle remain in the EU, local import taxes of 20% will be applied to the hammer price.

**£25,000 - 30,000**

**€28,000 - 34,000**



237 Ω NMT N

## 2016 SCORPION P6 TRICYCLE

Registration no. not UK registered  
Chassis no. 4S93M4A27GM190025

- *Street legal in the USA (classed as a motorcycle)*
- *Kawasaki ZX6R engine*
- *Circa 100 miles from new*
- *Registered in Guernsey*



'The Scorpion P6 was created with the ultimate performance enthusiast in mind. It is US street legal as a motorcycle, but offers the driving experience of a super-exotic sports car. Its primary use is to have fun on a nice day, not to take grandma to the market.' – Scorpion Motorsports.

'Hardcore street-legal performance' is how its manufacturer describes the Scorpion P6 single-seater, and one look at this aggressive, formula-car-styled little beauty is more than enough to convince you that they got it bang-on. Based in Miami, Florida, Scorpion Motorsports is an automotive design company which, in its own words, 'strives to produce the most unique street legal vehicle on the market at a fraction of the price of an exotic supercar'. The P6 is hand built using a combination tubular steel spaceframe/aluminium semi-monocoque chassis clad in composite bodywork and featuring independent suspension all round. Other noteworthy features include a Woodward steering rack (1 turn lock-to-lock); Tilton adjustable control pedals; carbon-fibre seat; and a CNC-machined steering wheel with quick-release popper.

As is the case with many such niche sports cars, the P6 uses a lightweight and compact motorcycle engine. Built to Scorpion's own specification, the 600cc Kawasaki ZX6R engine produces a maximum of 126bhp, which is delivered via a Barnett clutch to the integral six-speed sequential gearbox (with additional reverse gear).

The P6 weighs 730lbs, giving it a weight/power figure of 5.8lb/bhp. By way of comparison: each of the 260 horses available to the recently announced Lotus Elise Cup 260 has 7.6lb to drag around... Scorpion claims a 0-60mph time of 3.5 seconds and 0-100 in 10 for the P6, with a cornering force of up to 1.5g.

Built in November 2016, the mint example offered here is believed to be the only P6 licensed for road use in Europe. The vendor advises us that it does super cool 'donuts' and is one of the most exhilarating driving experiences ever. This exciting little gem has covered only some 100 miles from new and is presented in mint condition, having been kept in warehouse storage in Guernsey where it is currently registered. UK SVA was obtained in November 2016 and the car is road legal anywhere within the EU. A unique opportunity.

Should the vehicle remain in the EU, local import taxes of 20% will be applied to the hammer price.

**£40,000 - 50,000**

**€46,000 - 57,000**

238

## 2006 RENAULT CLIO V6 SPORT 255 HATCHBACK

Registration no. S999 SOS

Chassis no. VF1C61U0633141023

- Originally part of the Renault UK management fleet
- Rare right-hand drive model
- Two owners from new
- Circa 25,500 miles recorded
- All books and tools



'When other manufacturers do daft things with hatchbacks they call them concept cars and mothball them after a couple of motor shows and press releases. When Renault caricatures a Clio's bodywork and puts a V6 where the rear seats should be, it goes into production.' – *Evo magazine*.

Reprising its Renault 5 Turbo – a 'homologation special' built in limited numbers for Group B rallying between 1979 and 1986 – France's largest motor manufacturer introduced the equally outrageous Clio V6 in 2001. Like its exotic forebear, the V6 abandoned the original Clio's front engine/front-wheel drive layout, instead carrying its engine where the rear seats would have been.

Needless to say, this entailed some radical re-engineering, which was undertaken in the UK by Tom Walkinshaw Racing, who also built the first series of the Clio V6. Tuned to produce 227bhp, the engine was sourced from the rival PSA Group. In 2003, maximum power went up to 255PS (252bhp) for the successor '255' version, with production transferring to Renault Sport's base in Dieppe.

At the time of its introduction, the '255' was the world's most powerful production 'hot hatch'. The factory claimed a 0-100km/h (0-62mph) time of 5.9 seconds and a top speed of around 246km/h (153mph) for the '255', of which only 1,018 were built with a mere 354 delivered to the UK.

This rare right-hand drive example of Renault's instantly collectible 'modern classic' started life as part of the Renault UK management fleet and was purchased by the current vendor from Renault in 2007 (at 24,000 miles). The Clio has been serviced by RW Autos, London and Stratton Motor Company while in the vendor's possession and is presented in 'as new' condition having covered only some 25,500 miles from new. In addition, this car also benefits from a Clio V6 Evo induction kit and a KTR full exhaust system, the latter including manifolds and sport catalytic converters (bill on file). 'S999 SOS' also comes complete with its entire original book pack, all tools, eight expired MoT certificates, a V5C document, and MoT to February 2018. A rare opportunity to own what is still one of the hottest of hot hatches.

**£40,000 - 50,000**  
**€46,000 - 57,000**



239 \* N

## 1983 FORD RS1600I

Registration no. Not UK registered  
Chassis no. WFOBXXGCABDK41314

- *Rare and collectible high-performance Ford*
- *Left-hand drive*
- *One owner*
- *Only 164 kilometres from new*
- *Registered in Norway*
- *New tyres*



Since its first appearance in 1971 (on the Mark I Escort) 'RS', for 'Rally Sport', has been associated with Ford's most performance orientated models. The arrival of the Escort in 1968 had demonstrated yet again Ford's knack of accurately judging market requirements. An instant hit, the newcomer proved a worthy successor to the Anglia and was destined to be Britain's best-selling car for many years. Built initially in two- and four-door saloon and estate body styles, the Escort came with either a 1,098cc or 1,298cc overhead-valve four-cylinder engine and there was a choice of either manual or automatic transmission. Ford fans with an appetite for high performance could choose between GT and 1.6-litre Twin Cam or - later on - RS1600 and Mexico models. The original Escort was superseded by the restyled but mechanically similar Mark II in 1974, but it would be 1980 before Ford fell into step with its rivals' offerings in this hotly contested market sector and adopted front-wheel drive. Ride and handling were much improved by the change and the Mark 3 Escort easily outsold its predecessors.

One of the most exciting models in the Escort Mark 3 range was the XR3 (later XR3i), a high-performance derivative powered by a tuned version of the new 1.6-litre CVH overhead-camshaft engine. It was the XR3 that provided the basis for the fuel-injected RS1600i, which was one of the first designs developed by Ford's newly instigated Special Vehicle Engineering department (SVE).

Compared with the XR3i, the RS1600i had a raised compression ratio, 'hotter' camshaft, solid tappets, a larger exhaust system, and twin-coil ignition, while the five-speed transmission had lower overall gearing for better acceleration. The suspension was up-rated appropriately, boasting reduced ride height and Koni shock absorbers among other improvements, while the RS rolled on 6Jx15" alloy wheels. Recaro front seats were a notable feature of the best-appointed interior in the Escort range.

Offered from a prominent Ford RS collection in Europe, this one-owner, left-hand drive car has covered a mere 164 kilometres from new. Presented in commensurately excellent condition, it comes with the original purchase invoice, original Certificate of Conformity, Norwegian registration papers, and an RS1600i workshop manual.

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

**£30,000 - 40,000**

**£34,000 - 45,000**

240

**1974 BRISTOL 411 SERIES 4 SPORTS SALOON**

Registration no. JSA 988N

Chassis no. 7733485

- *Charismatic Anglo-American 'gentleman's express'*
- *6.6-litre V8 engine*
- *Automatic transmission*
- *LPG conversion*
- *Restored between 2006 and 2011*







The end of World War 2 brought with it new opportunities for the Bristol Aeroplane Company - Britain's oldest aircraft manufacturer - in the form of pre-war BMW automotive designs sequestered by the victorious Allies as reparations exacted from the defeated Germany. Thus it came about that the Bristol 400, which commenced production in 1947, was effectively a synthesis of three pre-war BMW designs, with a chassis derived from that of the 326, an engine from the 328 sports car, and an aerodynamic bodysell similar to that of the 327 coupé. Imitation is said to be the sincerest form of flattery; nevertheless it seems unlikely that BMW's engineers felt particularly gratified. But Bristol did more than simply copy the work of its German counterparts; the application of aviation industry standards to its manufacture resulted in a car more refined and considerably better constructed than its Teutonic forbears.

Bristol kept faith with its BMW-derived six-cylinder engine for many years and several models, only abandoning it in 1961 in favour of a 5.1-litre Chrysler V8 on the 407, though in appearance the newcomer closely resembled the preceding six-cylinder 406. The V8 was mated to Chrysler's Torqueflite three-speed automatic transmission, while on the chassis side coil-sprung independent front suspension replaced the traditional BMW-type transverse leaf springs. The adoption of V8 power came not before time, as Bristol's BMW-based engine, despite a capacity increase from 2.0 to 2.2 litres, had been effectively outgrown by the car's increasingly weighty coachwork.

With a top speed of 125mph, the 407 re-established the Bristol as a true high-performance car, but one that nevertheless retained all the refinement and luxury associated with the marque. The chassis was updated, larger engines adopted, and the styling periodically revised throughout the 1960s, this process culminating in the 411 of 1969, five series of which were made between then and 1975. For the 411, Bristol continued with Chrysler engines but specified the 6.3-litre unit that produced 335bhp, an increase of some 85 horsepower over the '5.1'. There was a commensurate improvement in performance. John Bolster summarised the result in *Autosport*: 'Almost accidentally, the Bristol has become the fastest genuine touring saloon, beating the Mercedes-Benz 300 SEL 6.3 both for maximum speed and acceleration.'

This Bristol 411 has the 6.6-litre V8 engine introduced on the Series 4 version. 'JSA 988N' was in regular use up to 1997 when its original owner died, remaining thereafter in a car port until being rescued in 2005. Lovingly restored and improved, it features air conditioning, new Axminster carpeting, and an LPG conversion, the filler for the latter's tank being concealed behind the rear numberplate. LPG adapters for use in both the UK and Europe are kept in the glove compartment. The Bristol was used regularly by its late owner and is described by the lady vendor as in generally very good condition. Finished in blue with blue/grey leather interior, the car is offered with an original instruction manual, sundry restoration invoices, a quantity of expired MoT certificates, a V5C document, and MoT to April 2018.

**£45,000 - 55,000**  
**£51,000 - 62,000**

## 1958 AUSTIN HEALEY 100/6 BN6 ROADSTER WITH HARDTOP

Registration no. MSV 500

Chassis no. BN6 1306

- *Aluminium body by Denis Welch Motorsport*
- *Numerous Denis Welch performance upgrades*
- *Engine fully rebuilt by Premium Classic Cars (175-185bhp)*



Despite its initial success, the Austin-Healey 100 had begun to decline in popularity by the mid-1950s so was re-vamped as the 100/6, BMC's 2.6-litre C-series six replacing the original four-cylinder Austin Atlantic engine. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional rear seats in the BN4 variant. In 100-6 tune the pushrod six produced 102bhp - 12bhp more than its predecessor - though the inevitable weight gain meant that there was little if any improvement in performance. In 1957 an improved 'six-port' engine became available, and this 117bhp unit was fitted to all the newly introduced BN6 two-seat roadsters.

This 100/6 was rebuilt by renowned marque specialists Denis Welch Motorsport and sold to Andrew Usher, a well-known campaigner of racing Healeys in the early 1980s. It incorporates all of the most desirable Welch performance upgrades for a 100/6, including a lightweight aluminium body (with steel bonnet). 'MSV 500' was sold by Denis Welch to his brother-in-law (the previous owner) in 1986 and for the next 26 years was continuously upgraded and maintained by Denis Welch.

Incorporating a 3-litre cylinder block, the engine has been built to Stage 3 'fast road' specification. The latter includes a blueprinted, lightened and balanced flywheel; gas-flowed cylinder head; forged pistons; SU 2" carburettors; Welch inlet and exhaust manifolds; high-flow aluminium radiator; ITG competition air filters; fully baffled works-type sump; competition clutch; electric fuel pumps; side-exit competition exhaust; spin-on oil filter; and Kenlowe electric fan with manual override. The engine produces an estimated 175-185bhp at the flywheel, which combined with the lightweight body makes for a car with breathtaking performance.

Look absolutely stunning in its Lobelia Blue livery with white number-roundels, 'MSV 500' is trimmed in blue leather and has the rare and very comfortable period-correct lightweight seats in 100S 'Le Mans' style. The car also boasts a new soft-top in blue mohair and is fitted with a period-correct hardtop. A Monit rally trip-meter and Willans safety harnesses complete the picture.

Ideally suited to a wide variety of prestigious historic motor sports events, this unique Austin-Healey 100/6 would be equally at home on a trip to Goodwood or Classic Le Mans.

**£40,000 - 50,000**

**€45,000 - 56,000**



242

## 1967 AUSTIN MINI MOKE

Registration no. JOA 571E

Chassis no. M/ABI-921367

- *1960s spirit of freedom*
- *Recently re-commissioned*
- *New hood*



Conceived as a military vehicle but rejected by the Army, the Mini Moke was redeveloped for the civilian market, deliveries commencing in 1964. The car's open design meant that, even with the optional weather protection erected, it was not the ideal vehicle for the British climate, and the vast majority ended up abroad. Sold as a utility vehicle in overseas markets, but in Britain viewed more as a fashion accessory, the Moke captured the 1960s' spirit of freedom and self-expression more effectively than any other car.

This British-built Moke was manufactured in February 1967, finding its way to Alderney, Channel Islands where it spent a few years on that tiny island. In 2007, the car was brought back to the mainland by a Mr Stillman (since deceased), who commenced a mechanical overhaul.

Mr Stillman then became ill, and the Moke spent the next 10 years in a barn. It was discovered and re-commissioned by the previous owner using many period-acorrect new parts, and has the added bonus of a new hood, freshly powder-coated wheels, new battery, and a full service.

Accompanying documentation consists of a V5C Registration Certificate, sundry bills, and a current MoT. This Moke would look equally good parked outside your holiday home in the South of France or at Goodwood.

**£14,000 - 18,000**

**€16,000 - 20,000**



243

**1958 MERCEDES-BENZ 190 SL CONVERTIBLE**

Registration no. 265 UYS  
Chassis no. 1210428501728

- *Imported from the USA*
- *Left-hand drive*
- *Extensively re-commissioned*
- *Engine rebuilt*







'It proved to be fast and tireless, exhilarating to drive and was probably created with long distance, comfortable travel in mind...' *The Autocar* on the Mercedes-Benz 190SL, 10th January 1956.

For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. 'Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,' observed *Road & Track* magazine. Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz.

Breathing through twin Solex downdraft carburetors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190 SL to 100km/h (62mph) in 14.5 seconds and on to a top speed of 171km/h (106mph). With its four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes, and fully independent suspension, the 190SL was both more refined and more comfortable than any contemporary British sports car. The model was a big hit in the USA where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

The left-hand drive 190 SL offered here was delivered new abroad and imported into the UK from Texas, USA by the current vendor. First registered in this country on 1st July 2016, it benefits from extensive re-commissioning and servicing carried out by Silchester Garage Ltd, as evidenced by detailed bills on file totalling almost £11,000 (inspection recommended). Works carried out include an engine rebuild, replacing the clutch, overhauling the carburetors, and fitting electronic ignition. Additional documentation consists of a V5C Registration Certificate, DVLA correspondence, and MoT certificate valid until 5th September 2018.

**£70,000 - 90,000**  
**€80,000 - 100,000**

244

## 2004 FERRARI 575M MARANELLO F1

Registration no. FR04 JCJ

Chassis no. ZFFBT55B000135673

- Supplied new to Switzerland
- Left-hand drive
- 'F1' paddle-shift gearbox
- Circa 26,500 kilometres (approximately 16,500 miles) recorded
- Fully serviced (including cam belts)
- All service 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 365GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.





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

For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' semi-automatic gearbox, a technology that Ferrari had developed in Formula 1. Traditionalists could still order a conventional six-speed gated manual 'box. When production ceased in 2005, 2,056 cars had been completed, of which 1,810 had the 'F1' transmission, 246 the manual alternative.

This 575M Maranello was supplied new in Switzerland via Ferrari main agents, Garage Zenith SA and was sold to the current owner by Ferrari Katowice in Poland. Offered with full service history, and certified accident free, the car has been maintained by Ferrari dealers in Switzerland and Poland, and in the UK by Graypaul, Nottingham. All services have been carried out by Ferrari main dealers, the 2015 service including a new clutch (95% wear remaining). The car comes freshly MoT'd and fully serviced by Graypaul, including cam belts, new tyres all round, and a new battery, and is described by the vendor as in generally excellent condition.

Accompanying documentation includes a UK V5C Registration Certificate and Ferrari Technical Statement (dated July 2015) confirming that the car is original and complies with the Type Approval Certificate. Having covered some 26,500 kilometres (approximately 16,500 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'.

**£100,000 - 120,000**  
**€110,000 - 140,000**



245

## 1963 JAGUAR E-TYPE 3.8 SERIES 1

Registration no. not UK registered

Chassis no. 879300

- *Delivered new to the USA*
- *Matching numbers*
- *Restored in Germany between 2010 and 2014*
- *Little used since completion*
- *Beautiful condition*



'If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. The newcomer's design owed much to that of the Le Mans-winning D-Type sports-racer, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.





With a claimed 265bhp available, E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This sought-after E-Type Series 1 roadster comes with a Jaguar Heritage Trust Certificate showing that it was built in left-hand drive configuration and despatched from the factory on 15th February 1964 to Jaguar Cars, New York. Its original colour scheme was Silver Blue with Dark Blue interior trim and Black soft-top, the same as it is today. The Certificate also confirms that '879300' retains matching engine and gearbox numbers.

The E-Type was acquired by the present owner in 2008. The odometer reading at that time was 60,499 miles, of which 12,466 miles had been covered by the previous owner during the period 1989-2008. The car was restored by the present owner between 2010 and 2014 with great care being taken to preserve its originality.

It was completely disassembled – bonnet included – and then stripped and rebuilt following extensive body repairs: the floor, inner and outer sills, boot floor, and door panels all being replaced. The engine likewise has been fully overhauled, and an upgraded starter motor and upgraded radiator fitted. The entire restoration was carried out by German specialist companies to the highest standards.

Accompanying documentation consists of invoices and photographs of the restoration; miscellaneous German TÜV reports; German registration papers; three expired UK MoT certificates; and the aforementioned JHT Certificate. It should be noted that although the car was previously registered in the UK as 'ABM 824B', it is not known if that registration mark is still available.

Since the restoration's completion this exceptional E-Type has been driven only a few kilometres, which included being displayed at the 40th anniversary meeting of the Jaguar Drivers' Club Switzerland (JDSC), and is described as in cosmetically and mechanically excellent condition. Presented in its original, rare and elegant colour combination, '879300' represents a wonderful and rare opportunity to purchase a well-restored example of this most iconic model in such good condition.

**£150,000 - 180,000**  
**£170,000 - 200,000**



246

## 1934 MG MAGNETTE NA TOURER

Registration no. AYM 604

Chassis no. NA 0371

- First owned by pioneer aviator, Beryl Markham
- One of 690 NA/NB Magnettes made
- Restored to concours standard between 2001 and 2014
- New cylinder block, new hood, new side screens
- Outstanding condition
- 'Best of Show' award winner



'It is not surprising that with the makers' knowledge of racing... it should be capable of giving as high a speed as 80mph. What comes as a revelation is the ease with which on Brooklands that speed is reached and held. The rev needle hovering between the 5,000 and 5,500 marks, the whole mechanism feeling as one, and with no sense of adventure attached to such speeds.' – *The Autocar* on the N-type Magnette.

General Manager of Oxford-based Morris Garages, Cecil Kimber brought sports car motoring within the financial reach of the man in the street with a succession of affordable MGs. These were, naturally enough, based on existing Morris models, arguably the most famous and certainly the most influential being the Midget, which first appeared at the 1928 London Motor Show. Before then, Kimber had been turning out modified 'bullnosed' Morris Cowleys fitted with his own more sporting bodies, the first of which was sold in 1922. He followed that with a series of sporting two-seaters on the Morris 14/40hp chassis, which was fitted with bodies by the Oxford based coachbuilder, Raworth.

Small-capacity six-cylinder cars were much in vogue in the early 1930s and MG had duly climbed aboard the bandwagon in 1931 with the launch of the Magna 'F'. Maximum output of the Magna's 1,271cc Wolseley Hornet-based overhead-camshaft engine was later raised from a modest 37bhp to a much healthier 47 horsepower. An extensively revised and improved





version of this 'KD' engine, tuned to produce 56bhp, was carried over to the 'NA' Magnette of 1934. The chassis too had come in for revision, being lighter than hitherto, while the body was now supported by rubber-mounted outriggers, an arrangement that gave a more comfortable ride.

This NA Magnette was originally owned by Mrs Beryl Markham, the celebrated lady aviator who was the first woman to fly solo across the Atlantic Ocean from east to west. Piloting her single-engined Vega Gull monoplane, 'The Messenger', she took off from Abingdon, home of the MG Car Company, on 4th September 1936 intending to land in New York. After a 20-hour flight, her aircraft suffered fuel starvation caused by icing of the fuel tank vents, and she crash-landed on Cape Breton Island in Nova Scotia, Canada. In spite of falling short of her goal, Markham was assured of her place in the aviation record books.

Markham had purchased the Magnette on 22nd May 1934 from dealer B Charles of Wellesley Road, London W4, as recorded on the accompanying guarantee card. A communication on file from the MMM Register lists two subsequent owners: S G Russell and J A Clark, both in 1946, while the old-style continuation logbook (issued 1957) lists the owner from 1954 as one James Melville Norris of Derby. Four subsequent owners are recorded, the last being Margot Elizabeth Buckley of Newcastle-under-Lyme, Staffordshire, who registered the car in August 1971.

A magazine article on file states that the MG was then British Racing Green, 'a non-runner but complete with sound body and reasonable mechanics' (sic). Refurbished and repainted Ivory, the car saw relatively little use thereafter and in January 2001 was sold by Mrs Coates (as Ms Buckley had become) to the lady vendor's late husband (purchase receipt on file).

A total restoration to concours condition then commenced and would take ten or more years to complete. Numerous invoices on file record the parts purchased and works carried out, which included a full interior re-trim and rebuilding the engine around a new cylinder block; to November 2014, a total of almost £33,000 had been spent. Its meticulous owner oversaw the car's restoration to ensure that every detail was as per original, and since completion, 'AYM 604' has won various 'Best of Show' awards. Originally a four-seater, it now has only two seats.

The most substantial history file contains newspaper articles, photographs, a letter from Cecil Kimber and other correspondence relating to Beryl Markham's association with car. Other extensive files contain photographs, invoices, letters, copies of registration documents, etc relating to its subsequent life and other owners. Said to start, run, steer and generally perform better than when it was new, AYM 604' represents a rare opportunity to acquire a six-cylinder MG sports car from the 1930s that is both handsome and practical. A superb example.

**£90,000 - 100,000**  
**£100,000 - 110,000**

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



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## 1968 MORGAN V8 ROADSTER

Registration no. SCV 901G

Chassis no. R7022

- Fully restored in the USA by marque specialist, Robert Couch
- New J E Developments Rover V8 race engine
- Spare race engine included
- Full FIA specification (Period G1 1966-1969, valid to 31st December 2026)
- Concours winner



Searching for new engines in the 1960s, Morgan concluded a deal with Rover for supply of its all-aluminium 3.5-litre V8, thus creating a car that combined vintage charm with Cobra-like 'grunt' - the Plus 8. Morgan's Plus 4 chassis, strengthened and extended, formed the basis of the new car, while the existing Moss four-speed gearbox also was retained. After a successful debut at the 1968 London Motor Show, production commenced at the rate of 15-or-so cars per month and continues to this day, although now with BMW power. While the traditionally styled Morgan's brick-like aerodynamics restricted top speed to around 125mph (more than fast enough for most people driving an open car) the Rover V8's 168bhp and 210lb/ft of torque made for supercar-league performance through the gears. Indeed, in its later 3.9-litre form, the Plus 8 proved quicker to 80mph than the contemporary Porsche 911 Turbo.

This all-matching numbers, early Morgan Plus 8 is the 22nd example of this landmark V8-engined model to leave the factory and was supplied new in February 1969 to the Half Moon Garage in Yorkshire. Benefiting from a six-year, six-figure, 'ground upwards' restoration undertaken in the USA by renowned marque specialist and concours-winner, the late Robert Couch, the car has covered only 2,800 miles since the rebuild and must be one of the best of its kind currently available. Robert Couch is famous as restorer of the historic Morgan TT Replica 'CAB 652', previously campaigned by Peter Morgan, which in 1980 was overall winner of the prestigious Chinetti Concours at Lime Rock.

Carried on a new chassis, the aluminium body benefits from an all-new timber framework and is finished in British Racing Green with black wings, the latter the lightweight alloy type. The car has a black leather interior with matching convertible top and tonneau cover. Other noteworthy features include stainless fasteners and fuel lines, competition fuel cell, and an engine fire quench system, all of which are to racing specification. Restored for Morgan's 75th anniversary, although it did not make it to the UK for the celebrations, this Plus 8 comes with 'Best of Show' and 'Best of Class' concours awards testifying to the quality of the restoration. (Another one of Robert Couch's Morgans, restored at the same time, did come to the UK and was judged 1st in the Plus 8 class at the 75th anniversary gathering). Acquired from the estate of the late Stephen S Lester, 'SCV 901G' has been stored in a climate controlled facility as part of an extensive private collection of vehicles where it has been looked upon as a work of art.

For over two years recently the Morgan was away being updated, which included having a brand new race engine installed by John Eales at J E Developments, a recognised specialist in the preparation of Rover V8 engines. This new race engine incorporates fully up to date internals, and breathes via SU carburettors to accommodate the latest FIA regulations. The other race engine built by Robert Couch had on tap a massive 288 BHP and 275 Lb /ft of torque (documented) and shown in the photos with Holley carburettors, this is also included in the sale.





It is worth noting that although the original Plus 8 had 'only' 168 horsepower on tap as standard, it could accelerate to 60mph quicker than a 4.2-litre Jaguar E-Type. Despite its greatly enhanced performance, this car is said to cope equally easily with town driving or touring, and must be one of the quickest of road-going '1st Generation' Plus 8s around. Indeed, the vendor – a long-time Morgan enthusiast – says that it is the quickest he has ever driven.

For a year of its time away, the Morgan was at Richard Thorne's workshop being fitted with every new FIA update required for historic racing, hill climbing, and rallying anywhere in the world (Period G1 1966-1969, valid to 31st December 2026). All the work was bespoke in order to avoid drilling the body or dashboard to accommodate cut-off switches. The new FIA roll bars (front and rear) were also custom made to ensure a perfect fit, while the side impact bars were taken down below the door line to make getting in and out as easy as normal. All this was done at great expense in order to preserve Robert Couch's original workmanship. Even the spare wheel cover has no external screws securing it to the rear frame; it simply slides in from underneath making it easy to remove in order to refit the rear bumper and spare wheel for rally events. The car comes complete with full weather equipment, spare wheel, boot rack, and tonneau cover (made to fit the new roll bars). MoT'd and offered with a V5C document, this well documented car comes with its original restoration bills and is described as great for all uses: racing, track days, showing, for long or short journeys, etc.

**£80,000 - 100,000**  
**£91,000 - 110,000**





248

*Property of a deceased's estate*

**1929 INVICTA 4½-LITRE TOURER**

Coachwork by Cadogan

Registration no. XV 8233

Chassis no. LC223

- *Single family ownership from new*
- *One of the fastest sports cars of its day*
- *Rare early example*
- *An older restoration*
- *Outstandingly original*
- *Eligible for VSCC and other prestigious events*







'To drive, or be driven, in the new 4½-litre Invicta sports model is to experience something quite new in motoring. The way in which it will swoop up steep hills on top gear, passing on the way vehicles grinding away on their lower ratios is a revelation. The Invicta is a perfectly well-bred town car, even in its 100mph trim, and will run quite comfortably at about 7mph on top gear. It is, consequently, well suited to driving on congested roads or in dense city traffic.' – *The Motor*.

In its all-too-short lifetime, Invicta carved out an enviable reputation for building fine sporting motor cars, the bigger Meadows-engined models in particular offering class-leading performance and impeccable build quality.

The origins of the company known as Invicta Cars go back to 1925 when Noel Macklin and Oliver Lyle, both of whom already had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and roadholding. Like the contemporary Bentley, the Invicta was designed by men with backgrounds in competition motoring and both were produced to the highest standard. Price was only a secondary consideration, a factor that contributed to both firms' failure to survive the Depression years of the early 1930s.

Like Bentley, Invicta struggled against rising costs and falling sales, the final car leaving the factory, appropriately enough, on Friday 13th October 1933, though a handful of cars was assembled at the company's service depot in Flood Street, Chelsea between 1934 and 1936. It is estimated that approximately 1,000-or-so Invictas of all types were made.

Apart from three Coventry Climax-engined prototypes built at Macklin's home in Cobham, Surrey, all Invictas were powered by the tireless six-cylinder engines made by Henry Meadows. Invicta cars quickly established a reputation for outstanding durability, bolstered by the award of the RAC's coveted Dewar Trophy in 1926 and 1929, largely for the marque's successes in long-distance reliability trials, including a 10,000-mile 'around-the-world' trip by sisters Violette and Evelyn Cordery, who also completed a '30,000 miles in 30,000 minutes' trial at Brooklands.

In 1928, Invicta introduced a new 30hp model powered by the ubiquitous Meadows 4½-litre six, which was first shown to the public at the Olympia Motor Show in October.

THE AUTOCAR. ADVERTISEMENTS. OCTOBER 1930, 29th 148



THE NEW 4½-LITRE  
SIX CYLINDER  
**INVICTA**  
"PHENOMENAL ACCELERATION"

*Extract from "THE MOTOR" Sept. 18.*

"To drive, as to driven, in the new 4½-litre Invicta sports model is to experience something quite new in motoring. The way in which it will sweep up really steep hills in top gear, passing on the way other vehicles growing awry on their lower ratios is a revelation. When the accelerator pedal is depressed in top gear when proceeding up a steep gradient the vehicle springs forward as if given a sudden push from behind."

"The Invicta is a perfectly well-balanced town car, even in its 100 m.p.h. trim, and will run quite comfortably at about 7 m.p.h. in top gear. It is, consequently, well adapted to driving on congested roads or in dense city traffic."

"The new 4½-litre Invicta is an automobile of outstanding interest, and when it makes its appearance at the Olympia Show next month it is certain to meet with an enthusiastic reception."

**CALL AT STAND 29 OLYMPIA**  
**WE WILL GLADLY ARRANGE A TRIAL RUN.**  
**MANY SECOND-HAND INVICTAS OF ALL TYPES IN STOCK.**  
PART EXCHANGE. DEFERRED PAYMENTS.

**HARRISON WILLSON**  
& COMPANY LIMITED,  
*Invicta Specialists,*  
48, ALBEMARLE STREET, LONDON, W.1. TEL: BECKY 340-6.

Advertisement Service.  
Mention in "THE AUTOCAR," WHEN WRITING TO ADVERTISERS, WILL ENSURE PROMPT ATTENTION.



This was substantially the same as the existing 3-Litre chassis, though the gearbox and rear axle were strengthened and a pressed channel-section cross member fitted behind the gearbox, replacing the previous small-diameter tube. Finished to Rolls-Royce standards, the 4½-Litre chassis cost a staggering £985 at a time when the average UK house price was £590! It would go on to form the basis of the successor NLC and famous S-Type 'low chassis' sports model.

Like most low-speed engines, the Meadows six produced ample torque in the lower and middle speed ranges. Indeed, the Invicta can be throttled down to 6-8mph in top gear and will then accelerate rapidly and without fuss, still in top gear, when the accelerator is depressed. The acceleration figures given by the contemporary motoring press speak for themselves on this subject. Indeed, in 1930 the Cordery sisters drove their '30,000 miles in 30,000 minutes' high chassis tourer from London to Edinburgh in top gear. This same car was then driven by Donald Healey in that year's Alpine Trial, winning its class.

The 4½-litre Invicta had few equals as a very fast but comfortable high-speed touring car, its greatest appeal being an ability to cover big mileages at high average speeds with no strain, either to driver or the machinery. These Invictas are also about as indestructible in normal use as a car can be.



Received from 4619

**The CONNAUGHT MOTOR & CARRIAGE Co., Ltd**  
 121 & 122 Long Acre, W.C.2., and 34-36 Davies Street, Berkeley Square, W

Customer <i>J. R. ...</i>	Date <i>16.1.29</i>	
Make and H.P. of Car <i>Invicta</i>	Car No. <i>1619</i>	
Type of Wheels <i>Wire</i>	Registered No <i>XV 8233</i>	
Type of Body <i>Coach</i>	Tyres, Front	
Spare Wheel or Rim <i>on car</i>	" Rear	
Ignition <i>Mag. Coil</i>	" on Spare Wheel or Rim	

Roof Basket Roof Rail Screen, front Wiper - rear Caudrons Cushion Covers Carpet Mats Interior Light Ladies' Companion with Mirror Card Case Ash Tray Flower Vase Diagrams Hat or Parasol Net Speaking Tube Direction Indicator Waiver Cigar Lighter Blinds Arm Slings Folding seats Bowsie's Luggage Cushions Luggage Grille Straps for same Trunks	Cape Car Hood Curtains <i>let</i> Hood Bag Tonneau Cover Tool Box Spare Wheel Brackets Step Mats Starting Handle Cover Keys A.A. Badge B.A.C. Badge Mallet Self Starter Dynamo Switch Board and Wiring Head Lamp Brackets Head Lamps Side Lamps Tail Lamp Dash Lamp Inspection Lamp Spot Lamp Case of Bulbs Bulb Horn Electric Horn Speedometer Clock Driving Mirror	Spare Tyres Covers for same Spare Tubes Bags for same Pump Jack and Handle Oil Can Grease Gun Funnel Repair Outfit Tyre Gauge Levers Mallet Wheel Extractor Detachable Wheel Brace Detachable Wheel Spanner Hub Cap Spanner Water Pump Spanner Tool Kit Instruction Book Accumulators and Box License Holder Petrol Meter Grease Oil Gaskets to Springs Carriage Key
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*Other Sundries*  
*1 Pyrene*  
*Down tool*

Checked by *[Signature]* Received by *[Signature]*



A long-chassis model, the early Invicta 4½-Litre offered here carries four-seat open tourer coachwork by the London-based coachbuilder Cadogan, which during the mid-to-late 1920s specialised in producing sporting bodies for quality makes including Bentley, Packard and, of course, Invicta. Remarkably, 'XV 8233' has been owned from new by the same family and comes with the original sales receipt showing that the car was purchased on 16th January 1929. Almost certainly manufactured towards the end of 1928, it was bought from the Connaught Motor & Carriage Co Ltd of London, the sole concessionaires.

In 1964 the original owner died and the Invicta passed to his son, from whose estate it is offered for sale. Sympathetically restored, yet in outstandingly original condition, this magnificent motor car will require re-commissioning before returning to the road. Accompanying documentation consists of a history file containing fascinating original paperwork, an instruction book, contemporary advertisements, sales brochures, etc. A wonderful opportunity to own a rare early example of this important Vintage-era British sports car.

**£100,000 - 130,000**

**€110,000 - 150,000**





## 2003 BMW M3 COUPÉ SPORT LIGHTWEIGHT

Registration no. MA53 MKJ

Chassis no. to be advised

- *Rare and desirable M3 high-performance variant*
- *One of only 442 right-hand drive examples*
- *Main dealer maintained with no expense spared*
- *9,986 miles from new*



There had been expensive, limited edition M-Series models before the M3 but it was the latter's arrival in 1985 that brought BMW Motorsport's premier 'M-Power' performance brand within the reach of less wealthy enthusiasts. The original (E30) four-cylinder M3 resulted from BMW's need for a car suitable for Group A racing, the rules stipulating that 5,000 should be made in the first year of production. First seen at the Paris Salon in 1992, its six-cylinder successor was a very different proposition. Designated 'E36', the new M3 was bigger in every dimension, necessitating a hefty power increase to compensate for the unavoidable increase in weight.

The M3's third iteration arrived in October 2000 following the introduction of the E46 series in 1998. On this occasion though, there would be no saloon version, the new M3 being available only as a Coupé or a Convertible, while the power unit was BMW's 3.2-litre S54-type six-cylinder engine producing 338bhp. There was a choice of two transmissions: a six-speed manual Getrag or SMG (Sequential Manual Gearbox) that used an electro-hydraulically actuated clutch (no clutch pedal) to shift the Getrag's six gears. Shifts were made via the conventional gear lever or alternatively by paddle shifters mounted on the steering wheel, and Road and Track magazine would declare that the 2006 M3 with the SMG transmission was its favourite sports car of all time. To satisfy Germany's vocal road-safety lobby, top speed was limited to 'only' 155mph (250km/h), though it was suggested that, free of restrictions, a maximum of around 170mph (270km/h) would be achievable.





Continuing a long-running BMW model designation, the CSL (Coupé Sport Leichtbau = Coupé Sport Lightweight) was a limited edition version of the M3. Never sold in North America, the CSL was available in only two colours: Silver Grey Metallic (as seen here) and Black Sapphire Metallic.

As one would expect, the CSL was conceived with weight reduction in mind, tipping the scales 110kg (240lb) lighter than the standard M3 while retaining the ideal 50/50 weight distribution. Weight saving measures included removing the navigation system, electric seats, air conditioning, audio system, and reducing the amount of sound insulation, though some of these features remained available as options. Extensive use of composite technologies was employed in making the CSL's unique body panels, the roof being carbon fibre, while the standard rear window was replaced with one made from thinner glass.

Equipped with different camshafts, an enlarged air intake, and a different exhaust manifold, the CSL's engine produced 17bhp more than the European-specification M3. Only the SMG transmission was offered for the CSL, suitable upgraded and capable of making shifts in a lightning-fast 0.08 seconds. The suspension too was further refined, receiving up-rated springs and quicker steering, while the braking system was upgraded with larger front discs and larger pistons in the rear callipers.

There were also changes to the dynamic stability control system, with the addition of an 'M Track' mode allowing the car to be driven closer to its limits before any electronic intervention occurred. Shod as standard with Michelin Pilot Sport Cup tyres, its 19" BBS alloy wheels were one of the CSL's more distinctive features, as was its aerodynamic body kit, which included a lightweight carbon fibre front splitter and rear diffuser for increased downforce.

The weight-saving theme continued inside the CSL, the interior featuring glassfibre front bucket seats and glassfibre-backed rear seats, while carbon fibre was used for the centre console, door panels, and head-lining. The steering wheel was simplified, the cruise control, audio, and phone controls being removed, leaving just a single button that activates the M Track mode.

The vendor advises us that this exceptional CSL has been main dealer maintained with no expense spared, and is described by him as in excellent condition, having covered only some 9,900 miles from new. Only 442 right-hand variants were produced, and this rare and desirable BMW coupé is offered with its original handbook, original service book, current MoT, and a V5C document. An exciting opportunity to acquire a limited edition, high-performance BMW model only rarely offered for sale.

**£80,000 - 100,000**  
**£89,000 - 110,000**

## 1968 CHRYSLER IMPERIAL CROWN COUPE 'MOBILE DIRECTOR'

Registration no. RRM 69F

Chassis no. YM23K8C243090

- Ultra rare 'Mobile Director' option
- Formerly part of the Chandler Smith Collection
- Imported from Texas, USA in 2014
- Featured in *Classic & Sports Car* magazine



'Here is a car for the real-life Don Drapers of the Mad Men era; a vehicle of Martini-quaffing sophistication from Detroit's last great golden age, when it still had the confidence to create unashamedly massive saloons with refined powertrains and imaginative world-class luxury features.' – *Classic & Sports Car*, November 2015.

As if building an 18½ft-long, two-door, pillar-less coupé powered by a 7.2-litre V8 engine wasn't enough, Chrysler's marketing department thought it would be a good idea to offer its 'Mobile Director' package on the already way-over-the-top Imperial Crown. Priced at a little under \$600, (around 10% of the cost of the car), 'Mobile Director' consisted of a rotating front passenger seat, a foldout table, and a high-intensity reading lamp which, when deployed, converted the interior into an on-the-road office. This in addition to the already generous standard specification, to which this particular car adds air conditioning, a Tilt-A-Scope adjustable steering wheel, and automatic headlight dipping. 'Mobile Director' was offered only in 1967 and '68, it being estimated that 182 were sold in the first year and anywhere between 10 and 55 in the second, making this ultimate version of the Imperial Crown one of the rarest of post-war American luxury automobiles. Total Imperial Crown production for 1967 and '68 amounted to 26,159 cars.

The example offered here was sold new to its first owner in Minneapolis, Minnesota, subsequently passing into the long-term ownership of collector Chandler Smith in Texas, from whom it was purchased by the current vendor in 2014. The following year, this Imperial Crown featured in *Classic & Sports Car* magazine (November issue) a copy of which is on file.

Issued by Hammons Garage of Fort Worth, Texas, there are numerous invoices on file relating to the car's time with Chandler Smith. Dating from 2010 onwards, they include charges for fitting a new brake master cylinder; rebuilds of the starter motor, carburettor, and radio; refitting the re-cored radiator; and replacing the rear suspension leaf springs, the latter being done for the current vendor. Additional documentation consists of the old Texas title deed, UK importation paperwork, a V5C Registration certificate, current MoT, and the factory build sheet. The car also comes with an owner's handbook. A wonderful opportunity to own 'The American Dream' on wheels.

**£12,000 - 15,000**

**€14,000 - 17,000**



251

## 1981 AVANTI II COUPÉ

Registration no. MKW 190W

Chassis no. 12AAV1234B1003297

- Originally style by the legendary Raymond Loewy
- Recognised automotive design classic
- Chevrolet Camaro Z28 engine
- Automatic transmission
- Left-hand drive



In receivership in 1933, Studebaker had been revitalised by 1939 and in May 1946 became the first major American manufacturer to announce an all-new design with the introduction of its 1947 range. Created by two of the greatest automobile stylists of all time - Raymond Loewy and Virgil Exner - the sensational new Studebakers featured a straight-through front wing line, lowered bonnets and, in the case of the Starlight Coupé, an astonishing wrap-around rear window. For 1950 Loewy's studio came up with another landmark of automotive styling in the form of the 'Bullet Nose' Studebakers that had clearly been influenced by the coming of the 'Jet Age'.

Called back to Studebaker in 1961, Loewy and his team were charged with developing a new range for 1963 and in a miraculous 40 days produced an instant classic: the Avanti. A glassfibre-bodied two-door coupé, the controversially styled Avanti arrived too late to save the ailing company, and fewer than 5,000 had been made when production at Studebaker's South Bend, Indiana plant ceased in 1964. This was not the end of the Avanti story though. Two local Studebaker dealers - Nathaniel Altman and Leo Newman - bought the tooling and recommenced production in part of the old Studebaker factory in 1965.

Bodies were supplied by Molded Fiber-Glass of Ashtabula, Ohio (makers of the Chevrolet Corvette body for General Motors) and Messrs Altman and Newman used the Corvette engine initially, calling their new version 'Avanti II'. There would be many changes of ownership, specification, and place of manufacture before the last Avanti rolled off production lines in Cancun, Mexico only a few years ago, though the unique shape remained virtually unchanged throughout its lifetime.

The fine example offered here is one of the first to be fitted with the 5.0-litre V8 engine and automatic gearbox from the famous Z28 Chevrolet Camaro. As such it benefits from a considerable improvement in performance, and spare parts are readily obtainable. This Avanti also has chrome wire wheels and a chrome boot rack, while the interior overhead switch system is an 'in flight' aeronautical design, which in its day was something very special. First registered in the UK on 1st October 2017, the car comes with current MoT, a V5C document, original owner's manual, service centres guide, maintenance schedule, and an Avanti II sales folder. Described by the vendor as outstanding in every department, this beautiful Avanti is a potential concours winner and will surely delight the enthusiast who dares to be different.

**£15,000 - 20,000**  
**€17,000 - 22,000**

252

## 1978 MERCEDES BENZ 600 SALOON

Registration no. ERL 814K

Chassis no. 10001222001901

- *The ultimate in motoring luxury in its day*
- *Rare right-hand drive example*
- *UK registered from new*
- *Five former keepers*







By the commencement of the 1960s, Mercedes-Benz's ever-expanding model range was lacking in only one department: a super prestige saloon to rival the Grosser Mercedes of the past. This gap was filled in September 1963 with the appearance at the Frankfurt International Motor Show of the all-new 600. Representing state-of-the-art automotive engineering in just about every department, the supremely well-equipped newcomer featured an overhead-camshaft, fuel-injected, 6.3-litre V8 engine - Mercedes' first - air suspension with variable ride control, four-speed automatic transmission, all-round disc brakes, power-assisted steering, central locking, and separate air conditioning systems for front and rear compartments. Its cosseted occupants also enjoyed the advantages conferred by multi-way adjustable seating powered by a sophisticated system of hydraulics that also operated the windows and assisted in opening/closing the doors and boot lid.

The most popular version was the 3,200mm (10' 6") wheelbase saloon that could seat up to six passengers, while the long-wheelbase Pullman limousine - a veritable leviathan exceeding 20' in length and beloved of Heads of State, not to mention a succession of Popes - could accommodate up to eight. Despite its not inconsiderable weight, the 600 was endowed with highly respectable performance, reaching 60mph (97km/h) in a little under 10 seconds and exceeding 125mph (201km/h) flat out. Only 2,677 examples had been made when production ceased in 1981, of which 2,190 were four-door saloons, 428 were Pullman limousines, and 59 were landaulettes.

Celebrity owners of the Mercedes-Benz 600 have included Elvis Presley, John Lennon, George Harrison, Jack Nicholson, Coco Chanel, Hugh Hefner, Ronnie Wood, Aristotle Onassis and Rowan Atkinson. The roll call of dictator owners is similarly impressive: Nicolae Ceausescu, Marshal Tito, Fidel Castro, Pol Pot, Enver Hoxha, Idi Amin, Saddam Hussein, Kim Il-sung, and Kim Jong-il all being represented.

Little is known about the history of this rare right-hand drive example other than what may be gleaned from the accompanying V5C registration document: that it was first registered in the UK on 1st November 1978; has had five former keepers; and was registered to the current vendor on 13th September 2016. We are advised by the owner that the Mercedes drives absolutely beautifully, with hydraulics working properly, and that it is in generally very good condition for its age. Finished in blue with matching velour interior, the car currently displays a total of circa 49,000 miles on the odometer and is offered with current MoT.

**£60,000 - 70,000**

**£67,000 - 79,000**



253 \* N

**1960 ROLLS-ROYCE SILVER CLOUD II  
DROPHEAD COUPÉ ADAPTATION**

Coachwork by H J Mulliner

Registration no. Not UK registered

Chassis no. STB190

- One of only 107 built by H J Mulliner
- First owned by cruise shipping magnate, Max Wilson
- Single family ownership for circa 30 years
- Well maintained by recognised specialists
- Recently serviced by Frank Dale & Stepsons







Facing increasing competition from faster rivals, and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, re-location of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer, and power steering was standardised.

As well as the factory-bodied 'standard steel' cars, bespoke creations from 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 'Cloud II chassis for those discerning enthusiasts wealthy enough to afford them. Indeed, as the factory did not offer a convertible or drophead coupé, a coachbuilt car was the only option if one's preference was Rolls-Royce-style fresh air motoring.

First introduced in 1958, H J Mulliner's version (Design Number '7504') was the most successful of its type, lasting into 1963. Mulliner retained the overall lines of the saloon's four-door coachwork while at the same time transforming it into an elegant two-door drophead coupé.

One of only 107 Silver Cloud II drophead coupés built by H J Mulliner, this example is one of two purchased new by South African entrepreneur, Max Wilson, an early pioneer of cheap cruising holidays, whose company, Wilson Interests Ltd, was based in London's Earls Court. Accompanying copy build sheets show that the car was ordered with power windows, a power convertible hood, and radio loudspeakers in the rear seat armrests.

This Silver Cloud has been in the current ownership for almost 30 years, during which period it has been driven only some 6,000 miles. While in the vendor's care the Rolls-Royce has been routinely serviced by recognised marque specialists. Seatbelts were installed in 2005, while in 2010 major refurbishment of the coachwork and engine was undertaken by English Automotive Services at a cost of over £12,000. More recently, a full cosmetic and mechanical service - costing around £20,000 - was carried out by Frank Dale & Stepsons' Hong Kong branch.

Highly sought after by connoisseurs of fine automobiles, these limited edition, coachbuilt Rolls-Royces are rarely offered for sale, and this example has to be one of the very best currently available. Highly usable and ready for the Côte d'Azur, it affords the prospect of one of the ultimate driving experiences. A stunning example.

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

**£120,000 - 150,000**

**£130,000 - 170,000**



254

## 1924 VAUXHALL 30-98 OE-TYPE WENSUM

Registration no. SV 5137

Chassis no. OE162/OER11

- Delivered new to Australia
- Rallied extensively in Australia
- Outstanding condition
- Ready for any trial







This is a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period. Vauxhall 30-98 adherents will maintain that while Bentley generated greater publicity - thanks largely to their victories at Le Mans - the Vauxhall company (which raced at both Grand Prix and Tourist Trophy level before The Great War) had produced a car which could run rings around 3-Litre Bentleys on cross-country journeys.

The 'big engine/lightweight car' formula has been repeated to good effect many times throughout the history of the sporting motor car, and Vauxhall's famous 30-98 was one of its earliest successful applications. As has so often been the case, the spur behind this particular combination was the desire for competition success; the first 30-98 being constructed in 1913 at the behest of car dealer and motor sport competitor, Joseph Higginson. Higginson's first objective was victory in the Shelsley Walsh hill-climb in June of that year, and the Laurence Pomeroy-designed 30-98 duly obliged, setting a hill record in the process which was to stand for 15 years.

Laurence Pomeroy's tenure as Vauxhall's Chief Engineer saw the Luton-based concern produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910. A larger version of the Prince Henry's four-cylinder side-valve engine was developed for its successor, the D-Type, which, with some 70bhp on tap, was good for 70mph-plus when not overburdened by formal coachwork.

Pomeroy's 30-98 was powered by a 4.5-litre, four-cylinder, side-valve engine - in effect a stretched version of the Prince Henry/D-Type's - mounted in a conventional but lightweight chassis; suspension being by beam axle at the front and live axle at the rear, with semi-elliptic springs all round. Power was transmitted via a multi-plate clutch to a robust four-speed gearbox, and thence via a short prop-shaft to the straight-cut bevel rear axle. The braking system consisted of a foot-operated transmission brake and a handbrake operating on the two rear drums, the front wheels being un-braked.

At first glance this unremarkable specification seems an unlikely one for a performance car - even an Edwardian example - but the 30-98's 90bhp-plus power output, combined with a weight of only 24cwt (with the factory-built, four-seater 'Velox' tourer coachwork) gave it a formidable power-to-weight ratio for the time. A fully road-equipped 30-98 was capable of around 85mph, and when stripped for racing the company guaranteed a top-speed in excess of 100mph for the later overhead-valve models, a capability demonstrated at Brooklands on numerous occasions.

Only a handful of cars were sold before the outbreak of WWI interrupted production, and when manufacture resumed in 1919, the model was given the designation 'E-Type' - its Prince Henry predecessor having been the 'C' and the 25hp Tourer the 'D'.





Manufacture of the E-type ceased in September 1922 after 287 cars had been constructed, there then being a slight hiatus in production before its successor, the overhead-valve 'OE', commenced delivery to customers in early 1923. Despite a reduction in capacity to 4.2-litres, the power of the OHV motor went up to 110bhp-plus, although this increase made little difference to the car's performance.

The OE was not to gain front-wheel brakes until late 1923, when a cable system was introduced. This was operated, along with the transmission brake, by the foot pedal, with the linkages and compensating mechanism - the inaccurately-termed 'kidney box' - mounted somewhat untidily in front of the radiator. Hydraulic actuation of the front-wheel and transmission brakes was adopted in 1926. By the time the final batch of OE chassis had been completed in early 1927, there were few customers for the 30-98, the antiquity of the design telling against it when compared to the more refined competition from Bentley and Sunbeam. Total production of OEs numbered 312 cars, many of which were exported to Australia like that offered here.





This car, chassis number 'OE162', was acquired in Australia in the early 1960s by noted Vauxhall enthusiast, Ron House. The original OE162 had been crashed in the 1950s, the chassis being scrapped, while the remaining components were sourced and purchased by Ron, who then set about transforming it into his ideal car: a 30-98 Wensum.

Pinnacle of 30-98 production, the Wensum featured a boat-styled 'ultra-sporting' body - a type much in vogue during the early 1920s - and took its name from the eponymous Norfolk river where works manager A J Hancock kept a fast motorboat. Records show that only 11 Wensums were built in Vauxhall's Repair and Racing shop between 1924 and 1927, and they proved outstandingly successful in competitions at both Brooklands and Shelsley Walsh.

Ron despatched the kit of parts to the UK where it was entrusted to recognised specialists Julian Ghosh, Green Farm Racing and Alistair Templeton, being rebuilt on a replacement chassis supplied by Green Farm Racing. The car is recorded on the V5C registration document as having chassis number 'OE162', and is recorded in the 30-98 Register and in marque authority Nic Portway's Index as 'OER11' (OE-type, replacement number '11').

After many years in Ron House's collection, 'OE162' was sold to another Australian enthusiast, Frank Moore, who rallied it extensively, receiving many awards. Its next owner was Peter Graham of Perth, Western Australia, where in 2006 'OE162' was displayed in the new Convention Centre's main entrance on the occasion of the city's first Motor Show. While in Peter Graham's care the car benefited from extensive refurbishment, all the mechanicals being rebuilt under the supervision of former Orbital Engineering research engineer, Ric Wake. Noteworthy enhancements include a Phoenix crankshaft, coupled brakes, twin SU carburettors, and a close-ratio OD gearbox.

A well known car, this exceptionally rare Vauxhall 30-98 Wensum is ideal for prestigious events such as The Flying Scotsman, 1000 Mile Trial, VSCC hillclimbs and rallies, etc. It is presented in outstanding condition, ready for any trial; indeed, the vendor would drive the car anywhere and sell it to his best friend. There can be no better recommendation.

Finished in Brewster Green with Burgundy leather interior, this represents a wonderful opportunity to acquire a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period.

**£180,000 - 200,000**  
**£200,000 - 220,000**





255

**1988 DAIMLER DS420 LIMOUSINE**

Registration no. D20 LTS

Chassis no. SAJDWATL3AA201177

Intended as replacement for the ageing Majestic Major Limousine, the DS420 was introduced in 1968. The new car was based on a stretched Jaguar 420G floor pan and running gear, the latter's all-independent suspension providing excellent handling and ride characteristics, while the 4.2-litre, six-cylinder XK engine ensured that there was no shortage of power. Motor Panels built the traditionally styled bodies, which were trimmed by Vanden Plas and, later, Jaguar themselves. Popular with mayors, funeral directors, and wedding hire companies, the spacious, seven-seater Daimler was also a favourite of the Royal Family, whose warrant the company still holds. Production of the DS420 - last of the coachbuilt Daimlers - ceased in 1992. This DS420 limousine was acquired for the late owner's private collection 2007 and has been used for wedding hire, a role in which it excels. The car is offered with a V5 registration document; a quantity of expired MoT certificates for the period 2007 to 2014 (at 87,098 miles); and sundry invoices on file for work carried out including rear axle rebuild in 2010.

**£3,000 - 5,000**

**€3,400 - 5,600**



256

**1996 JAGUAR XJS 4.0-LITRE 'CELEBRATION EDITION' CONVERTIBLE**

Registration no. N309 KRL

Chassis no. SAJJNAFD3EJ225831

Conceived as a comfortable and long-legged Grande Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S (later XJS) made use of the Jaguar XJ6/XJ12 platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupe, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of modern 'AJ' six-cylinder engines enabled it to weather the storm. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full convertible became available. An automatic transmission model, this XJS Convertible is one of the final-run 'Celebration Edition' cars, released for the 1996 model year. It was purchased in 2002 by the deceased vendor from a Terence Wheeler of Torquay, and has had five former keepers. Last MoT'd to April 2016, the car comes with expired certificates dating back to 2000 confirming the current mileage of circa 16,500. Also on file are sundry invoices for maintenance including new gearbox oil seals (2002), work to the roof mechanism (2008), and general servicing.

**£12,000 - 16,000**

**€13,000 - 18,000**





257

## 1931 ROLLS-ROYCE 20/25HP LIMOUSINE

Coachwork by Windovers

Registration no. GP 5809

Chassis no. GFT5

- *Rolls-Royce's best-selling inter-war model*
- *Present ownership since 1984*
- *Good file of invoices and MoT certificates*
- *Little used for the last two or so years*



'The traits of the larger chassis, acknowledged to be the best in the world, embodied in a dignified yet brisk motor car' was how *Motor Sport* magazine summed up the Rolls-Royce 20/25hp in 1933.

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

The Rolls-Royce 20/25hp was, of course, an exclusively coachbuilt automobile and most of the great British coachbuilders offered designs, many of them unique, on the 20/25hp chassis. The example presented here carries limousine-with-division coachwork by the respected firm of Windovers. Founded in 1856 in Huntingdon but from 1924 based in North West London, Windovers diversified into the manufacture of motor bodies in the early 1900s, concentrating on quality marques – chiefly Daimler and Rolls-Royce at first – before adding the likes of Alvis, Armstrong-Siddeley, Lagonda, Lanchester, Mercedes-Benz and Bentley to its portfolio in the 1930s.

Chassis number 'GFT5' is listed in Tom C Clarke's definitive work, 'The Rolls-Royce 20/25hp', as off test on 15th August 1931, its first owner being one W Swire. The car was purchased by the late owner in 1984 from Guards Coaches of London (the only listed previous owner) via well-known dealer, Peter Harper (receipt on file). Also on file are numerous invoices dating back to 1983, including those for an interior re-trim (1991), starter motor rebuild (2007), brake system overhaul (2012), and lots of general servicing work. There are also many expired MoT certificates dating back to November 1983 at 23,683 miles, the most recent being issued in 2012 with a mileage of 46,309. Like the other cars in the late owner's private collection, the Rolls-Royce has seen little used for last two or so years.

**£20,000 - 25,000**

**£22,000 - 28,000**

## 1996 BENTLEY AZURE CONVERTIBLE

Registration no. N980 JLY

Chassis no. to be advised

- *One of the world's fastest convertibles*
- *One of only 1,321 built*
- *Automatic transmission*
- *Present ownership since 2009*



Bentley's 1980s resurgence had relied on models whose basic architecture was shared with other Rolls-Royce products, but also on display at the Geneva Motor Show in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause.

The Corniche convertible had been a major success for Rolls-Royce so it can have surprised few onlookers when a soft-top version of the Bentley Continental R was announced, albeit a full four years after the Coupé's introduction. Once again, Geneva was chosen to launch what would turn out to be the first Bentley model in several decades to use an entirely new name - 'Azure' - which, like 'Corniche' and 'Camargue', evoked exotic destinations in the South of France. The famous Italian styling house of Pininfarina - a firm with unrivalled experience in the design of soft-top Gran Turismos - had been chosen to develop the Azure on the four-seater Continental R platform, and there was no questioning that the result was most successful.

Bodysells were assembled in Italy by Pininfarina, fitted with the automatic soft-top, painted and shipped back for finishing at Crewe. Mechanically similar to the Continental R, but with its turbo-charged V8 engine further up-rated to 385bhp, the Azure was launched in 1995 and cost £215,000 in the UK. Hailed by its maker as, 'the world's best convertible', the Azure lived up to that grand title, proving an immense success, especially in North America where its combination of unmatched luxury, effortless performance, and soft-top style was found highly attractive. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

This Azure was acquired for the late owner's private collection in 2009 (see Bentley Hadley Green's inspection report on file). Accompanying documentation consists of a V5C registration document; a quantity of expired MoTs dating back to 2002; and sundry service invoices, the most recent from 2014. From notes on file it appears the torque converter was rebuilt in 2010 by Stephens Engineering Automatics Ltd.

**£35,000 - 50,000**

**€39,000 - 56,000**



259

Formerly owned by Barbara Cartland

## 1964 ROLLS-ROYCE SILVER CLOUD III SALOON

Registration no. BCU 271

Chassis no. SGT101

- The ultimate Silver Cloud variant
- Chauffeur driven while in Barbara Cartland's ownership
- Present ownership since 1989
- Substantial history file



Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardised.

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-litre V8 engine introduced on the 'Cloud II/S2 - though with larger carburettors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell.

Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

This particular Silver Cloud was formerly owned by the celebrated novelist, Barbara Cartland (1901-2000) whose popular romances sold an estimated 750 million copies worldwide (see photographs on file). Bought in 1977 by Cartland, and chauffeur driven while in her care, the Rolls-Royce was sold by her to its late owner in 1989. There is a letter on file written by Cartland to the late owner, and her name and signature are on the accompanying V5 document. The car was registered 'BC 29' when owned by Cartland; the current number, 'BCU 271', was put on in 1990.

Additional documentation consists of a quantity of expired MoT certificates dating back to 1987, and sundry invoices dating back to 1989. Relatively recent works include refurbishment of the chassis, body, and paintwork, and reconditioning the power steering pump.

**£20,000 - 25,000**

**€22,000 - 28,000**



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## 1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. YYY 444G

Chassis no. 1S2206BW

- 12-cylinder performance and refinement
- Automatic transmission
- Circa 2,000 miles since an engine rebuild
- Few owners



One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the Series 3 V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series 3's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series 3 from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.





Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 '2+2', the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This right-hand drive, automatic-transmission, Series 3 roadster was acquired by previous owner Andrew Osbourne circa 2012 from one Michael Clive. According to notes on file, Mr Clive acquired the car in November 1973; it is listed on the V5 as first registered on 8th October 1973 so must have had one very brief previous owner if this is the case. In addition, there are sundry invoices on file for works dating back to the early 1980s, including an engine rebuild (1988), engine top-end overhaul (1993), and another engine rebuild by Canfield Engineering at cost of £6,428 (2004), since when some 2,000 miles have been covered. New brake pads and a hood bag have been fitted by Britannia Motor Engineering, these being the most recent works (undated). MoT certificates dating back to 1977 record the mileage total as 28,493 at that time, while the latest certificate (May 2016) records a total of circa 16,000, indicating an actual total of circa 116,000 miles.

**£50,000 - 70,000**  
**€56,000 - 78,000**





**1990 BENTLEY CONTINENTAL CONVERTIBLE**

Coachwork by Mulliner Park Ward

Registration no. G443 PCA

Chassis no. SCBZD00A1LCH30111

- *Iconic Bentley model*
- *Only circa 36,700 miles recorded*
- *Present ownership since June 2013*
- *Last serviced at 31,558 miles*



The incomparable Bentley 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. This magnificent tradition seemed to have ended with the demise in 1965 of the successor S-Type Continental, only to re-emerge triumphantly in 1984 on the T-Series Bentley. In actual fact, the newcomer had formerly been known as the Corniche, and this model designation continued on the equivalent Rolls-Royce.

Flagship of the range, the new Continental was a worthy scion of this noble British family, impeccably engineered and hand-built in the time-honoured manner by Mulliner Park Ward Limited's peerless craftsmen. Like its illustrious forebears, the modern Continental represented the ultimate in bespoke coachbuilt motoring, designed to appeal to those discerning - and necessarily very wealthy - clients with the most refined of tastes, a well developed appreciation for the finer things of life and a refusal to accept anything less than the very best.

Far from being an outmoded concept, this uncompromising approach was so successful, and demand for the exclusive Continental so sustained, that it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995, by which time the UK price had risen to well in excess of £100,000.

This stunning Continental is finished in Tudor Red with red-piped Magnolia leather interior, the latter featuring cocktail cabinets in both doors, contrasting maple and walnut wood veneers, and all of the refinements one associates with a Bentley. The late owner purchased the car in June 2013 from Classic Automobiles Worldwide. The previous owner was one Richard Alexander, who had owned it since 2010, while according to the V5C there have been five former keepers. The last service in the official booklet was carried out at 31,558 miles by marque specialists, P & A Wood. The current odometer reading is circa 36,700 miles and the Bentley was last MoT'd to April 2016. Carried out in July 2014 by Britannia Motor Engineering, the most recent works included fitting a new power steering pump and re-spraying the front spoiler, etc. As with all cars in this collection, the Continental has seen little use over the last two or so years.

**£50,000 - 70,000****€56,000 - 79,000**







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**1931 ROLLS ROYCE PHANTOM II**

Coachwork by Ranalah

Registration no. 679 YUN

Chassis no. 63GY

- One of only two Ranalah-bodied Phantom II DHCs
- Pictured on page 300 of 'Those Elegant Rolls-Royce' by \*Lawrence Dalton
- RROC Newport, Rhode Island Concours winner (1980)
- Present ownership since 2012







The Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150" - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The six-cylinder overhead-valve engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminium cylinder head common to both blocks - were retained, but the combustion chambers had been redesigned and the 'head' was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI.

The result of these engine changes was greatly enhanced performance, particularly of the Continental model, and the ability to accommodate weightier coachwork. Designed around the short (144") Phantom II chassis and introduced in 1930, the Continental was conceived as 'an enthusiastic owner driver's car' and featured revised rear suspension, higher axle ratio and lowered steering column. By the end of production the magnificent Phantom II Continental was good for 95mph. This example on the long chassis was ordered by Cockshoot's for their client, Ernest Tweedale Esq. Although ordered by Cockshoot's, themselves established coachbuilders, '63GY' was originally bodied as a limousine by Weymann of Addlestone and completed on 31st March 1931. Some time later in the 1930s (it is believed) the Rolls-Royce acquired the Ranaiah drophead coupé body it carries today, it being not uncommon at that time for valuable chassis to be updated with more modern styles of coachwork.

'Ranaiah' had previously been a brand name owned by John Charles & Co of Kew, and when the latter folded was used for the successor company that had acquired John Charles' assets. Copy chassis cards on file list a succession of subsequent owners, the last of whom, John L. Lyman of Boston, Massachusetts, USA, acquired the Phantom in 1959. '63GY' later passed to another American collector, Paul F. Teryl, who owned the only other Ranaiah re-bodied Phantom II DHC, '42GN'. While in Mr Teryl's ownership the Phantom was painstakingly restored to the highest standards, going on to take the top award at the Rolls-Royce Owners' Club's Newport, Rhode Island Concours in 1980 in a field of more than 500 Rolls-Royce and Bentley cars.

The Rolls-Royce was later sold to a collector in Sweden where it spent 12 years in a private museum. It subsequently returned to the UK and was purchased at an auction by the late owner in October 2012, since when it has been re-commissioned by the respected Rolls-Royce and Bentley specialists, Priory Vintage Car Company. Works carried out include rebuilding the rear axle together with general servicing at a cost of £4,628 (2013), overhauling the fuel system at cost of £4,357 (2014), and a thorough service at a cost of £2,898 (2013). There are bills on file for these works and others, and also some for parts supplied.

The Phantom appears to have been used sparingly by the owner until his death; not driven for at least two years, the '63GY' will require re-commissioning before returning to the road, no doubt attracting admiring glances whenever it goes.

**£70,000 - 100,000**  
**£78,000 - 110,000**

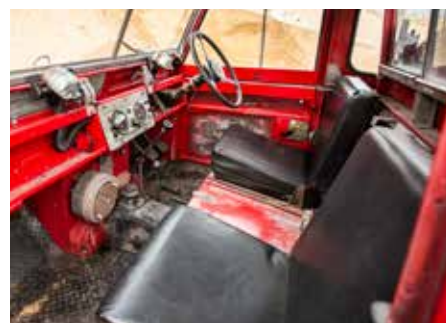
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## 1966 LAND ROVER SERIES IIA 109" 4X4 RECOVERY TRUCK

Registration no. HFW370D

Chassis no. 25109566C

- A recovery truck from new
- Fully restored
- Ideal period race support



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

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

This Series IIA has the 2¼-litre petrol engine and has been a recovery truck from new. Fully restored over a number of years with no expense spared, as evidenced by the photographic record on file, it was completed late last year and is presented in superb condition.

Noteworthy features include a fully galvanised chassis, Harvey Frost 3cwt pickup crane, freewheel front hubs, and matching Goodyear 7.50x16" tyres on standard steel rims. Described by the private vendor as exceptionally strong and driving very well, the vehicle is offered with MoT to May 2018 and a V5C registration document.

**£8,000 - 10,000**

**£8,900 - 11,000**



## 1965 FORD-LOTUS CORTINA COMPETITION

Chassis no. BA74EG59563

- *Race prepared*
- *Original engine*
- *Well documented*
- *FIA and MSA papers*



One of only 3,306 Mk1 Lotus Cortinas produced between 1963 and 1966, this example was built in August 1965 at the Dagenham factory. Within the history file is a FIA Historic Vehicle Passport dated September 1990, which states that the Cortina was restored in 1989 and contains various photographs and details of the car from that period. There is also a more recent MSA Historic Technical Passport dated July 2008 for FIA class: CT8, period: F - 1962 to 1965. An engine dynamometer printout is available also, showing the maximum output as an impressive 162bhp.

Between 2006 and 2009 the car was driven by Mr Richard Lawson in such events/venues as the Grand Prix De L'Age d'Or at Dijon, Spa 6 Hours, and Knockhill. There are numerous lap charts and set-up data sheets dating from this period recording suspension settings, session times, race results, etc - the car being looked after by Martin Stretton Racing, Worcestershire.

The car is finished the iconic Lotus works-entry colour scheme of Ermine White and Sherwood Green. Following many years of on-track use, the bodysheet and paintwork have acquired a charming 'competition car' patina. However, we are advised that there are no major rust issues to be found, and all the alloy panels are still present and correct.

As one would expect, the interior is to competition specification complete with roll cage, Cobra Evolution racing seat, Luke 4-point safety harness, and a period-style Moto-Lita steering wheel. For weight saving purposes the passenger seat has been removed, while a lightweight racing battery has been fitted together with a fire extinguisher in the foot well.

The Cortina is equipped with the original 1,558cc Lotus/Ford Twin-Cam wet-sump engine, which breathes via twin Weber carburetors fed by an electrical fuel pump. We are advised that the four-speed synchromesh gearbox feels tight and precise to operate throughout the gears and rev range. The wheels are 13" Minilite-style alloys finished in silver, shod with a matching set of period-style Dunlop racing tyres with plenty of tread remaining.

**£45,000 - 50,000**  
**€51,000 - 56,000**

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## **1989 PORSCHE 964 CARRERA 2 COUPÉ**

Registration no. G224 CJH

Chassis no. WP0ZZZ96ZLS400360

- *Porsche GB launch car*
- *Long-term previous ownership (24 years)*
- *'Time warp' original condition*
- *Circa 63,000 miles from new*
- *Service history*







Representing a major step forward in the development of Porsche long-running and much loved 911 sports car, the Carrera 4 and Carrera 2 versions - coded named '964' - were launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964's chassis and suspension. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre, 247bhp, flat-six engine while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new Type M64 engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to 162mph with 60mph attainable in 5.4 seconds (5.6 seconds Tiptronic).

This manual transmission Carrera 2 is one of the Porsche Cars GB launch cars and has been featured in several magazines (copies included). The Carrera was purchased by the previous owner (of 24 years) as an Approved Used Car from Lancaster's of Colchester (invoice on file).

Finished in Linen Metallic, with blue pinstripe trim extended to the seat bolsters and door cards, this beautiful Type 964 can only be described as in 'time warp' condition. It still carries its supplying dealer numberplates, rear window sticker, and period stereo radio cassette, while noteworthy options include 16" alloy wheels, electrically adjustable seats, electrically heated door mirrors, electric sunroof, front fog lights, and power assisted steering.

In 2003 the car was mothballed by its owner - a Porsche Owners' Club Member - due to illness and was not fully re-commissioned until 2013, hence its very low mileage of circa 63,000. Full main agent service history supports the mileage up to 54,000, since when the car has been maintained by a reputable specialist. Supplied fully serviced by Mortimers' technician (highly experienced in the maintenance of air-cooled Porsches) it represents a unique opportunity to acquire a very early (September 1989) Type 964, and certainly a piece of Porsche history.

**£45,000 - 55,000**

**€51,000 - 62,000**

## 1961 ROLLS-ROYCE SILVER CLOUD SALOON

Registration no. DDW 840

Chassis no. SZD 353

- *Present family ownership from new*
- *Only three drivers in 56 years*
- *Recent service*
- *Driving well*



'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.

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.

This particular Silver Cloud has remained in the same family's ownership since it was sold new in 1961 and has had only three drivers in the course of the last 56 years. Always kept garaged, the car has covered fewer than 1,000 miles in the last 20 years due to the owner's advanced age.

Recent re-commissioning has included a full (fluids) service and an MoT (certificate valid until October 2018). The chassis is solid and the paintwork original, while the original leather interior would benefit from re-Connollising. The engine shows regulation oil pressure, the transmission works correctly, and the Cloud now drives very well. Accompanying documentation consists of a V5C registration document and numerous expired MoTs (earliest 1977). All in all a delightful, honest example ready to be enjoyed by the fortunate next owner.

**£20,000 - 25,000**  
**€22,000 - 28,000**



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## 1954 MG MIDGET TF 1250 ROADSTER

Registration no. LYS 441

Chassis no. HDC16/1632

- *Last of the traditional MG Midgets*
- *Single family ownership since the early 1990s*
- *Used sparingly in recent years*
- *Always maintained by the local garage*



'To watch hard-boiled sporting motorists becoming starry eyed at their first sight of the TF Midget is quite a touching experience! And undoubtedly she is a car to fall in love with... This TF model is clearly going to maintain and enhance the MG reputation for unique and exciting motoring in safety... fast!' - MG advertisement, 1954.

Launched in 1936 as successor to the PB Midget, the first of the T-Series Midgets - the TA - was an altogether larger and roomier car. Although styled in a manner MG enthusiasts had come to expect, the new two-seater broke with tradition by employing an overhead-valve engine instead of the previous overhead-camshaft type. The T-type Midgets would prove to be an outstanding success for MG, being produced in five basic series between 1936 and 1955. The Midget evolved gradually over this period, growing larger and becoming more refined, yet remained every inch the traditional British sports car. The most important developments included the introduction of the more powerful 1,250cc XPAG engine (on the TB), independent front suspension and rack-and-pinion steering (on the TD) and the 1,466cc XPEG engine on the TF1500 in 1954.

A rushed development programme meant that there was little, mechanically at least, difference between the TF and the outgoing TD II, the 1,250cc, 57bhp, XPAG engine of which was retained. Essentially a restyled version of the latter, the TF retained its predecessor's body centre section but featured a changed front end with a shortened, sloping, radiator grille and headlamps faired into the wings, plus an improved interior with separately adjustable seats. A stop-gap model produced pending the arrival of the MGA, the traditionally styled TF nevertheless sold well, 9,600 units being produced between October 1953 and May 1955.

This particular TF was purchased by the vendor's parents in the late 1980s from a single owner and given to him 12 years ago (in March 2005), since when it has been used sparingly. The Midget has always been maintained by the local garage and is described by the vendor as in generally good condition. The vendor is moving abroad which has prompted him to offer it for sale. Finished in dark blue with cream leather interior, the car comes with sundry bills and a V5C Registration Certificate.

**£16,000 - 20,000**

**€18,000 - 22,000**

**1998 BUGATTI TYPE 55 ROADSTER REPLICA**

Registration no. UC 6140

Chassis no. BC146

- *Manufactured in Argentina*
- *First registered in 2001*
- *Engine and running gear made by Crosthwaite & Gardiner*
- *German TÜV approved*



By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. In 1927 Bugatti had produced the Type 43 Grand Sport - the first 100mph Grand Prix-engined sporting chassis suitable for everyday road use. It was in effect a close-coupled four-seater touring model powered by the supercharged Type 35B Grand Prix engine. Because of its lengthy run of success, Ettore Bugatti remained stubbornly committed to this single-cam engine, only adopting the more advanced double-overhead-camshaft method of valve actuation, after much prompting by his eldest son Jean, on the Type 50 of 1930. From then on Jean Bugatti took greater responsibility for design, his first car being the exquisite Type 55 roadster, a model ranking among the finest sports cars of the 1930s.

The Type 55's 2,262cc, supercharged, twin-cam, straight-eight engine was carried over in slightly de-tuned form from the successful Type 51 Grand Prix car - successor to the legendary Type 35 - and fitted in the Grand Prix Type 54's ladder frame chassis. The precocious Jean Bugatti added his own individual touch, designing a sublime two-seat roadster body that is universally acknowledged as one of the finest ever to grace an automobile. Unlike the Type 43, this new model was invariably a two-seater that was often referred to, quite justifiably, as the 'Super Sport'. Aimed at only the wealthiest clientele, the Type 55 sold in commensurately limited numbers, a mere 38 being built between 1932 and 1935, the vast majority of these in the first year of production.

Indeed, it truly was the ultimate exclusive supercar of the early 1930s. Even its closest rival, the 8C Alfa Romeo, was produced in far greater numbers, the majority of which were in long-chassis form and often fitted with four-seater coachwork. In contrast, almost half of the 38 Type 55 Bugattis built were fitted with Jean Bugatti-designed roadster or closed coupé coachwork, the classic roadster being considered by many cognoscenti to be by far the most outstandingly attractive sports car ever offered to the motoring public.





This Bugatti Type 55 re-creation was constructed with the minutest attention to detail, using a combination of original and reproduction parts, by South Trading of Argentina. It was obviously a very expensive project, and their only attempt at that particular model. The car was completed in 1993 but not registered in Argentina until 2001.

The dicky-seat coachwork is built to an exceptionally high standard and includes a full set of carpets and tonneau cover to protect the front compartment. Paintwork is in period-correct red/black, understood to be similar to the first production car; indeed, this Bugatti Type 55 is almost completely indistinguishable from an original, even down to the full roller-bearing crankshaft and supercharger. The main running gear components: engine, gearbox, steering, brakes, etc were made new using original drawings by the renowned Crosthwaite & Gardiner, one of the world's leading manufacturers and suppliers of parts to the historic motor racing industry.

After being imported into Europe, and with EU taxes paid, the car was TÜV matriculated in Munich, Germany. Since then the Bugatti has been in the very capable hands of the former proprietor of noted classic car experts, Hofmann's of Henley.

Over the last eight years, much money has been spent on sourcing and manufacturing correct components to make this Bugatti Type 55 indistinguishable from an original. Being a perfectionist, the current owner removed the engine, stripping it down to its individual components together with the axles and brakes. Having been stripped and minutely checked, they now conform to Bugatti specifications, with special attention being paid to the engine oil-tightness and tuning. This Bugatti Type 55 now performs just like a standard original model, and in 2013 was driven on a tour of Sicily, behaving impeccably.

Aside from that, the owner's involvement with Rolls-Royce has offered few opportunities for its use, and the Bugatti has lain idle, though started regularly and given regular five-mile runs to keep it in full working order. The car is offered with a UK V5C Registration Certificate and all necessary documents from the DVLA, together with a UK period-style number plate, road tools, and some spares. With original matching-number examples worth millions, this Bugatti Type 55 represents a rare opportunity to acquire an authentic looking recreation at a fraction of the price.

**£190,000 - 240,000**  
**€210,000 - 270,000**



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## 1948 ALLARD M1 DROPHEAD COUPÉ

Registration no. JOF 560

Chassis no. 81M705

- One of approximately 500 produced
- Restored in the USA
- Recent extensive mechanical overhaul by Sam Thomas Racing
- A wonderful example



Racing driver Sydney Allard's post-war cars combined the same virtues of light weight, independent front suspension and an abundance of American V8 power, which had been features of his first trials special of the mid-1930s. These favourable characteristics enabled Allard cars to establish a formidable competition record in the immediate post-war years, Allard himself finishing 3rd at Le Mans in a J2 two-seater and winning the Monte Carlo Rally outright in a P2 saloon.

Introduced in 1947, the M-type (retrospectively M1) was a more civilised version of the contemporary L model and employed Allard's trademark independently suspended 'split' front axle and transverse-leaf rear end in a chassis 6" longer than that of the K-type, the extra length being used to accommodate two rear passenger seats. Like the vast majority of production Allards, the M used Ford components, which were readily obtainable from Ford in the UK, its engine being the Blue Oval's famous 3,622cc 'flat head' V8. Approximately 500 examples were produced between 1947 and 1950.

Being top quality, hand-built, British cars with American mechanicals, Allards were very usable and relatively inexpensive to run and maintain. With their powerful and torquey V8 engine, three-speed manual gearbox and high overall gearing, they were fast and exciting cars to drive.





Details of factory and retailer records (copies on file) supplied by Gavin Allard, historian and archivist of the Allard Owners Club, show that chassis number '705' fitted with engine number '7200726' was delivered new to Bristol Street Motors in October 1948 and registered 'JOF 189'. Its first owner was one J E Keightley of the White Lion, Bideford-on-Avon, while the original colour scheme was maroon with matching hood and brown interior. We are advised that the Allard went to the USA in 1990.

A most impressive example, this car was the subject of a total 'last nut and bolt' body-off restoration in the USA that cost the equivalent of almost £100,000. Purportedly, it was a Pebble Beach concours winner in the early 2000s and undoubtedly would be a strong contender for top honours now. Equipped with triple carburettors, the engine runs on Super Unleaded fuel and incorporates tuning parts made by the legendary Offenhauser company in the form of the latter's aluminium cylinder heads.

Chassis number '705' is finished in Flame Red with beige mohair hood, while the re-trimmed interior features tan leather upholstery, contrasting biscuit carpets bound in beige leather, and striking walnut woodwork. Chromed wire wheels have been fitted in preference to the standard steel disc wheels. The chassis is as clean underneath as the body is on top.

Sold to a new custodian in Germany in 2005, the Allard was purchased by the immediately preceding owner at Bonhams' December Sale at New Bond Street in 2013 (Lot 015), since when an age-related registration from the same series as the original has been obtained. The following year its owner decided to part with the Allard, which was offered for sale at Bonhams' Goodwood Revival auction (Lot 281) where it was purchased by the current vendor.

Since then 'JOF 560' has benefited from the attentions of Sam Thomas Racing, which carried out an extensive overhaul of the engine and running gear in 2017. Works undertaken included an engine rebuild, carburettor overhaul, new clutch bearing, new cylinder head gaskets, water pumps replaced, dynamo rebuild, braking system overhaul, new-old-stock radiator fitted, ancillary drive belts replaced, etc (bills on file).

Now described by the private vendor as running and driving very well, this beautiful Allard M1 must be one of the very finest of its kind currently available. A fabulous car that has to be seen to be properly appreciated.

**£50,000 - 60,000**

**€56,000 - 67,000**

270

## 1951 ROLLS-ROYCE SILVER WRAITH 4½-LITRE SALOON

Coachwork by Park Ward Ltd

Registration no. OWA 317

Chassis no. WOF36

- *The last word in motoring luxury in its day*
- *One of 1,244 short-wheelbase Silver Wraiths*
- *Single ownership from 1951 until 2003*
- *Chauffeur driven for over 50 years*
- *Three owners from new*



Introduced towards the end of 1946, the Silver Wraith - Rolls-Royce's first post-war model - employed a chassis similar to that of the Silver Dawn and MkVI Bentley, though with a 7" longer wheelbase at 10' 7". The 'Wraith however, was only intended for traditional coachbuilt bodies rather than the MkVI's pioneering 'standard steel' bodywork. Powering Rolls-Royce's post-war range was a new 4,257cc six-cylinder engine of cast-iron, monobloc construction with aluminium cylinder head featuring overhead inlet and side exhaust valves. Only the bore and stroke dimensions were shared with the pre-war overhead-valve Wraith engine, the major advantage of this new 'F-head' layout being its large valves and generous water jacketing around the valve seats.

A four-speed manual gearbox with synchromesh was standard initially, an automatic option (for export models only at first) not becoming available until 1951, at which time the engine was enlarged to 4,566cc and a long-wheelbase (11' 1") version introduced. Manufacture of the short-wheelbase 'Wraith ceased in 1952, with a total production of 1,244; the long-wheelbase version continued until the introduction of the Phantom V in 1959, by which time 639 chassis had been completed.

The last word in motoring luxury in its day, this Silver Wraith carries four-door saloon coachwork by Park Ward Ltd, the long established and highly respected coachbuilder that had been wholly owned by Rolls-Royce since 1939. Built to design number '144', this sleekly elegant body features long sweeping front wings and stylish rear wheel spats. Other distinctive features of this car include the centre-mounted spotlight, period radio, picnic tables to the rear, and rear smoker's companion with cigar lighter. The coachwork is finished in two-tone black over beige with beige leather upholstery and black carpets.

Chassis number 'WOF36' was ordered by Arnold Laver Ltd of Sheffield for delivery in December 1951. Chauffeur driven, the Silver Wraith remained in one ownership from then until June 2003 when it was offered for sale at Bonhams' auction at Rockingham Castle (Lot 323). The Rolls-Royce was purchased there by Mr David Morgan (recently deceased) who bequeathed it to the current vendor, his driver/mechanic. Works carried out since 2003 include an interior re-trim (circa three years ago), repairs to the wings, and manufacture of new wheel spats (bills on file). Presented in good running order, this beautiful Silver Wraith is offered with sundry bills, an old-style logbook, a V5C document, and a quantity of expired MoTs, the latter showing the odometer reading increasing from 23,262 miles in 1998 to 39,869 in 2012, a total of 16,607 miles in 14 years.

**£32,000 - 38,000**

**€36,000 - 43,000**



271

## 1915 STUDEBAKER MODEL SD LIGHT FOUR

Registration no. KB 1287

Chassis no. 438364F

- Formerly displayed at The National Motor Museum, Beaulieu
- Right-hand drive
- Restored in the 1970s
- Present ownership since 2013



Wagon makers since the middle of the 19th Century, the Studebaker brothers of South Bend, Indiana had been active in commercial vehicle manufacture long before the arrival of the 'horseless carriage'. Having made a fortune out of horse-drawn transportation, the Studebaker Brothers Manufacturing Company built the first of its own automobiles - an 'electric' designed by Thomas Alva Edison - in 1902 and its first gasoline-powered motor car - an 8hp twin - late in 1903. In 1904 a twin-cylinder 16hp chain-driven model was added, followed in 1905 by a 20hp 'four' with shaft drive, both of which used chassis supplied by A L Garford of Elyria, Ohio; indeed, up to 1911 cars were marketed under the 'Studebaker-Garford' name.

In 1908 Studebaker commenced an association with the E-M-F company, whose cars it marketed, eventually taking over the Detroit-based manufacturer in 1910 to form the Studebaker Corporation on January 1st 1911, at which time the link with Garford was broken. By this time the range consisted of a brace of fours - the Models G-8 and G-10 - of 40 and 30 horsepower respectively. Studebaker's big news for 1913 was the arrival of its first six-cylinder automobile - the Model E - recognised by historians as the first mass-produced 'six' to have its cylinders cast en bloc. By this time the four-cylinder engine displaced 192.4ci (3,154cc) and produced around 30 horsepower.

This most handsome and imposing 4/5-seat touring car has been dated by the Veteran Car Club as manufactured in 1915, and still has its first buff logbook issued on 4th February 1921, listing one Charles John Edmond of Bromyard as owner. The car's prior history is not known, though it is believed to have been imported by an Army captain.

'KB 1287' spent a period of time up to 1975 on display at The National Motor Museum, Beaulieu as evidenced by their catalogue on file showing the car in April 1960. From 1976 the Studebaker belonged to one D F Locked of Woldingham, Surrey. The car was subsequently owned by Dr A M Luther of Cornwall, passing from him to the current vendor in 2013 having been fully restored by Dr Luther in the late 1970s. Recent works undertaken include relining the handbrake bands, and replacing the rotor arm and ignition contact-breaker points with new original parts.

Accompanying documentation includes the VCC Dating Certificate and history/records CD, DVLA records extract, a selection of restoration photographs, an original Studebaker instruction manual, a quantity of (copy) advertisements for the SD model, a V5C Registration Certificate, and the aforementioned buff original buff logbook.

**£16,000 - 20,000**

**£18,000 - 22,000**

272

*Property of a deceased's estate*

## **2002 FERRARI F360 SPIDER**

Coachwork by Pininfarina

Registration no. MK51 LYS

Chassis no. ZFFYT53C000126499

- Landmark Ferrari model
- One owner from new
- Circa 3,600 miles from new
- Professionally stored since 2011
- Wallet and book pack







By starting with a clean sheet of paper in designing the 360 Modena, Ferrari and its partner, Pininfarina, succeeded in surpassing the acclaimed F355, the new car attracting superlatives that put even its illustrious predecessor in the shade.

Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 litres for the 360 and producing 400bhp. Unlike the F355's transverse unit, the 360's six-speed gearbox was mounted longitudinally behind the engine, and could be ordered with an improved version of the F1-inspired paddle-operated gearshift pioneered on the F355.

In every other respect the 360 was entirely new, the most striking break with Ferrari tradition being the body's frontal treatment: gone was the omnipresent oval grille, replaced by two separate intakes set low into the front fenders. A larger car than the F355, the 360 owed its radical new shape to the quest for increased downforce. Additionally, the 360 saw the introduction of Ferrari's now trademark transparent engine cover, showcasing that beautiful V8 and its red-painted cam covers.

There was further innovation beneath the skin – a lighter and stiffer aluminium chassis replacing the F355's steel framework. This increased stiffness was considered vital for the open Spider version. The extensive use of aluminium meant that, despite its increased size, the 360 weighed around 100kg less than the F355. On the Spider version, the top folds out of sight in a mere 20 seconds, leaving the lines of the beautiful Pininfarina body unobstructed.

Another important change was the introduction of a removable panel between the passenger compartment and engine bay; combined with the location of the 360's timing belt at the front of the engine, this meant that belt changes could be completed with the engine in situ, dramatically reducing service costs.

Although it was more powerful (by 20bhp) than its predecessor, the only straight-line performance increase claimed for the 360 was a marginal reduction in the 0-100km/h time to 5.0 seconds, top speed being unchanged at around 280km/h. Nevertheless, the 360's on-the-road dynamics constituted a significant advance, its best time around Ferrari's Fiorano test track being some three seconds faster than the F355's.

Finished in silver with black interior, this beautiful 360 Spider was purchased new by the late owner on 1st January 2002 via Stratstones of Wilmslow and first serviced by them. In 2006 and 2007 the Ferrari was serviced by AE Performance in Knutsford; the rest of the services were carried out by Ferrari main dealers (there are eight stamps in the service book). In 2009 (at 2,280 miles) Graypaul carried out a service including a change of cam belts, while the most recent service was undertaken by them in 2011 (at 3,604 miles). Professionally stored since then, the car is offered with a V5C document and comes complete with wallet and all books, a file of invoices for the services, tools, and a tyre compressor.

**£70,000 - 90,000**  
**£80,000 - 100,000**

273

## 1936 ROLLS-ROYCE PHANTOM III TOURING LIMOUSINE

Registration no. DGY 1  
Chassis no. 3-AZ-186

- *Used by General Bernard Montgomery during WW2*
- *Reassigned to the Chief of Staff of the United States Army Air Force*
- *Legendary smooth-running 7338cc V12 engine*
- *Complete with extensive historical documentation*
- *Recently fitted overdrive for effective modern road driving*



This Phantom III Touring Limousine was built in 1936 and first owned by the CEO of the Talbot Motor Company, Mr Frederick Wilcock. During WW2 the Rolls-Royce was requisitioned by the Ministry of War's Transport Section to be used as General Montgomery's chauffeur-driven staff car. Mr Wilcock agreed, on condition that it did not cross the Channel because he did not want it blown up or shot at. It is known as the 'Green Car' because it is painted British Racing Green and black, whereas Montgomery's other Rolls-Royces were entirely black.

'Monty' used the Phantom to commute from his home in Virginia Water, Surrey to London and also while he was based at Southwick House near Portsmouth during the months leading up to the D-Day invasion of Europe. HM King George VI, Supreme Commander Allied Expeditionary Forces General Eisenhower, and Prime Minister Winston Churchill were all driven in this car to the secret D-Day planning meetings at Southwick House. An electric cigar lighter was installed in the rear compartment for Winston's use and is still in place today.

Unfortunately Mr Wilcock's plan to preserve his Rolls-Royce backfired on him. After D-Day the Phantom was reassigned to the Chief of Staff of the United States Army Air Force, General Carl Spaatz, and an American fuel tanker backed into it causing some damage, long since repaired.

In the 1950s at the time of the Suez crisis, the Rolls-Royce was purchased by a rubber-planter in Malaya and shipped out to Penang. As the Suez Canal was closed, it was driven to the south of Italy and shipped to Malaya via Capetown and the Indian Ocean.

The Phantom III's V12 engine was a spectacular feat of engineering but not without its problems, mainly due to a degree of complexity that required expert and regular maintenance, which was often lacking in far-flung colonies. Fortunately this car's engine was rebuilt some years ago and has covered few miles since; it possesses all the attributes - near-silent running, tremendous torque and smoothness, pulling from tick-over in top gear - which made it so admired, but without any of the failings. An electric overdrive, recently fitted to the four-speed gearbox, only adds to the refinement. The Phantom has had over £11,000+VAT spent recently at Cheshire Classic Cars for works including an engine service, new exhaust system, and a new alloy carburettor to replace the fragile Mazak original.

The Phantom III was a landmark design for Rolls-Royce, being their first V12-engined model. It was perhaps the most outstanding luxury car of the 1930s - certainly on this side of the Channel.





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

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

In 2014 this Phantom was driven to a private event at Southwick House, where D-Day was planned and overseen in 1944. Attending this event were Patrick Churchill, Winston's grandson, the United States Naval Attache, and Lady Arabella Stuart-Smith, Monty's granddaughter, among various other high-ranking individuals. The then-PM David Cameron, sent a letter to be read out on the night. Since then the Phantom has received much media attention and been mentioned on BBC Breakfast Television.

The history file for this Phantom III is, quite simply, huge. It contains the wartime 'requisition' letter, but due to obvious secrecy there is no paper trail from then until 1945. After that, the car had another fascinating 'second life', all of which detailed in the history file, which also contains numerous old logbooks and some photographs.

Involved in the D-Day commemorations at Southwick House, and the highlight of a parade during the Goodwood Revival, this is a remarkably original and historically significant motor car, worthy of the closest inspection.

**£150,000 - 180,000**  
**€170,000 - 200,000**



274

## 1960 BENTLEY S2 FLYING SPUR SALOON

Coachwork by H J Mulliner

Registration no. 864 UYE

Chassis no. BC124AR

- One of only 71 right-hand drive S2 Flying Spurs
- Supplied new in the UK
- Fully restored in the early 2000s
- Little use since restoration
- Extensive history file







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

Chassis number 'BC124AR' was retailed new via Rippon Brothers Ltd of Huddersfield and first owned by A Lee & Sons Ltd of the Trubrite Works, Meadowhall, Sheffield. The copy chassis card notes that it was for the use of Colonel K C Lee and lists only one subsequent owner: W S Trimble of Dalston, Cumbria (from 26th March 1965). Special features listed include Piper electric windows; combined parking/flashing lights; 501TA radio; electric aerial; stowage for jerrycan and two sets of golf clubs; and 'seating to suit owner'. Provision was also to be made for the owner's Halda Speed Pilot, while the car's original colour scheme was two-tone Pacific Green/Almond Green with black interior trim.

Previously registered in the UK as '211 XKJ' and subsequently registered in Germany, the Continental previously formed part a prominent private collection where it was fully restored in the early 2000s, including an interior re-trim, by the collection's resident motor engineer (bills on file). Re-registered in the UK as '864 UYE', the car has participated in two Continental rallies since the restoration's completion but apart from that has seen relatively little use. Serviced, driving without fault and ready to enjoy, this ultimate four-door Grande Routière is offered with full tool kit and a most extensive history file, viewing of which is essential.

**£90,000 - 120,000**

**€100,000 - 130,000**

275

**1972 JAGUAR E-TYPE SERIES 3  
V12 ROADSTER**

Registration no. GVG 854K  
Chassis no. 1S20503

- *Delivered new to the USA*
- *Left-hand drive; manual gearbox*
- *Matching numbers and colours*
- *Un-restored apart from a re-spray in original colour*
- *Recent major service (July 2017)*







Testing the E-Type Series 3 back in 1972, *Road & Track* magazine reckoned the new V12 power unit, 'a sheer delight, by itself almost worth the price of admission. The V12 is a lovely piece of machinery, lovely to listen to and lovely to behold. The exhaust has that hurried sound characteristic of a multiple-cylinder engine where the many explosions per revolution make it sound as if it's running faster than an engine with fewer cylinders. The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range.'

This superior refinement would have counted for little had the Series 3 proved slower than its predecessors, but the new V12 engine was more than powerful enough to offset the weight gain over the preceding 4.2-litre XK six and ensure that performance was undiminished. Weighing only 80lb more than the cast-iron-block six that it replaced, the all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed well in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series 3's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension and Adwest power-assisted steering, on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series 3 from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge.

The interior though, remained traditional Jaguar. Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

Delivered new to British Leyland, New York, this beautiful and unmolested E-Type Series 3 Roadster was imported from California, USA in early 2017 and is now UK registered and MoT'd to 27th June 2018. The recorded mileage of circa 39,000 is believed genuine, while available documentation and the car's generally excellent condition are further evidence that it has seen little use. All numbers and the colour scheme of light blue with dark blue interior match the accompanying Heritage Certificate. At some time the car has been repainted, keeping the correct Jaguar light blue colour, while the bodywork and all chrome is in very good condition with no corrosion issues. The interior is also in great shape, displaying a nice patina resulting from light use. The car has the more desirable manual gearbox and benefits from a factory air conditioning system, while an upgraded electronic ignition system has been installed by a previous owner. In July 2017 the E-Type was treated to a major service at AJF Motor Engineers in Westcott, Buckinghamshire (see bill on file for £2,278). We are advised that the car is mechanically sound and drives very well, the engine registering good oil pressure.

A dark blue factory hard top and a full length tonneau / soft top cover are included in the sale together with a full set of wheel removal tools, an original Jaguar E-Type Series 3 maintenance manual, and an E-Type parts manual.

**£70,000 - 80,000**  
**£78,000 - 89,000**

276

## 1970 MERCEDES 280SE 3.5 COUPÉ

Registration no. MBZ 400

- Formerly part of a private collection in Germany
- Present ownership since 2008
- Automatic transmission
- Serviced by Roger Edwards Motors







The 3.5-litre version of the 280 SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s and early 1970s, when the progressive easing of fiscal constraints, which had dissuaded customers from buying cars with large capacity engines, encouraged the German manufacturer to offer bigger, more potent power units. Thus the ultra-luxurious 280 SE coupé/cabriolet and 300 SEL saloon were chosen by Mercedes-Benz to launch its magnificent new 3.5-litre V8 engine in 1969.

An over-square design featuring a cast-iron block and aluminium-alloy cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced 200bhp courtesy of Bosch electronic fuel injection and transistorised ignition. Thus equipped, the coupé/cabriolet was good for 205km/h (127mph) with 100km/h (62mph) reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures. Although the equivalent SEL saloon used the 'New Generation' bodyshell, the Coupé and Cabriolet kept the elegant coachwork that had debuted back in 1959 on the 220 SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmission, air conditioning, power windows, and stereo radio as standard.

Significantly, the 280 SE 3.5 was to be the final model to feature this long-established and much admired body style, and today these last-of-the-line classics are highly sought after by discerning Mercedes-Benz collectors.

Previously owned by a German collector, this left-hand drive 280 SE 3.5 coupé was purchased by the vendor from Auto Salon Singen of Baden-Württemberg, Germany in March 2008. It was then left in professional storage (Storacar) from then until 2013 while the vendor was based in Hong Kong. Storacar maintained the Mercedes in excellent working order, with annual servicing and MoT, and since the vendor's return it has been kept in an underground car park. Servicing has been carried out annually by marque specialists Roger Edwards Motors in Amersham. Since 2014 the Mercedes has participated in the annual Old Millfieldian Classic Car Rally, its one lengthy journey each year, while earlier this year it completed a trip to Germany and back. We are advised that it has always been reliable, with no major problems. Finished in the rare combination of green with beige leather interior, this elegant Mercedes-Benz coupé is offered with sundry bills, current MoT, and a V5C document.

**£70,000 - 90,000**  
**£78,000 - 100,000**

277

## 1964 ALFA ROMEO 2600 SPIDER

Coachwork by Carrozzeria Touring

Registration no. 650 NTM

Chassis no. AR852042

- Delivered new in the UK
- Rare right-hand drive model
- Present ownership since 2014
- Extensive bodywork renovation in 2014
- Verified by Alfa Romeo's Automobilità Storico Centro Documentazione







Introduced in 1962, the 106-Series '2600' range was a direct replacement for the preceding 102-Series '2000' cars. Carrozzeria Touring and Bertone were responsible for the 2600 Spider and Sprint Coupé respectively; both of which looked like their 2000 predecessors. The latter's chassis design and body styles were retained, with minor revisions and improvements, but in place of the old, long-stroke, 2.0-litre four was a new, 2,584cc, twin-cam six-cylinder engine clearly descended from that of the immensely successful Giulietta. A maximum output of 145bhp was claimed for this unit when installed in the Sprint coupé and Spider, good enough for a top speed of around 125mph.

*Cars Illustrated* magazine reckoned this magnificent power unit 'one of the smoothest, quietest running sixes, irrespective of the speed at which it is running, in our experience.' Rarest of these two high-performance variants was the Spider, a total of only 2,255 being produced between 1962 and 1965. Today this rare and hitherto under-appreciated model is becoming increasingly sought after by discerning Alfisti.

This rare right-hand drive Alfa Romeo 2600 Spider was first registered in March 1964 in the name of John Noble, Baronet of Ardinglas. The Nobles are an ancient Scottish family of Dumbarton and Lanark that has been established there since the 15th Century. They descend from Robert Noble of Ferme, who was Baillie of Dumbarton in 1449.

The Alfa first changed hands in 1969, passing to Peter Thomas Cars of Chichester, and all subsequent owners are documented. The current vendor acquired the car in 2014. Blakes Auto Bodyshop of Chichester carried out extensive bodywork renovation in April 2014, as evidenced by their detailed invoice on file quoting an agreed labour price of £51,000. Additional documentation consists of an old-style logbook, current MoT, a V5C Registration Certificate, and a letter from the Alfa Romeo Owners Club UK quoting its confirmation by Alfa Romeo's Automobilmismo Storico Centro Documentazione. A rare opportunity.

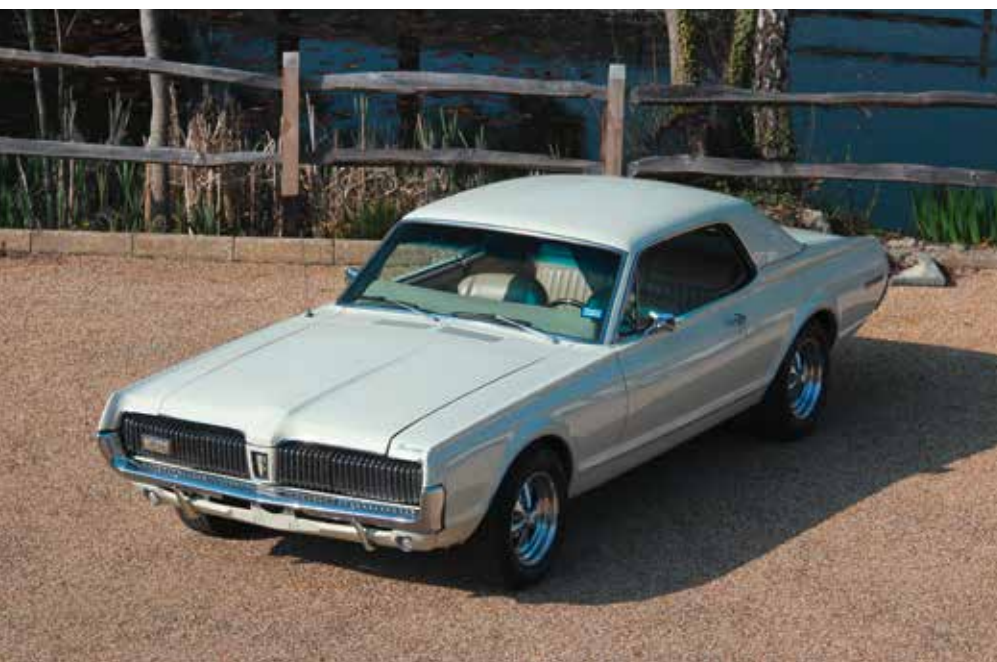
**£65,000 - 75,000**  
**€72,000 - 83,000**

## 1967 MERCURY COUGAR COUPE

Registration no. To be advised

Chassis no. 7F91C526881

- Landmark American 'pony car'
- From the first year of production
- Extensively restored
- Manual transmission
- Disc brakes and power steering upgrades



Introduced for the 1967 model year, the high-performance Cougar coupé was Mercury's first 'pony car'. Based on parent company Ford's groundbreaking Mustang, it was voted *Motor Trend* magazine's 'Car of the Year' for '67 and would be Mercury's most iconic model for many years. In its '1st Generation' guise, the Cougar was available in one body style and two forms: base model and XR-7, the latter featuring an upgraded interior with wood-grain dashboard. There was a choice of two V8 engines: a 289ci (4.7-litre) producing 200bhp or a 390ci (6.4-litre) pumping out 335 horsepower, the latter forming part of the optional 'GT' performance package.

Slightly longer than the Mustang it was based on, the Cougar had a uniquely styled body featuring a full-width divided grille with concealed headlamps and a distinctive row of 'electric shaver' vertical bars. There was a similar treatment at the rear, and the 1967/1968 Cougars are the only ones with these particular styling features. Mercury began tinkering with Cougar's looks for 1969 and 1970 before the 2nd Generation arrived for 1971.

This Cougar was purchased from the owner who had lovingly restored it to its present condition. The car has been painted in Wimbledon White, which contrasts perfectly with the Palomino interior. The headlining, door cards, dashboard, and carpets were replaced, and the interior also features a period-style digital radio and central locking/alarm system. The steering column has been changed to a full chrome 'tilt' option.

The engine and the original manual transmission were overhauled, and a new Edelbrock four-barrel carburetor and an Edelbrock Performer inlet manifold installed. Long header tubes lead to a Flowmaster twin exhaust system, which burbles nicely. Other noteworthy features include a new aluminium radiator, expansion tank, and Ford 'racing' rocker covers. The wheels are chrome Cragars, recently shod with new tyres, while a new disc brake conversion and power-assisted rack-and-pinion steering make this cougar an assured and comfortable performer in modern traffic conditions. Accompanying documentation consists of a V5C document and fresh MoT.

Described by the vendor as structurally original and corrosion free, this beautiful Cougar is ready to take to shows and classic rallies, or just for fun days out.

**£15,000 - 20,000**

**€17,000 - 22,000**



279

## 1985 MERCEDES-BENZ 380 SL CONVERTIBLE WITH HARDTOP

Registration no. C230 FUS

Chassis no. WDB1070452A033996

- *Recent cosmetic restoration*
- *Iconic model*
- *Sort after colour scheme*



Launched in 1980, the 380 SL convertible and 380 SLC coupé retained the Type 107 bodyshell first introduced in 1971/72 in virtually unchanged form apart from the addition of a front spoiler. These luxuriously equipped newcomers supplanted the outgoing '350' models and were produced alongside the outwardly similar 280 and 500 SL/SLCs. Their power unit was an enlarged (to 3,818cc) and improved version of the existing 3.5-litre overhead-cam V8.

The running gear followed Mercedes-Benz's established pattern, comprising all-independent suspension and four-wheel disc brakes, while a new four-speed automatic transmission was standard equipment. Top speed was in excess of 130mph.

After little more than a year the 380 SL was re-engined with a longer-stroke, 3,839cc V8 in the interests of better fuel economy and reduced emissions. Production of the model in this improved form continued until 1985.

Finished in blue/green metallic with black/beige chequered upholstery, this 380 SL convertible has had six former keepers and currently displays a total of circa 130,000 miles on the odometer. Restored cosmetically in 2012 (bills available) and unused since, the car has recently been fitted with new spark plugs but would benefit from a 'tune up'. Currently MoT'd and offered with a V5C document, it will be driven to the sale. A wonderful opportunity for the discerning collector.

**£10,000 - 15,000**

**€11,000 - 17,000**

280

## 2000 ROVER MINI COOPER SPORT

Registration no. X100 PER

Chassis no. SAXXNPAZEYD186037

- *Circa 3,200 miles from new*
- *Top of the range run-out model*
- *Private plate included*



An example of the UK's top-of-the-range run-out model, this Mini Cooper Sport was purchased new from Seawood's Rover, Christchurch on 11th October 2000, one week after production of the Mini in its original form ceased, since when it has covered a mere 3,208 miles. This car has never been driven in the rain apart from the day it was collected from the dealership. Kept stored in the a garage for most of its life, 'X100 PER' attended the Mini Day at Beaulieu's 50th Anniversary meeting, being displayed on the centre stand; it was the lowest-mileage Mini at the event.

The only parts changed over the years have been both rear wheel cylinders, which had seized, and both track control arm gaiters, which had split with age, while the horn mechanism on the steering wheel was replaced because of a broken wire when the car was two years old.

The Mini had been delivered with the tracking out of adjustment, resulting in both front tyres having to be changed.

Finished in Tahiti Blue with silver/black interior, this fine example of the ultimate Mini is offered with sundry bills, fresh MoT, a V5C Registration Certificate, and MoT certificates dating back to three years from new. Bought from the DVLA of £495, the private plate 'X100 PER' is included in the sale.

**£18,000 - 22,000**

**€20,000 - 24,000**



281 N

## 1967 ALFA ROMEO GT 1300 JUNIOR

Registration no. Not UK registered  
Chassis no. AR1211425

- *Delivered new to Germany*
- *Running condition*
- *Offered for re-commissioning*



This Alfa Romeo GT 1300 Junior was built in August 1967 and delivered to Germany where it spent the next 33 months. While there the Alfa was spotted by Mr Rajput - a professional bodybuilder and owner of a sign writing company in Kenya - who was in Germany for a bodybuilding competition. He fell in love with the Alfa and had it shipped home to Kenya.

Importing a car was expensive, so a bright red left-hand drive Italian GT car was a rare sight in Kenya (hence the 'LHD' sticker on the tail). Mr Rajput was treated as a celebrity as he drove his pride and joy along the dusty streets of Nairobi. The Alfa has been restored twice in its life; it was also lifted to protect the underside and re-trimmed in fabric as the leather upholstery got excessively hot.

Sadly, Mr Rajput passed away in 2013 and his nephew, who had since moved to the UK, inherited the Alfa. The car was shipped to the UK and has been garaged for the last four years; due to the vendor's growing family it now has to go.

Although in running condition, this rare car is deserving of a full restoration to former glory. Offered with a Certificato d'Origine from Alfa Romeo's Heritage Department, it is currently the only 1967 example the UK and is believed to be the second oldest in the country.

**£12,000 - 16,000**

**€13,000 - 18,000**

282

**1964 ASTON MARTIN DB5  
SPORTS SALOON**

Registration no. 2189 RD  
Chassis no. DB5/1529/R

- *Present family ownership for some 50 years*
- *Engine rebuilt and upgraded in 2006*
- *Maintained with no expense spared*
- *The most famous of all 'James Bond' Aston Martins*







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

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

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

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

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

Five (unofficially designated) series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburetors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later.



The DB5's distinctive cowled headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, 'Series V' DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.

From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 95 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

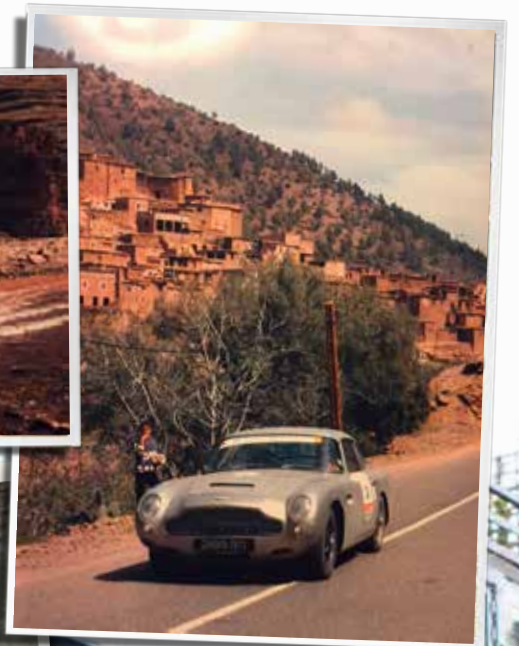
The DB5 was the first and remains the most famous of all the 'James Bond' Aston Martins, having appeared in no fewer than five movies of the series, beginning with *Goldfinger* in 1964. Equipped with rocket launchers and sundry other gadgets, 007's DB5 was finished in Silver Birch with red interior,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

Chassis number '1529/R' was sold new to Carter-Parratt Ltd of Sutton, Surrey and was originally finished in Platinum with red Connolly leather interior. Only one additional owner is listed on the accompanying copy build sheet: Anthony Nathaniel Crossley of Reading Carpet Co Ltd, though the change is undated. The build sheet lists various works carried out at Newport Pagnell up to January 1967 (at 21,691 miles). The current owner bought the car circa 1988 from his father-in-law, Eric Bradley, who had purchased it from Ralph Rothermere around 1968. Fulham Workshops of Parsons Green (later Clapham Common) serviced the Aston for many years until they retired.

On file are numerous invoices for extensive works carried out for the present owner by Aston Martin specialist, Tim Bissett, including one for an engine rebuild and upgrade in 2006. These works involved enlarging the engine to 4.2 litres capacity; installing Ross 9.2:1 CR pistons; porting the cylinder head and converting to unleaded compatibility; installing V8 Vantage valves; and fitting 'torquey fast road' camshafts. The cooling and lubrication systems were suitably up-rated to cope and numerous other works carried out, as detailed at length on the related invoices. Offered with a V5C document and MoT to April 2018, this has to be one of the fastest road-going DB5s in existence.

**£350,000 - 450,000**  
**£390,000 - 500,000**







283

**C. 1986 FORD RS200 GROUP B RALLY COUPÉ**

Coachwork by Carrozzeria Ghia/Tickford

Registration no. F679 UVX

Chassis no. SFACXXBJ2CGL00079

- Ultra-rare Group B rally car
- Present ownership since 2006
- Original wallet and all books
- 4,100 kilometres from new







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

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

The RS200 was first publicly displayed in 1984 and homologated in February 1986 after the required 200 examples had been built, all apart from the initial six prototypes being completed at Reliant's factory at Shenstone, Staffordshire. Its first World Championship event was that year's Swedish Rally where the car driven by Kalle Grundel finished 3rd overall, a most promising debut.

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

According to factory paperwork, this particular RS200 was sent to Boreham in May 1986 to be prepared for the Finnish Rally of September that year, but as a result of the Group B cancellation was never built for competition use. '079' was then used for static display in the UK and mainland Europe. The car returned to Boreham for storage, from whence it was later sold on. The car was originally registered to the Ford Motor Company as 'F535 LHJ' and at one time carried the registration 'ELE 10T'. It is known to have been owned subsequently (from March 2004) by the late Mr Chris Rees.

The present owner acquired '079' in February 2006. Described by the private vendor as original and immaculate, the car is offered with its original leather-bound manuals, a folder with original brochure, a spare set of keys, a V5C document, and original documents and correspondence from the RS200 Owners Club.

**£140,000 - 160,000**  
**£160,000 - 180,000**



284

### 1999 CADILLAC SEVILLE STS SEDAN

Registration no. T662 KGW

Chassis no. 1G6KY5499WU923539

Always innovators in automobile technology, Cadillac continues to produce cars recognised everywhere as symbols of wealth and prestige. By the mid-1970s however, even Cadillac had been forced to recognise that the writing was on the wall for its traditional, 'gas guzzling' leviathans. And so, in 1975, the first of an entirely new type of Cadillac appeared - the Seville - a compact (by American standards) sedan that eschewed the plush, boulevard ride of the traditional Cadillac in favour of more controlled, European-type handling characteristics. Front-wheel drive arrived on the 3rd Generation Seville in 1986, and then in 1998 the 5th Generation became the first to be built in both left- and right-hand drive configuration. With 300bhp on tap, the top-of-the-range STS and ETC variants became the most powerful front-wheel-drive cars on the market. A very well maintained example, this right-hand drive, automatic transmission Cadillac Seville is believed to have been H R Owen's demonstrator. Sold by them in 2001, it was owned for the next 14 years by John Thomas Plant Hire and driven by its MD, John Thomas Bush. The current vendor acquired the Cadillac in 2015, since when it has been used sparingly. Noteworthy features include electric seats, electric windows, CD player, and air conditioning, all in working order. Representing an affordable entry into Cadillac ownership, this well presented Seville STS is offered with MoT to July 2018 and a V5C Registration Certificate.

**£3,000 - 4,000**

**€3,300 - 4,400**



285

### 1996 MERCEDES-BENZ SL 280 CONVERTIBLE WITH HARDTOP

Registration no. N397 NVL

Chassis no. WDB1290582F129332

This new Type 129 body style was used - initially - for three different engine types: 6.0-litre V12, 5.0-litre V8, and a 3.0-litre straight six that was available in 12- and 24-valve versions in the 300 SL. In 1992 the 300 SL was, in effect, replaced by two new 24-valve models - the SL 280 and SL 320 - powered by 193bhp 2.8-litre and 231bhp 3.2-litre sixes respectively, the latter boasting a 0-100km/h (62mph) time of 8.4 seconds and top speed of 150mph. As one might expect, these new SL luxury sports cars were designed to be world leaders in their class and were lavishly equipped in the best Mercedes-Benz tradition. The Nappa leather-upholstered interior featured heated front seats, leather-covered steering wheel/gearshift, and walnut or chestnut wood trim, while incorporating the very latest in automotive technology. As well as being electrically adjustable, the front seats, mirrors and steering column also 'remembered' settings, allowing several customised driving positions, interchangeable at the push of a button. Far too extensive to list there, the SL's generous equipment list included anti-lock brakes, power-assisted steering, acceleration skid control (ASR), electronic stability programme (ESP), driver/passenger air bags, automatic climate control, five-speed electronic automatic transmission, cruise control, and Mercedes-Benz Security System (MBSS). Finished in blue/black metallic with magnolia leather interior, this SL 280 Convertible features automatic transmission, alloy wheels, and air conditioning. The car was purchased by the current vendor in 2015 and comes with good service history, having been looked after by independent garages in recent years. Described as in generally very good condition and said to run and drive well, this beautiful modern Mercedes-Benz soft-top is offered with current MoT, a V5C Registration Certificate, and the aforementioned service history.

**£6,000 - 8,000**

**€6,700 - 8,900**





286

## 1991 BMW 318i DESIGN EDITION

Registration no. K844 RLB  
Chassis no. WBABA62040EJ55253

Successor to the well liked 1602/2002 range, the 3-Series debuted in 1975 and would go on to be an even better seller for the Munich firm than its predecessor. Built initially in two-door form only, the newcomer made use of BMW's existing range of four- and six-cylinder overhead-camshaft engines. Four-door versions were added when the 3-Series was face-lifted (as the E30) for 1983, improved rear suspension arriving at the same time. Coachbuilders Baur in Stuttgart had been producing convertible BMWs in collaboration with the factory since the 1960s and continued to offer a Targa-style version of the E30, to which BMW added its own full convertible in 1985. Most of these second-generation 3-Series models were replaced by the new E36 range in 1991, the exception being the convertibles, which kept the old-style coachwork until 1993. As early as 1991, the BMW 318i Convertible appeared as a limited 'Design Edition' variant finished in the special colours of Neon Green and Neon Blue. The interior featured seat centre panels and door trim matched to the exterior colours and given a mottled treatment, while Design Edition models were upgraded with factory options including cross-spoked alloy wheels and an M-Technic leather-trimmed sports steering wheel and gear shift knob. This Neon Blue Design Edition is one of only 200 made. A right-hand drive, one-owner car, it has covered only some 67,000 miles from new, and in 2013 was restored by TT Cars Ltd and Toderidge Motor Engineers, North Finchley. Described by the private vendor as immaculate throughout, it benefits from an interior re-trimmed using original material sourced from Germany. The interior is black cloth with the correct blue flashes and blue piping. Offered with current MoT, a V5C document, and service history, this beautiful and rare car must be seen to be appreciated.

£10,000 - 15,000

€11,000 - 17,000



287

## 2003 MERCEDES-BENZ SL 500 HARDTOP CONVERTIBLE

Registration no. PX03 NFC  
Chassis no. WDB2304752F049826

Luxuriously equipped and superbly finished in the best traditions of Mercedes-Benz's top-of-the-range models, the 500 SL convertible and 500 SLC coupé were first introduced at the Geneva Salon in March 1980 alongside the outwardly similar 380SL/SLC. By the time the car offered here was built, the SL was in its fifth - R230 - generation, which had been introduced to the public in 2001 at the Frankfurt and Bologna Motor Shows following an intensive five-year development programme. All new at the time of its introduction, the fifth generation SL was in production between 2001 and 2008, the SL 500 being the sole model on offer initially. The SL 500 was powered by a 5.0-litre V8 engine producing 302bhp, while one of this luxurious model's many interesting features was a retractable hardtop - the 'Vario Roof' - which had been available on the exotic SLK since 1997. Fast and comfortable, the SL 500 performed the roles of sports car and Grande Routière with equal poise. Equipped with automatic transmission, this gorgeous Mercedes-Benz SL 500 boasts a particularly impressive specification, featuring satellite navigation, full grey leather interior, heated seats, cruise control, air conditioning, alloy wheels, onboard computer, and a wood-trimmed dashboard and steering wheel. Accompanying documentation consists of a V5C Registration Certificate, current MoT, and service history. Recently serviced, the car is presented in generally good condition and is said to drive nicely.

£8,000 - 10,000

€8,900 - 11,000



## 1981 PONTIAC FIREBIRD COUPÉ

Registration no. to be advised

Chassis no. 1G2AV87H3BN115122

- *Classic American 'muscle car'*
- *Left-hand drive*
- *5.0-litre V8 engine*
- *Manual transmission*
- *Circa 56,000 miles from new*



Capitalising on the arrival of its new V8 engine in 1955, General Motors' Pontiac division reinvented itself for 1960s, adopting a sporting, youthful image promoted by a series of evocatively named high-performance models: Bonneville, GTO, Grand Prix, Firebird and Trans Am. Such was the success of this policy that Pontiac occupied 3rd place in the US auto sales chart for most of the decade. Effectively an up-market Chevrolet Camaro, Pontiac's Firebird was introduced in February 1967 using the same bodyshell as its Chevrolet counterpart but readily distinguishable by its divided grille. Engines ranged from a 230ci (3.8-litre) overhead-cam six to a 400ci (6.6-litre) V8.

In 1970 the Firebird was beautifully restyled under the supervision of Pontiac' studio chief, Bill Porter, and in this '2nd Generation' form would be built - as a coupé only - until the end of the 1981 model year. Replacing the original's 'Coke bottle' styling were more curvaceous lines, which nevertheless retained some traditional elements such as the divided front grille, while the 'fastback' rear treatment would characterise the 'F-body' that the Firebird would use for the greater part of its life. There were year-on-year detail changes to the styling as this new Firebird evolved.

Dating from the final year of 2nd Generation Firebird production, this example is quipped with the 5.0-litre V8 engine and manual transmission. It is a rare 'triple black' model, so called because the body, interior, and headlining are all black. We are advised by the vendor that the Firebird had only one lady owner in the USA before coming to the UK where it was registered on 1st October 2017. Over the years the car was used sparingly, only venturing out on sunny days and never being driven in inclement weather, and has covered only some 56,000 miles. It remains entirely original apart from being fitted with new period-correct wheels finished in Gold Snowflake and shod with BF Goodrich tyres.

MoT'd and offered with a V5C registration certificate, this Firebird comes with its original build sheet, sales invoice, owner's handbook, and sales brochure, and even a selection of 8-track cartridges. Said to drive exceptionally well, this legendary American classic is a potential concours winner and very usable, being ideal for local shows or European touring events.

**£14,000 - 18,000**

**€16,000 - 20,000**



**1954 AUSTIN A40 SOMERSET SALOON**

Registration no. OYX 217

Chassis no. 6S4875370

- *Believed genuine 28,000 miles from new*
- *Nostalgic British Saloon*
- *Recently restored*
- *Ideal Goodwood Revival accessory*



Descended from the A40 Devon, and one of the most readily recognised shapes of the 1950s, the Austin A40 Somerset was built between 1952 and 1954, during which time over 173,000 saloons and convertibles were produced. Mechanically almost identical to its predecessor but now with fully hydraulic brakes, the Somerset retained a separate chassis beneath its restyled four-door exterior. Suspension was independent at the front by wishbones and coil springs, with a semi-elliptically-sprung live axle at the rear.

The 1,200cc A-Series engine drove via a four-speed column-change gearbox, and with 42bhp on tap the Somerset could better 60mph. Leather upholstery was a feature of the interior, and the separate front seats could be arranged as a bench to accommodate three up front. In addition, there was provision for the fitting of a heater and radio, which were listed as extras, this example having the former.

'OYX 217' has had only three owners from new, the first for 60 years, and currently displays a believed-genuine total of only 28,000 miles on the odometer.

The car was purchased by the current vendor and restored in 2014/2015 (bills available). Works carried out included a full re-spray, while the brightwork, cylinder head gasket, clutch, and battery were all renewed. Offered with a current MoT and V5C document, this charming 1950s saloon car runs and drives nicely and would be ideal transport for the Goodwood Revival.

**£5,000 - 7,000**

**€5,500 - 8,000**

**1990 BMW Z1 CONVERTIBLE**

Registration no. H305 VCW

Chassis no. WBABA9170AL03633

- Landmark BMW sports car
- Left-hand drive
- Main dealer maintained with no expense spared
- Circa 44,000 kilometres (approximately 27,300 miles) from new
- New tyres



Library image



'The car (Z1) was not especially cheap to buy, but was built to BMW's traditionally high standards. Some regarded the car as faultless, and it was certainly among the best-handling sports cars, but the important point for BMW was its standing. BMW had returned to making true sports cars after many years' absence.' – Lawrence Meredith, *BMW: 1975 – 2001*.

A 'concept car' first shown by BMW in 1986 and officially presented at the Frankfurt Motor Show in 1987, the Z1 sports roadster was used to showcase emerging automotive technologies, including the 'internal skeleton' method of construction that made for a very stiff chassis and excellent roadholding.

Moulded plastic panels clothed the galvanised steel chassis, which was braced by a moulded composite under-tray. The body panels were easily removed, and it was even suggested that suggested that owners might want to buy a second set in an alternative colour. Unusually, the electrically operated doors dropped into the body sides to provide access; to date, the BMW Z1 remains the only convertible car to employ this technology. The Z1 could be driven with soft-top closed or open; windows closed or open; or doors open or closed. With everything open, the fun Z1 is said to feel just like a four-wheeled motorcycle!

The running gear was more conventional - MacPherson strut independent front suspension being complemented by a wishbone set-up at the rear - while motive power was supplied by a 2.5-litre, 170bhp version of BMW's overhead-cam straight six driving the rear wheels via five-speed manual gearbox. Top speed was around 225km/h (140mph) with 100km/h (62mph) coming up in around 8 seconds. Production began slowly in 1988 at the rate of six cars per day, ending in 1991 after the planned 8,000 units had been built. Demand was strong from the start despite a high price, and today this landmark model continues to be highly sought after by BMW collectors.

The vendor advises us that this Z1 has been main dealer maintained with no expense spared, and is described by him as in generally very good/excellent condition, having covered only some 44,000 kilometres (approximately 27,300 miles) from new. Finished in red with grey/green 'camouflage' leather interior, this rare and desirable BMW sports car is offered with its original handbook, original service book, current MoT, and a V5C document.

**£30,000 - 35,000**  
**€33,000 - 39,000**



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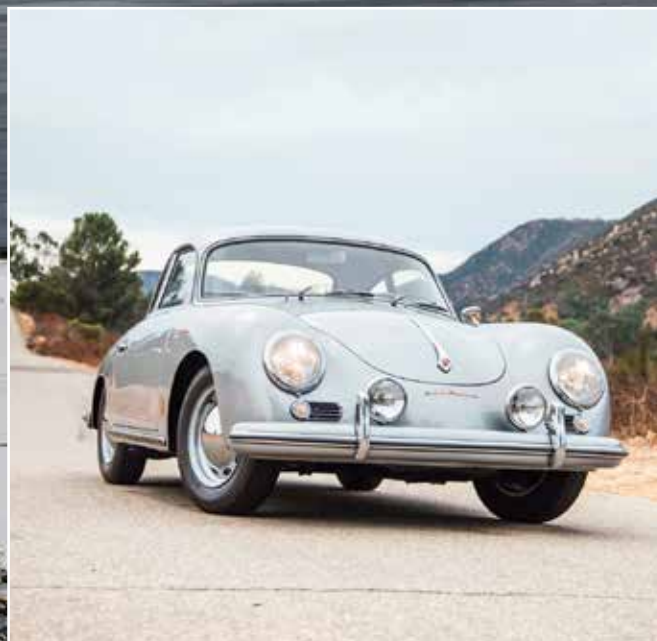
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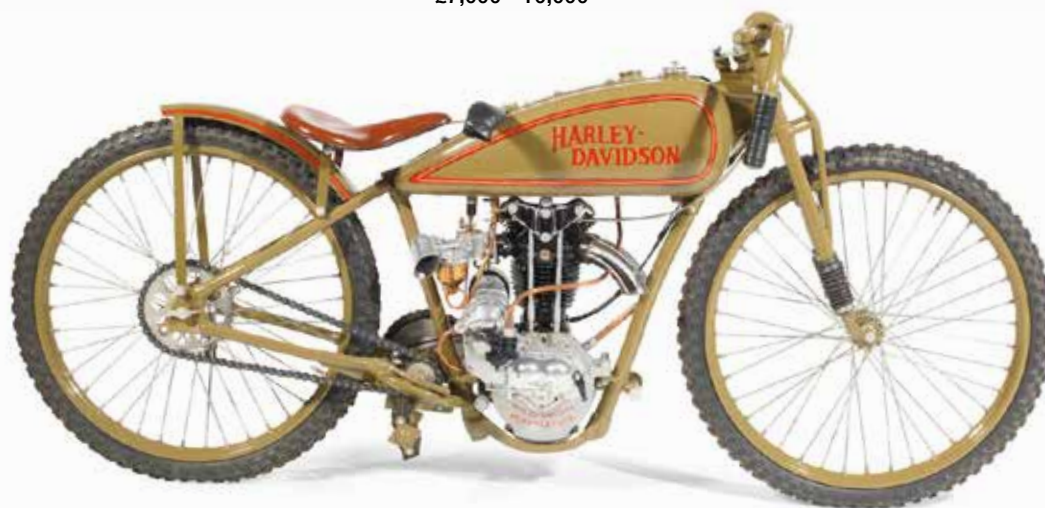
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\* Plus buyer's premium and other fees. For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](http://bonhams.com/buyersguide)



# 2018 SALE DATES

Entries now invited

## Antique Arms & Armour

Wednesday 23 May  
Wednesday 28 November

## Modern Sporting Guns

Thursday 24 May  
Thursday 29 November

## Coins & Medals

Wednesday 21 March  
Wednesday 18 July  
Wednesday 21 November

## ENQUIRIES

Arms & Armour  
+44 (0) 20 7393 3807  
david.williams@bonhams.com

+44 (0) 7967 552 519  
chris.allen@bonhams.com

Modern Sporting Guns  
+44 (0) 20 7393 3815  
patrick.hawes@bonhams.com

Coins & Medals  
+44 (0) 20 7393 3914  
john.millensted@bonhams.com



# Bonhams



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THE VINTAGE SPORTS-CAR CLUB PRESENTS

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The Endurance Rally Association  
Home of the Peking to Paris Rally



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## NOTICE TO BIDDERS

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

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

### 1. OUR ROLE

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

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

### 2. LOTS

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

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

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

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### ***Contractual Description* of a *Lot***

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

#### ***Estimates***

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams*’ opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer’s Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

#### ***Condition Reports***

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

#### **The *Seller*’s responsibility to you**

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

#### ***Bonhams*’ responsibility to you**

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

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

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

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

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

#### **Alterations**

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

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

### 4. CONDUCT OF THE SALE

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

### 5. BIDDING

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



## Bidding in person

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

## Bidding by telephone

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

## Bidding by post or fax

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

## Bidding via the internet

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

## Bidding through an agent

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

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

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

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

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

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

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

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

(b) Automobilia  
25% up to £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 licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

## 13. CITES REGULATIONS

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

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

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances

where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

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

## 16. CLOCKS AND WATCHES

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

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

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

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

### Guns Sold as Parts

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

### Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness

measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

## Original Gun Specifications Derived from Gunmakers

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

## Licensing Requirements Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

## Taxidermy and Related Items

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

## 18. FURNITURE

### Upholstered Furniture

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



## 19. JEWELLERY

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

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

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

### Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

## Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

### Wines in Bond

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

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

*Buyers* outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

### Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled  
DB – Domaine bottled  
EstB – Estate bottled  
BB – Bordeaux bottled  
BE – Belgian bottled  
FB – French bottled  
GB – German bottled  
OB – Oporto bottled  
UK – United Kingdom bottled  
owc – original wooden case  
iwc – individual wooden case  
oc – original carton

## SYMBOLS

### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a W will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website [www.bonhams.com](http://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](mailto: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*, it's 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.





## 11 GOVERNING LAW

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

## APPENDIX 2

### BUYER'S AGREEMENT

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

### 1 THE CONTRACT

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

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

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

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

### 3 PAYMENT

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

- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

### 4 COLLECTION OF THE LOT

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

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



<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>				
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.				
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>				
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> ):				
7.1.1	to terminate this agreement immediately for your breach of contract;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;				
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;				
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;				
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;				
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;				
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;				
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;				
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> .				
		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
				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> .
		7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
				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
		7.4	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.
		<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	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> .
		8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the 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> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
		8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
		8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
		8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
		8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.		
		8.2	The discretion referred to in paragraph 8.1:	<b>10</b>	<b>OUR LIABILITY</b>
		8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10.1	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> .
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2	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:
		<b>9</b>	<b>FORGERIES</b>	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.1	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](http://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](mailto:info@bonhams.com).

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## GLOSSARY

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

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

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

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

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

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

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

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

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

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

## SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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

## Data protection – use of your information

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

## Credit and Debit Card Payments

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

## Notice to Bidders.

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

## If successful

I will collect the purchases myself ☐

Please contact me with a shipping quote (if applicable) ☐

Sale title: LONDON OLYMPIA		Sale date: Wednesday 6 December 2017	
Sale no. 24125		Sale venue: Olympia, Kensington, London	
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.			
<b>General Bid Increments:</b>			
£10 - 200 .....by 10s		£10,000 - 20,000 .....by 1,000s	
£200 - 500 .....by 20 / 50 / 80s		£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s	
£500 - 1,000 .....by 50s		£50,000 - 100,000 .....by 5,000s	
£1,000 - 2,000 .....by 100s		£100,000 - 200,000 .....by 10,000s	
£2,000 - 5,000 .....by 200 / 500 / 800s		above £200,000 .....at the auctioneer's discretion	
£5,000 - 10,000 .....by 500s			
<b>The auctioneer has discretion to split any bid at any time.</b>			
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
City		County / State	
Post / Zip code		Country	
Telephone mobile		Telephone daytime	
Telephone evening		Fax	
Preferred number(s) in order for Telephone Bidding (inc. country code)			
E-mail (in capitals)			
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.			
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>	
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>	

**Please note that all telephone calls are recorded.**

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid ★

## FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐

Please include delivery charges (minimum charge of £20 + VAT) ☐

**BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.**

Your signature:

Date:

★ Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

**Please email or fax the completed Auction Registration form and requested information to:**

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, [bids@bonhams.com](mailto:bids@bonhams.com)

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/09/17

# Bonhams



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## MOTOR CAR INDEX

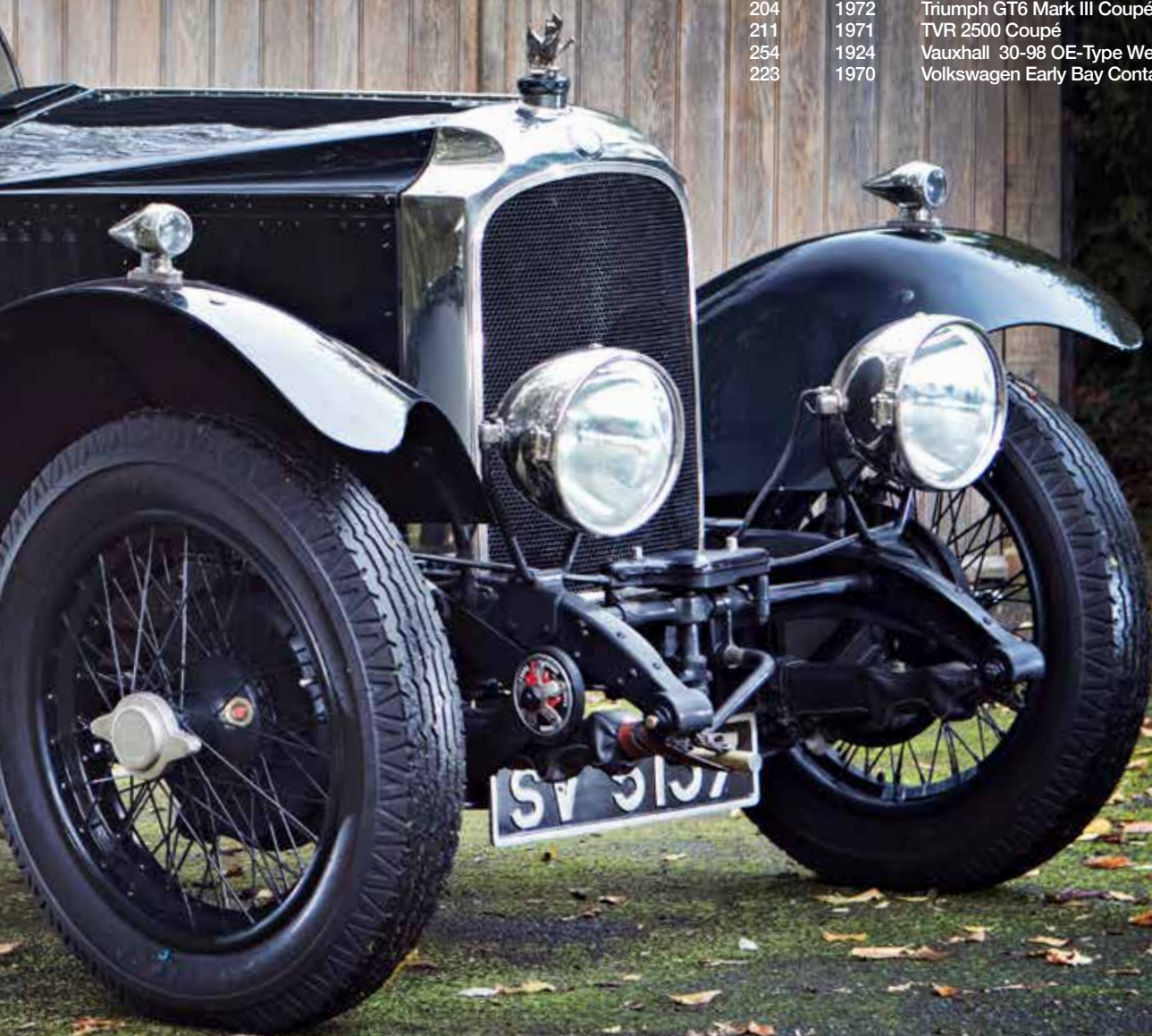
Lot No	Year	Model	Lot No	Year	Model
228	1955	AC Aceca Coupé	240	1974	Bristol 411 Series 4 Sports Saloon
277	1964	Alfa Romeo 2600 Spider	268	1998	Bugatti Type 55 Roadster Replica
281	1967	Alfa Romeo GT 1300 Junior	215	1927	Buick Model Master Six Roadster
232	1991	Alfa Romeo SZ Coupé	284	1999	Cadillac Seville STS Sedan
269	1948	Allard M1 Drophead Coupé	250	1968	Chrysler Imperial Crown Coupe 'Mobile Director'
220	1934	Alvis Speed Twenty 'SC' Drophead Coupé	212	1955	Daimler Conquest Convertible
282	1964	Aston Martin DB5 Sports Saloon	255	1988	Daimler DS420 Limousine
222	1990	Aston Martin Virage Coupé	230	1962	Ferrari 250 Testa Rossa Re-creation
207	2003	Aston Martin DB7 GT Coupé	272	2002	Ferrari 360 Spider
227	2003	Aston Martin Vanquish Coupé	244	2004	Ferrari 575M Maranello F1
289	1954	Austin A40 Somerset Saloon	224	2004	Ferrari 575M Maranello 'HGTC' Coupé
241	1958	Austin Healey 100/6 BN6 Roadster	202	1970	FIAT 500L Saloon
217	1959	Austin-Healey 3000 Mk1 BN7 Roadster	239	1983	Ford RS1600i
231	1963	Austin Mini 850cc Historic Rally Saloon	283	1988	Ford RS200
242	1967	Austin Mini Moke	264	1965	Ford-Lotus Cortina Competition
251	1981	Avanti II Coupé	203	1963	Glas Goggomobil Saloon
274	1960	Bentley S2 Flying Spur Saloon	201	1935	Graham Model 68 Standard Six Saloon
219	1961	Bentley S2 Continental Sports Saloon			
261	1990	Bentley Continental Convertible			
258	1996	Bentley Azure Convertible			
234	1959	BMW Isetta 300 Microcar			
290	1990	BMW Z1 Convertible			
286	1991	BMW 318i Design Edition			
249	2003	BMW M3 Coupé Sport Lightweight			





Lot No	Year	Model
248	1929	Invicta 4½-Litre Tourer
225	1951	Jaguar MkV 3½-Litre Drophead Coupé
214	1961	Jaguar Mark X Saloon
216	1961	Jaguar E-Type Series 1 3.8-Litre 'Flat Floor' Roadster
245	1963	Jaguar E-Type Series 1 3.8-Litre Roadster
218	1967	Jaguar E-Type Series 1 4.2-Litre Roadster
275	1972	Jaguar E-Type Series III V12 Roadster
260	1973	Jaguar E-Type Series III V12 Roadster
209	1989	Jaguar XJR-S 5.3-Litre Coupé
256	1996	Jaguar XJS 4.0-Litre Convertible
263	1966	Land Rover Series IIA 109" 4x4 Recovery Truck
205	1987	March 87B F3000 Monoposto
243	1958	Mercedes-Benz 190 SL Convertible
276	1970	Mercedes-Benz 280SE 3.5 Coupé
252	1978	Mercedes-Benz 600 Saloon
279	1985	Mercedes-Benz 380 SL Convertible with Hardtop
285	1996	Mercedes-Benz SL 280 Convertible with Hardtop
287	2003	Mercedes-Benz SL 500 Hardtop Convertible
278	1967	Mercury Cougar Coupé
235	1961	Messerschmitt KR200 Cabriolet
246	1934	MG Magnette NA Tourer

Lot No	Year	Model
267	1954	MG Midget TF 1250 Roadster
208	1970	Monteverdi 375L Coupé
247	1968	Morgan V8 Roadster
236	2013	Morgan 3 Wheeler
288	1981	Pontiac Firebird Coupé
221	1962	Porsche 356B 1600S Coupé
210	1986	Porsche 928 S2 Coupé
265	1989	Porsche 964 Carrera 2 Coupé
226	2007	Porsche 911/997 Turbo S Cabriolet
238	2006	Renault Clio V6 Sport 255 Hatchback
257	1931	Rolls-Royce 20/25hp Limousine
262	1931	Rolls-Royce 40/50hp Phantom II Drophead Coupé
273	1936	Rolls-Royce Phantom III Touring Limousine
270	1951	Rolls-Royce Silver Wraith 4½-Litre Saloon
253	1960	Rolls-Royce Silver Cloud II Drophead Coupé Adaptation
266	1961	Rolls-Royce Silver Cloud Saloon
259	1964	Rolls-Royce Silver Cloud III Saloon
233	1966	Rolls-Royce Silver Cloud III Drophead Coupé
280	2000	Rover Mini Cooper Sport
237	2016	Scorpion P6 Tricycle
206	1931	Star Comet Saloon
271	1915	Studebaker Model SD Light Four
229	1955	Sunbeam Talbot Alpine Roadster
204	1972	Triumph GT6 Mark III Coupé
211	1971	TVR 2500 Coupé
254	1924	Vauxhall 30-98 OE-Type Wensum Open Tourer
223	1970	Volkswagen Early Bay Container Van





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