

Important Sports, Competition  
and Collectors' Motor Cars  
Sunday 18 March 2018  
Chichester, Sussex

# GOODWOOD MEMBERS' MEETING SALE



## Bonhams













# GOODWOOD MEMBERS' MEETING SALE

## Important Sports, Competition and Collectors' Motor Cars

Sunday 18 March 2018  
Chichester, Sussex

### VIEWING

Saturday 17 March 9.00 - 17.30  
Sunday 18 March from 9.00

### SALE TIME

Sunday 18 March 14.00

### SALE NUMBER

24874

### CATALOGUE

£30.00 + p&p

### 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

### 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.

Please note that bids should  
be submitted no later than 17:00  
on Saturday 17 March 2018.  
All bids should be sent  
directly to the Bonhams office,  
+44 (0) 20 7447 7401 fax or  
Email: bids@bonhams.com

### ENQUIRIES

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

### ENQUIRIES ON VIEW AND SALE DAYS

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

### IMPORTANT INFORMATION

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

### CUSTOMER SERVICES

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

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

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

### ILLUSTRATIONS

Front cover: 42  
Back cover: 61

### PLEASE NOTE

Admission to the sale by catalogue  
only (admits two)

This catalogue does not admit the  
holder to the Goodwood Members'  
Meeting event.

### Bonhams 1793 Limited

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

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### Bonhams International Board

Robert Brooks Co-Chairman,  
Malcolm Barber Co-Chairman,  
Colin Sheaf Deputy Chairman,  
Matthew Girling CEO,  
Patrick Meade Group Vice Chairman,  
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Colin Sheaf Chairman,  
Harvey Cammell Deputy Chairman,  
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Peter Rees, John Sandon, Tim Schofield,  
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Michael Wynell-Mayow, Suzannah Yip.



# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

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

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

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

## Damage

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

## NOVA (Notification of Vehicle Arrivals)

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

## EU Imports

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

Successful purchasers should contact the Mark Gold post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

## Non-EU Imports

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

## Vehicles imported under Temporary Admission (TA)

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

## Methods of Payment

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

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

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

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

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

## We accept the following methods of payment:

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

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

- **Debit cards drawn on a UK bank:** there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge.

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.

## Vintage Sports-Car Club Eligibility Documents

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

## The Veteran Car Club of Great Britain Dating Plates and Certificates

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



# Guide for Buyers

## Do I need to bring my catalogue to the sale?

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

## How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form, 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. Each motor car's registration document (V5C), is held within a separate file at the documents desk during the auction. To view this document please ask a member of staff

## 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.

All registration document enquiries should be directed to Harriet Gillett.

## 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. Limits are in place for payments by telephone, please contact us for further information

### Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

## Are there any other charges?

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

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

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

## When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during 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  
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### Administrator

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### Administrator

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## Additional contacts

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### Motorcycle Department

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### Motorcycle Administrator

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### Press Office

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### Buyers/Sellers Accounts UK

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Bill To  
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bill.to@bonhams.com

### Motor Car Presentation

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

### Buyers/Sellers Accounts US

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

# Collections

## Motor Cars

Vehicles must be collected from the sale venue by 12.00pm on Monday 19 March after which they will be uplifted to store by Polygon to their storage facility.

Buyers should satisfy themselves that they have collected all relevant log books, documents, parts, accessories and keys relating to their Lot(s) at time of collection.

**Otherwise Lots shall be removed to storage at the Buyer's expense (see below).** Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

## Removal and Storage of Vehicles

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

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

**Vehicle Removal charges**  
£265 + VAT per vehicle

**Vehicle Storage charges**  
First 14 days  
£15 + VAT per motor car per day

Thereafter  
£10 + VAT per motor car per day

## Transport and Shipping

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

## Photography

Simon Clay  
Tom Wood  
Neil Fraser

# Directions to Goodwood

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

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

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

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

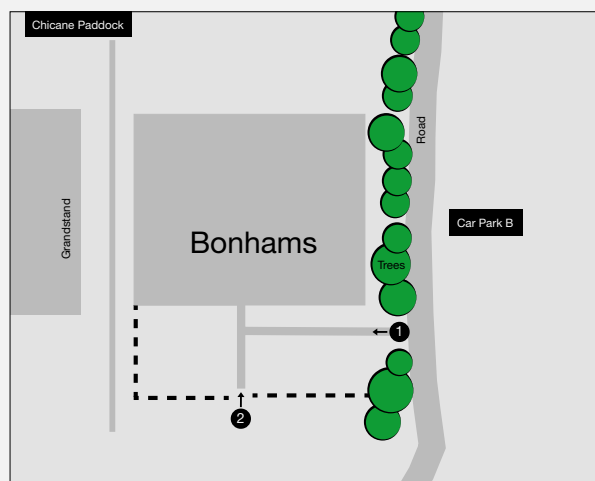
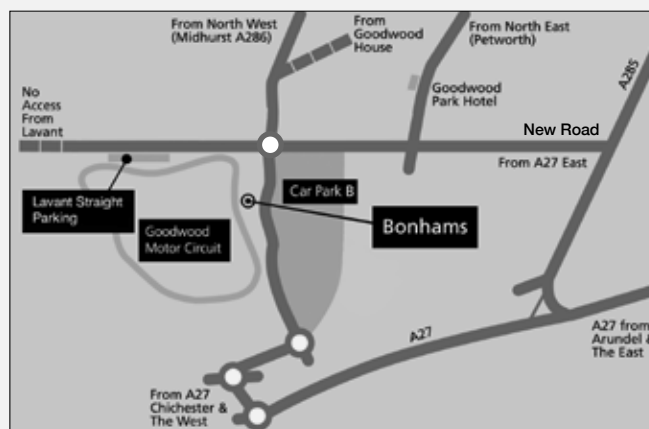
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth until turning left on to New Road. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

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

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

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

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



**1**  
Please use this entrance if you don't have a ticket to the Members Meeting

**2**  
Access from/to the Members Meeting (ticket required)

**Please note**  
Food and Drink will be available at the Bonhams Marquee



# MOTOR CARS

Sunday 18 March 2018, 14:00

Images of each lot can be found at  
[www.bonhams.com/24874](http://www.bonhams.com/24874)







THE FOLLOWING THIRTEEN LOTS ARE OFFERED FROM THE COLLECTION OF THE LATE BRINLEY 'BRIN' EDWARDS. PROCEEDS TO THE RSPCA.



01

### 1931 MORRIS MINOR SPECIAL

Registration no. JB 129

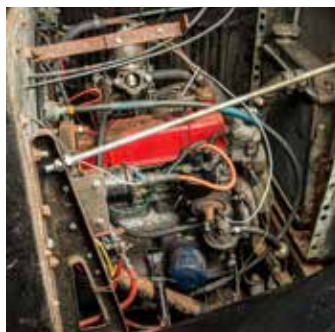
Chassis no. 15687A

Morris Motors' 1927 acquisition of Wolseley facilitated the production of a light car intended to rival Austin's highly successful Seven: the Minor. Wolseley's 847cc, four-cylinder, overhead-camshaft engine provided the motive power for the new Minor which, with around double the Seven's output, enjoyed markedly superior performance. The simple ladder-type chassis featured cable-operated brakes and a three-speed gearbox with dry clutch. A fabric-bodied saloon and four-seater tourer were offered initially, being joined for 1930 by a steel-panelled saloon and light van. Despite, or perhaps because of, the Minor's advanced specification, sales were disappointing and a cheaper-to-produce sidevalve-engined replacement took over in 1931. Restyled for 1932 with a chromed radiator shell, the new Minor was revamped again for 1934 - its final year of production - gaining synchromesh gears, hydraulic brakes, and hydraulic shock absorbers. Carrying an attractive two-seater boat-tail body built by the late Peter Goodwin, this Minor 'special' was rebuilt between the 1990s and the early 2000s (Brin had owned the car for over 50 years but never ran it). The transmission and the 850cc Reliant Regal engine were overhauled during the restoration, but the car has not been used since completion and thus is sold strictly as viewed. Accompanying documentation consists of a V5C document and SORN (2015).

£3,000 - 5,000

£3,400 - 5,600

No Reserve



02

### 1992 LANCIA Y10 HATCHBACK

Registration no. K226 VPL

Chassis no. ZAA15600000557575

Owned by FIAT since 1969, Lancia maintained a semblance of independence for a while but gradually its models began to share more and more components with the contemporary FIAT range. Thus the Y10 hatchback, launched at the Geneva Salon in 1985, came with FIAT's economical 999cc 'FIRE' engine in its basic configuration. The other engine options, both displacing 1,049cc, were a normally aspirated 55bhp unit and an 85 horsepower turbo. Its styling, with boxy lines and abruptly chopped off tail, was somewhat controversial but despite its unusual appearance the Y10 boasted a drag coefficient (Cd) of only 0.31, an outstanding achievement for a compact hatchback that enabled the Turbo version to reach a maximum speed of 180km/h (112mph). Subsequent developments included a four-wheel drive variant and engines of 1,108 and 1,301cc. Also badged as an Autobianchi (another FIAT-owned marque) the Y10 was one of Italy's best selling cars of the 1980s, though relatively few were seen in the UK. Used by Brin as his everyday transport since he acquired it in 2008, this 1,108cc Lancia Y10 was running well when it was driven into storage circa 2015. Accompanying documentation consists of a V5C document, SORN (2015), and a quantity of expired MoTs suggesting that the recorded mileage of only some 18,000 is genuine. A rare survivor.

£1,000 - 2,000

£1,100 - 2,300

No Reserve





03

### C.1940 LANCIA APRILIA SALOON PROJECT

Registration no. not registered

Chassis no. 4210

One of the most gifted automobile engineers of all time, Vincenzo Lancia did not live long enough to see his final creation enter production, although the exacting parameters he set out would shape what many consider to be the true ancestor of the modern motor car. Launched in 1937, two months after his death, the Aprilia set new standards in production car design. Presaging post-war developments, the saloon broke away from the traditional 'three-box' layout and incorporated all-independent suspension and hydraulic braking, while the unitary construction bodyshell and overhead-camshaft narrow-angle V4 engine were advances Lancia devotees had enjoyed for many years. Rather than being merely a styling device, the Aprilia's streamlined shape had been determined by wind tunnel experimentation, one of the very first instances of the science of aerodynamics being applied to a production car. This meant that despite having only 1,351cc (later 1,485cc) at its disposal, the Aprilia was good for nearly 80mph and stopped and handled better than anything in its class. 'Mirror-image' doors and pillar-less construction ensured that for ease of passenger access the Aprilia was unrivalled. It is not known when this particular Aprilia was acquired. Some repairs have been made to the chassis, but otherwise the car requires full restoration and thus is sold strictly as viewed. There are no documents with this potentially most rewarding project.

**£2,000 - 3,000**

**€2,300 - 3,400**

**No Reserve**



04

### 1972 LANCIA FULVIA HF1600 COUPÉ

Registration no. HHU 510K

Chassis no. 818 741 003906

Lancia had used a variety of models during the 1950s in rallying, achieving a modicum of success, but with the Fulvia's arrival Cesare Fiorio's Squadra Corse works team had a car capable of consistently challenging for outright victory. The works team campaigned the Fulvia in 1.2- and 1.3-litre forms, securing a handful of wins at World Championship level, before the advent of the 1.6-litre, five-speed HF1600 for 1969 gave them the means to mount a more serious challenge. Ultimate expression of the Fulvia Coupé, the HF1600 came with a 1,584cc engine producing 115bhp in road trim with up to 165bhp available in rally tune. The works team used the HF1600 consistently between 1969 and 1974, securing seven European Championship wins in 1970, six in 1971 and seven the following year to take the World Rally Championship for Makes in 1972. Alpine-Renault's A110 took the title for the French manufacturer in 1973 but the HF1600 was not done yet, helping Lancia to a second Makes championship in 1974 together with the Stratos and Beta Coupé, while Harry Källström (1969) and Sandro Munari (1972) became European Rally Champions driving the HF1600. A landmark model of immense significance, the Fulvia HF1600 effectively established Lancia's considerable reputation on the World Rallying stage and paved the way for the legendary Stratos, Rally 037, and Delta Integrale models. When production ceased in 1973, a total of 3,690 stradale (road going) HF1600s had been produced, with a further 1,258 being built to 'Rallye' specification. This Fulvia HF1600 was purchased by Brin Edwards in 1986, its colour having been changed from white to the current red in 1985. Accompanying documentation consists of a V5C Registration Certificate, SORN (2015), and a quantity of MoTs dating back to 1995 (most recent expired 2014). Run recently, the car should require only basic re-commissioning before returning to the road.

**£14,000 - 18,000**

**€16,000 - 20,000**

**No Reserve**





**1932 SUNBEAM 20.9HP CONVERTIBLE WITH DICKEY**

Registration no. MOB 777

Chassis no. 2019L

- Owned by Brin Edwards for more than 50 years
- An older restoration
- Last used in approximately 2010
- Requires re-commissioning



John Marston Limited's first Sunbeam production car, a De Dion-engined voiturette, was sold in 1901, but it was not until 1907, two years after the Sunbeam Motor Car Company had been formed, that the firm produced its first all-British model, the 16/20. The arrival of designer Louis Coatalen in 1909 and the pursuit of an effective competition programme enabled Sunbeam to establish a formidable reputation prior to WWI, its superbly made products enjoying a reputation rivalling that of the best from Alvis and Bentley thereafter. Introduced for 1927 and priced at £750, the first 20hp Sunbeam enjoyed a production life of some five years, being superseded by a new Twenty for 1933. The first Twenty featured a massively built chassis frame sprung by all-round semi-elliptics and was powered initially by a 2,916cc overhead-valve 'six', derived from that of the earlier 14/40hp, which shared bore/stroke dimensions of 75x110mm with the famous 3.0-litre twin-cam Super Sports.

The model's RAC rating was 20.9 hp and it is commonly referred to as such, although the nomenclature '20/70hp' was often used in Australia. Of monobloc design, with camshaft driven off the front of the four-main-bearing crankshaft, the engine was fed by a Claudel Hobson carburettor mounted on the off-side, while the auxiliaries, including water pump, dynamo, and magneto, sat on the near-side. The right-hand change gearbox incorporated four forward speeds and reverse gear, with 'torque tube' drive to the rear axle. The 20.9's brakes were operated via a rod and cable system while the suspension was typical of the day, with half-elliptic springs at the front and cantilever springs at the rear.

According to Bruce Dowell's authoritative book, *'Sunbeam: The Supreme Car'*, no more than 2,550 20.9hp models would have been made up to 1930, although the true production figure is not known for certain. Nevertheless, it is known that Sunbeam produced 2,288 cars in 1927, the highest total for any year in the inter-war period and an indication of how well the range was received by the general public. The lion's share of production was taken up by the smaller 16hp and mid-range 20hp cars, with the more expensive models being produced in comparatively limited numbers, each of which was completed with bodywork to the customer's personal requirements. Sunbeam's own coachbuilding division was highly regarded, producing bodywork in a wide variety of styles and always to the highest standards.

Brin Edwards owned this Sunbeam for more than 50 years and used it to tow his Lagonda M45 to race meetings in the late 1960s. He is the only owner listed on the accompanying V5C document, which records the date of first registration as 25th February 1952. Restored some 20 years ago, 'MOB 777' was last used in approximately 2010 and was running well when garaged. At that time the prop shaft fibre coupling needed replacing and the dynamo was being rebuilt, but it is not known whether these works were completed. It should also be noted that the dashboard is out of the car at present. Careful re-commissioning will be required before it returns to the road.

**£18,000 - 22,000****£20,000 - 25,000****No Reserve**

**1935 LANCIA BELNA SALOON**

Registration no. JSJ 241

Chassis no. F311484

- *Rare French-built Lancia*
- *An older restoration*
- *Purchased for the collection in 1998*
- *Last used in 2013*



One of the most gifted automobile engineers of all time, Vincenzo Lancia founded his own company in 1906 having previously been in FIAT's employ as chief test driver. Introduced in 1907, the first Lancia car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Military vehicles, lorries, vans, and aero engines followed, the latter enabling Lancia to accrue valuable expertise in the design and construction of 'V'-configuration power plants.

At the other end of the scale from Lancia's large Lambda, Dilambda, Astura, and Ardena models was the Augusta, produced from 1933 to 1936. Like its larger siblings, the Augusta was powered by a V-configuration engine – a 1,196cc four – and featured Lancia's trademark sliding-pillar independent front suspension. In the UK, the technologically advanced Augusta caught the attention of aristocratic motoring enthusiast Freddie Richmond, Earl of March, whose company offered a stylish 'Augusta March Special' convertible on the Italian chassis.

Exquisitely engineered like all Lancias, the Augusta was also built at Lancia's facility at Bonneuil-sur-Marne, France, where production had commenced on 1st October 1931. Lancia's first factory outside Italy, the Bonneuil-sur-Marne plant manufactured the Augusta and later Aprilia models, which were marketed in France as the Belna and Ardennes respectively. By the time French production ceased in 1938, approximately 3,000 Belna and 1,500 Ardennes models had been completed, the vast majority of the former being saloons like that offered here.

Restored at date unknown, this rare, French-built Lancia was purchased by Brin Edwards in 1998, and in July 2008 took part in the Historic Vehicle Gathering at Powderham Castle, Kent. It has also been used for weddings and school graduation balls.

A leaking cylinder head gasket was suspected when the car was garaged in 2013; otherwise it is known to have been in mechanically good condition when last used. Finished in Navy Blue over Sky Blue with contrasting Burgundy vinyl interior, the car is offered with expired tax discs, SORN (November 2015), a V5C Registration Certificate, and a quantity of MoTs (most recent expired 2013). Sold strictly as viewed.

**£18,000 - 22,000****€20,000 - 25,000****No Reserve**



07

## C.1931 LANCIA LAMBDA 8TH-SERIES SALOON

Registration no. AGP 602

Chassis no. 21126

- One of the most outstanding automotive designs of all time
- Desirable 2½-litre 8th-Series model
- Restored in the 1980s
- Last driven in 2013







Lancia's first V-engined model - the V8 Trikappa sports car - appeared in 1922 but it was the Lambda, launched soon after, that would prove to be of even greater significance. A milestone in automotive history, the revolutionary Lambda was the world's first car to have a stress-bearing 'monocoque' body and the first to be powered by a V4 engine. The absence of a separate chassis meant that the engine, drive train and driver could be positioned lower, enabling a more aerodynamic body line to be achieved, while Lancia's patented sliding-pillar independent front suspension gave the Lambda ride and handling qualities unmatched by anything in its class. It would remain a feature of Lancia cars well into the 1950s.

The engine, an overhead-camshaft unit of 2,120cc, was progressively enlarged, arriving at its final 2,570cc, 68bhp configuration in 1928. Production of the Lambda lasted from 1923 to 1931 in nine series; this car is one of the sought-after 2,570cc 8th Series (introduced at chassis number '18601' in 1928) which came with a four-speed gearbox and was offered with an separate chassis frame, thus enabling independent coachbuilders to meet the demand for bespoke creations. By the time production ceased in 1931, a total of some 13,000 Lambdas of all types had been made.

One of the last of its kind produced, chassis number '21126' was delivered in March 1932 to Shields Motor Company of Melbourne, Australia but by the following year was in the UK (the registration 'AGP 602' was issued by London County Council in May 1933). In 1986 the Lancia was restored, there being photographs on file of it stripped back to bare aluminium, while subsequent works include an engine rebuild (1994) and an overhaul of the starter motor (1998). Also on file are photographs of 'ABP 602' participating in various events include the Après Holland (1988), the Shuttleworth Rally (1994), and a rally in New Zealand (1995). The car also comes with the 1932 order form, an old-style continuation logbook (1947), some minor invoices, SORN (2015), a V5C Registration Certificate, and a quantity of expired MoTs.

Acquired by Brin Edwards in August 1989 and always maintained by the Collection's in-house mechanic, Brian, the Lambda was last on the road in 2013 (one of its final outings being a rally in Somerset) and will require carefully re-commissioning before returning to the road. A wonderful opportunity to acquire a fine example of one of the most outstanding automotive designs of all time.

**£60,000 - 80,000**  
**€68,000 - 90,000**  
**No Reserve**



**1933 LAGONDA M45 4½-LITRE TOURER**

Registration no. APL 209

Chassis no. Z10585

- One of the fastest British sports cars of its era
- Current ownership since 1958
- Raced in the 1960s
- Restored in the 1980s
- Last used circa 2013



'Lagonda cars have always upheld a reputation for effortless fast touring and the pride of ownership which fine detail work and distinguished coachbuilding can give. The 4½-Litre model retains these characteristics, but scores considerably over its forebears by its high power-to-weight ratio. The chassis is no bigger than the three litre car, and there is no suggestion of clumsiness, heavy steering or the other drawbacks which often accompany the large engined car.' - *Motor Sport*, January 1934.

The 4½-Litre Lagonda was one of the most accomplished sports cars of the 1930s, as a succession of high-profile race wins, culminating in victory at Le Mans in 1935, amply demonstrates. In 1934 a team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholl performed creditably at the RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

The Lagonda car company was founded in 1906 in Staines, Middlesex by the American Wilbur Gunn (1859-1920) who named it after a river near his home town of Springfield, Ohio. Gunn had started out building motorcycles in the garden of his house in Staines with some success, including winning the 1905 London to Edinburgh Trial.





In 1907 he launched his first car and in 1910 won the Moscow to St Petersburg Trial driving a 16/18hp model. Having established its reputation, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. This four-cylinder, 2.0-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers 'the ton' under favourable conditions.

'A short run on one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits,' reported *The Autocar* in 1933. As the foregoing contemporary quote clearly demonstrates, these exceptionally handsome big-engined Lagondas created a considerable impression when new.

Known as 'Apple' in Lagonda circles (after its 'APL' registration), this M45 was purchased in July 1958 and raced by Brin Edwards in VSCC events in the 1960s. Retired from racing, it was stored in a garage in Essex for three years and then transported to Cornwall in the early 1970s. Subsequently the Lagonda was restored, being completely stripped down to the chassis, which was shot-blasted and zinc sprayed. A new body was built and the car re-sprayed by a firm in Liskeard.

'Apple' was running well when last used circa 2013 and is presented in generally very good condition. Accompanying documentation consists of an old-style continuation logbook (issued May 1957), SORN (November 2015), an old-style V5C, and a quantity of expired MoTs dating back to the 1990s (most recent expired 2006).

**£80,000 - 100,000**

**£90,000 - 110,000**

**No Reserve**



09

## **1956 LANCIA AURELIA B24 CONVERTIBLE**

Coachwork by Pinin Farina

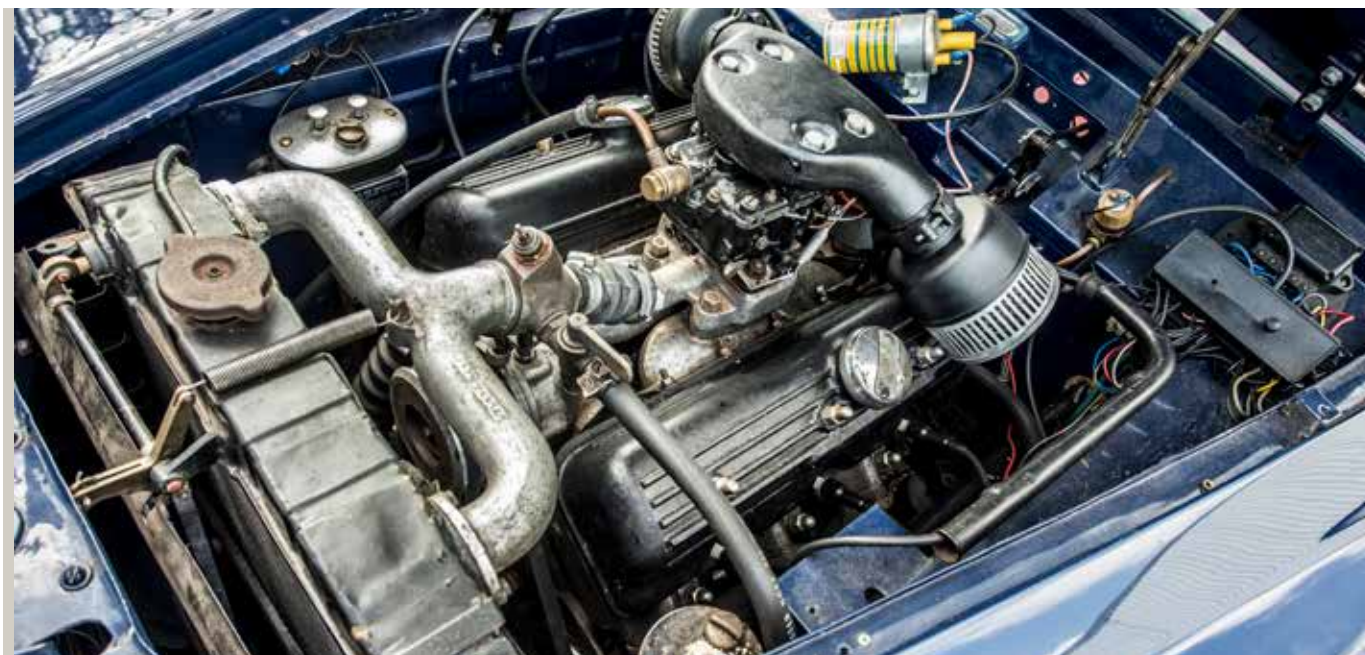
Registration no. not registered

Chassis no. B24 1231

- *One of only 521 B24 Convertibles*
- *Left-hand drive*
- *Owned since 1994*
- *Restored in the 2000s*
- *Requires detail finishing*







Race developed V6 engine, superlative handling and sensational Pinin Farina styling: these are the ingredients of a sportscar classic and the Lancia Aurelia B24 has them all.

The B24 represents the ultimate development of one of the most influential designs to emerge from Italy post-WW2 - the classic Aurelia. First car ever to employ a V6 engine, the Aurelia was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminium construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead-camshafts. An advanced unitary-construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel semi-trailing-arm layout at the rear, another world first. The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the landmark, Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sportscar performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20. Lighter and higher geared than the saloon, the B20 coupé was good for a top speed of over 100mph. Introduced in 1953, the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, and this unit was adopted for the B24 Spider launched in 1955, by which time the Aurelia had gained a leaf-sprung De Dion back axle.

Acknowledged as one of Pinin Farina's masterpieces, the Aurelia B24 Spider combined sporting characteristics with an elegance that presaged another of the Torinese carrozzeria's great works: the Alfa Romeo Giulietta Spider of 1955.





For the B24 Spider, the Aurelia B20 chassis was further shortened and came with a floor-mounted gearchange as standard. Its performance equalled that of the B20 Coupé, top speed being in the region of 115mph (185km/h). Unusually clean lines enabled the Spider to achieve what was an exceptional performance for an open car of the period, being unencumbered by external door handles (there were internal pull-cords) and benefiting from a gracefully curved wraparound windscreen.

Capitalising on the Spider's success, Lancia introduced a more practical B24 Convertible in 1956, soon after Spider production had ceased. Again the work of Pinin Farina, the B24 Convertible looked superficially very similar but in fact was a total redesign that shared no panels with its predecessor. Easily recognisable differences were many: deeper doors with external handles and wind-up windows, flatter windscreen with quarter-lights, and one-piece bumpers to name but three. There was also, of course, a proper convertible hood providing decent weather protection.

The B24 Convertible was built on the same short-wheelbase chassis as the Spider and used a slightly less powerful version of the 2,451cc V6 engine producing 110bhp. Top speed was also marginally reduced, to 107mph. More civilised than the uncompromising Spider, the Convertible was also more successful, 521 being sold between 1956 and 1958, as opposed to 240 Spiders.

This particular B24 Convertible was acquired by Brin Edwards in 1994. An in-house restoration was commenced in the 2000s, the engine and chassis being rebuilt, the interior re-trimmed, and the electrics rewired. The windscreen installation still requires completion, and the chromed hubcap badges are with the car. It is expected that a Thornley Kelham condition report will be with car by time of sale.

Presented in generally very good condition, '1231' represents a wonderful opportunity to acquire an example of the most desirable Aurelia B24 Convertible, epitomising the very best of 'old school' Lancia design.

**£200,000 - 250,000**

**£230,000 - 280,000**

**No Reserve**









10

### 1979 LANCIA STRATOS REPLICA BY HAWK

Registration no. EAM 193V

Chassis no. 0189677

This Stratos replica was constructed in 1996 (it is believed) using a Hawk (Gerry HawkrIDGE) kit and a 1979 Lancia Beta donor car. A limited-production 'homologation special', the Lancia Stratos was the first car from a major manufacturer conceived specifically for rallying. The spearhead of Lancia's international rally campaign in the 1970s, the production Stratos was powered by the 2.4-litre Ferrari Dino V6 engine, which was housed in a robust steel monocoque body tub clad in glassfibre coachwork styled by Carrozzeria Bertone. After its initial major victory in the 1974 Targa Florio, the Stratos went on to dominate international rallying, Lancia winning the World Rally Championship of Makes in 1975 and 1976. Works pilote Bernard Darniche triumphed twice in the world's premier drivers' competition - the European Rally Championship - in 1976 and 1977, and the Stratos helped Markku Alén to the inaugural World Drivers' Championship in 1978. Alén's season had been split between the Stratos and the FIAT 131, and it was the parent company's political decision to favour that latter, rather than any lack of competitiveness, which saw the incomparable Stratos phased out. Incredible as it may seem today, after the 400 cars required for homologation had been completed in 1975, the vast majority remained unsold due to lack of demand. Almost as soon as it ceased active competition though, the car's historic significance was recognised and prices soared. Today, a genuine Stratos commands a king's ransom, resulting in the appearance of a number of 'kit car' replicas. Registered as a Lancia Beta 1600 Coupé, this Hawk example was formerly fitted with an Alfa Romeo engine but since Brin's acquisition in 2005 has had a 2.0-litre Volumex-blown Lancia Delta power unit installed. Well constructed, the car was used for a few local rallies before being placed in storage around five years ago (the last MoT expired in 2009). Offered with a V5C Registration Certificate.

£18,000 - 22,000

€20,000 - 25,000

No Reserve



11

### 1954 LANCIA APPIA SALOON

Registration no. YYJ 296

Chassis no. C.10 8004

The Lancia tradition of innovation in automotive technology was exemplified by the Appia's ultra-compact engine: a narrow-angle (10 degrees), 1,089cc V4 whose inclined overhead-valves were set in hemispherical combustion chambers and operated by twin, block-mounted camshafts. The unitary chassis construction adopted on the pre-war Aprilia was, naturally enough, continued, as was Lancia's traditional sliding-pillar independent front suspension. Body styling was similar to that of the bigger Aurelia, and Series I cars featured aluminium doors, wings, and bumpers. In a tradition inaugurated by the pre-war Augusta, the front doors were hinged forwards, the rears aft, and there was no central pillar. 'Notchback'-styled Series II cars came with a lengthened wheelbase and more power (up from 38 to 43bhp) while the final (third) series boasted further styling revisions and 48bhp. A Series I model first registered in the UK in 1994, this Appia saloon is of right-hand drive configuration like the majority of Lancias manufactured up to the mid-1960s. Lancia's reasoning was that this made for safer progress on Alpine passes, as it was easier for the driver to see the edge of the road (falling off the edge was considered a greater danger than head-on collisions). The chassis code was C10 for right-hand drive cars and C10S (S = Sinistra, Italian for left) for the optional left-hand drive version. First registered in the UK in 1994 and acquired by Brin that same year, this well presented example was running well when driven into storage. Accompanying documentation consists of a V5C Registration Certificate, SORN (November 2015), and a quantity of MoTs (most recent expired 2011). We are advised that the brakes require attention, and further re-commissioning may be required before the car returns to the road.

£10,000 - 12,000

£11,000 - 14,000

No Reserve



12

### 1970 LANCIA RALLYE 1.3 S COUPÉ

Registration no. STT 10H

Chassis no. 81863619285

Designed by Antonio Fessia, the boxy-styled Appia replacement featured an all-new, narrow-angle, V4, overhead-camshaft engine; front wheel drive; independent front suspension by double wishbones; and disc brakes all round. A 2+2 coupé on a shorter wheelbase was launched in 1965. Though mechanically similar, the beautiful newcomer had all the visual presence its progenitor lacked and came with a 1,216cc engine producing 80bhp. In 1967 the model was up-rated with the 1,298cc, 85bhp engine, becoming the Fulvia 'Rallye 1.3', which was further upgraded to 92bhp 'Rallye 1.3 S' specification in 1968. Tuned, lightweight 'HF' versions provided increased performance and formed the basis of the works' highly successful rally programme. HF versions excepted, Series II cars (1970 - 1976) came with the 90bhp version of the later 1,298cc engine and a five-speed gearbox. A late Series I model, this rare UK-supplied, right-hand drive Fulvia Rallye 1.3 S Coupé enjoyed only one (lady) owner up to 1989 and was garage stored before being purchased by Brin Edwards in 1990. Its 'Car Show' information sheet states that the Fulvia 'is original condition and has had no restoration work carried out', though it is not known whether or not any work has been carried out subsequently. Recorded mileage at time of purchase was 41,000 and is now circa 52,000. MoT history shows that the Fulvia has covered only some 2,000 miles over the course of the last 10 years, which included participation in the Lancia Club France's 24th annual rally in Brittany (the last MoT expired in 2013). 'STT 10H' was used many times as a 'backup' car: if there were any problems on the day, it would be driven in the rally instead. Its last outing was a trip to the Spa-Francorchamps racetrack. Finished in white with green vinyl interior, the car is offered with a V5C Registration Certificate.

£8,000 - 10,000

€9,000 - 11,000

No Reserve

13

**NO LOT**

14

### 1984 LANCIA BETA VX COUPÉ

Registration no. B147 DRL

Chassis no. 00489073

The first new Lancia of the post-FIAT take-over era was the Beta. Built between 1972 and 1981, the first Beta model was a medium-sized front-wheel-drive saloon powered by a transversely mounted twin-cam four of FIAT derivation. Engine sizes ranged from 1.3 to 2.0 litres, with corresponding variations in performance, while a five-speed gearbox was standard equipment. Coupé and Spider models followed in 1973. Built on a shorter wheelbase, this sporting duo used the same range of engines, with the addition of a 1,367cc unit, and succeeded in outlasting their saloon parent, Coupé production ceasing in 1984, one year after that of the less numerous Spider. This rare right-hand drive Beta VX Coupé has the Volumex-supercharged engine; it is one of only 1,261 produced with this 135bhp power unit, which churned out an impressive 152ft/lb of torque at a lowly 3,000 revs. It is estimated that a mere 150 were imported into the UK. First registered in Jersey, the car was purchased in 1990 at 28,000 miles and was last used in 2005 (the current odometer reading is circa 37,000 miles). Accompanying documentation consists of a V5C registration certificate and a quantity of expired MoTs dating back to 1993. Re-commissioning will be required before the car returns to the road.

£8,000 - 10,000

€9,000 - 11,000

No Reserve

END OF COLLECTION



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.



15

**1935 LAGONDA 4½-LITRE M45  
PILLARLESS SALOON**

Registration no. BTN 575

- *One of the fastest British sporting cars of its era*
- *Formerly part of the Brinley 'Brin' Edwards collection*
- *Last used in 2016*
- *Engine and clutch require inspection/repair*







The 4½-Litre Lagonda was one of the most accomplished sports cars of the 1930s, as a succession of high-profile race wins, culminating in victory at Le Mans in 1935, amply demonstrates. In 1934 a team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholl performed creditably at the RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by Johnny Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

The Lagonda car company was founded in 1906 in Staines, Middlesex by the American Wilbur Gunn (1859-1920) who named it after a river near his home town of Springfield, Ohio. Gunn had started out building motorcycles in the garden of his house in Staines with some success, including winning the 1905 London to Edinburgh Trial. In 1907 he launched his first car and in 1910 won the Moscow to St Petersburg Trial driving a 16/18hp model. Having established its reputation, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60.

This four-cylinder, 2.0-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers 'the ton' under favourable conditions.

This Lagonda M45 pillar-less saloon was purchased in Birmingham circa ten years ago by previous owner, the late Brinley 'Brin' Edwards, whose private collection forms part of this sale. It was driven back to his home in Cornwall and since acquisition has been used only for the occasional wedding and school prom. On the Lagonda's last outing (in 2016) the clutch began to slip, and we are also advised that the engine has overheated and will need inspection/repair. Brin gifted the car to the current vendor. Accompanying documentation consists of an SORN and V5C Registration Certificate. Sold strictly as viewed.

**£50,000 - 60,000**  
**€56,000 - 68,000**



16

## 1975 PORSCHE 2.7-LITRE 914/6 GT TARGA COUPÉ RE-CREATION

Registration no. to be advised

Chassis no. 4752906014

- Imported from California
- Based on a rust-free 914 bodyshell
- Built by Linstone Classics 2014-2016
- 1974 Porsche 911 2.7-litre engine on triple Webers
- Porsche Certificate of Authenticity (for donor car)



Porsche's strong historical links with Volkswagen were reaffirmed in 1969 with the launch of the Porsche-designed VW-Porsche 914, a mid-engined, Targa-top sports car to be assembled by Karmann of Osnabruck. At the time Volkswagen needed a new car to replace the ageing Karmann-Ghia, while Porsche was looking for another option to add to its line-up. First seen at the Frankfurt Auto Show, the 914 used the 1,679cc, four-cylinder, air-cooled motor of the Volkswagen 411 while the 914/6 was powered by the Porsche 911T's 2.0-litre six, which was installed at the Zuffenhausen factory where the 914/6 was finished off. Both cars employed all-independent suspension - a mixture of 911 and VW parts - to which were married four-wheel disc brakes and a five-speed gearbox.

The 914's reputation for excellent handling was somewhat challenged by criticism that the four-cylinder version was too slow, though lack of speed was never a shortcoming of the 914/6. Porsche being Porsche there was, inevitably, a competition version of the 914/6 - the 914/6 GT - a small batch of which was built in 1970. The GT's engine was tuned for around 220bhp, while glassfibre panels and Plexiglas windows helped get the weight down, and dramatically flared arches accommodated wider wheels. In addition, the factory offered a GT kit that could be ordered with a regular 914/6 to be installed by designated Porsche dealers.



Imported from California as a rust-free 914 by 'Type 3 Detectives' (respected VW camper van specialists), this car was acquired by the current vendor in January 2014. It was then stripped to bare metal and rebuilt as a 914/6 GT re-creation by renowned restoration specialists, Linstone Classics, whose high quality C-Type Jaguar has been featured in *Octane* magazine. Its meticulously professional construction (photos available) used many Patrick Motorsports parts, including 914/6 GT flared steel wheel arches (welded on); lightweight composite front valance and front/rear bumpers; and PIAA front spotlights.

The interior was re-trimmed by Classic FX in Porsche 1970s orange plaid with black leather seat bolsters and shoulders, the original door cards being re-trimmed in the same orange plaid material. New lightweight black carpets were made up, again by Classic FX, and the interior also features an original Porsche 'batwing' steering wheel. The stock instruments are all present and correct (and in working order) while new Roger Bray seals have been fitted throughout to the Targa top (front and rear) and all windows. Other noteworthy features include Bilstein adjustable sports shock absorbers; new rear wheel bearings; replica 1970s Porsche tool roll; and genuine Fuchs alloy wheels (spare included) shod with almost new (1,500 miles run) Falken tyres.

The GT version had demonstrated that the 914/6 chassis could handle significantly greater power, and this re-creation has been fitted with a 1974 period correct Porsche 911 2.7-litre engine (on triple Weber carburettors) and has the original and highly desirable Type 901 five-speed manual gearbox. Ray West set up the engine and carburettors at his workshop near Thruxton in October 2016.

Finished in Tangerine Orange – so evocative of the 1970s – this exciting 914/6 GT re-creation has been used regularly for the last 18 months (serviced by Revival Cars) and is described by the private vendor as '100% complete and ready to use'. Indeed, it was featured in an article published in Edition 45 June/July 2017 of *Classic Porsche* magazine, being driven through Wales by one of their writers. Offered with current MoT and a V5C Registration Certificate and over 40 pages of tabbed invoices and records. It is taxed as an Historic vehicle and is therefore road tax free.

**£40,000 - 50,000**  
**£45,000 - 56,000**



17

## 2003 FERRARI 360 MODENA CHALLENGE COUPÉ

Coachwork by Pininfarina

Registration no. not registered

Chassis no. 131475

- Raced successfully in Ferrari Challenge and Pirelli Ferrari Open series
- Many race wins and lap records
- Up-rated engine and gearbox
- Fully serviced prior to sale
- Spares package







The 360 Modena first appeared on the grid in Challenge form in 2000, featuring a multitude of alterations making it more suitable for track use. These included the deletion of the road-going version's air conditioning system, electric windows, sound-deadening material, and extraneous interior trim, and the replacement of the bumpers, window glass, exhaust system, interior centre console, and door trim panels with lightweight alternatives. Gone too was the standard analogue dashboard instrumentation, replaced by a Magneti Marelli digital display linked to the onboard data acquisition and telemetry system. Safety enhancements included a plumbed-in automatic fire extinguishing system and FIA-approved safety fuel cell equipped with twin fillers.

This particular 360 Challenge raced in the Ferrari Challenge in 2003 and 2004, and was later raced successfully by Mick Dwane, who enjoyed many wins with it in the Pirelli Ferrari Open series in 2010 and 2011. During Mick's ownership, the Challenge was fitted with an upgraded induction system and remapped ECU, enabling it to beat Ferrari 430s and other more powerful cars. He also had a much stronger, we are advised, Ferrari 430 gearbox pump fitted. When sold to the next owner, Mr Shirley, in 2012, '131475' was remarkable in so far as it appeared to never have sustained any accident damage or corrosion. The engine had been rebuilt by Graypaul Ferrari, Nottingham in 2012, its power being increased by fitting a Stradale inlet tract and an up-rated exhaust. Dynamometer sheets on file show a maximum power output of 442bhp at 8,300rpm and 325ft/lbs of torque at 5,800 revs - both of these figures being a substantial improvement over standard.

Furthermore, this car is also fitted with an adjustable carbon fibre rear wing, rear diffuser, front spoiler, lightweight Perspex windscreen and headlight covers, and an AiM SmartyCam GPS camera with track mapping capability.

Other works carried out in previous ownership include replacing the F1-type paddle-shift gearbox power unit, fitting all new transmission and clutch sensors, and installing a Prosport-rebuilt gearbox (in 2012). New cam belts were fitted in November 2013, and in July 2014 the engine and gearbox oil/filters were changed and the coolant renewed. The accompanying spares package includes a spare set of black BBS wheels with used slicks, a spare set of silver BBS wheels with new wets, and spare brake pads. The car also comes with a carbon fibre passenger seat (with belts) for track days.

Since 2011, this car has achieved five outright race wins in the Pirelli Ferrari Open series, and at one time held C2 class lap records for Donington Park, Castle Combe, Oulton Park, Snetterton, Zandvoort, and Zolder. Fully serviced by Riverside Motorsport prior to sale, it requires only a sufficiently talented new owner to continue its winning ways.

**£60,000 - 80,000**  
**€68,000 - 90,000**



**1970 FIAT-ABARTH 595 SS SPORTS SALOON**

Registration no. IG 4279

Chassis no. 110F 2503119

- *Iconic Abarth-modified FIAT*
- *Restored in 2011*
- *UK registered since 2015*
- *Offered with its original Italian libretto*



'The performance of FIAT engines, as modified by Carlo Abarth, has for long been held to verge on the supernatural.' – John Bolster, *Autosport* magazine.

After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set up as an independent in Turin, the home of the Italian auto industry. From producing induction and exhaust systems, Abarth branched out into selling performance kits for - mainly FIAT - production cars, later building a highly successful series of aerodynamically-stylish sports prototypes and limited-series production cars. An innovative concern with a sporting pedigree second-to-none, Abarth was taken over by FIAT in 1971, becoming the Italian giant's competitions department.

Abarth first turned its attention to FIAT's Nuova 500 in 1957, upping power from 13 to 21.5bhp, while increasing the engine capacity in 1963 for the '595' model raised the figure to 27 horsepower. Abarth had adopted the most cost-effective method of coaxing greater power from a small engine, a new big-bore cylinder block boosting the previously 499cc air-cooled twin to 593cc. Introduced the following year, the 595 SS (Sprint Speciale) incorporated further performance enhancements, resulting in a maximum output of 32bhp. When FIAT launched the 500F in 1965, it adopted front-hinged doors on a revised and heavier bodysell, a move that forced Abarth to respond by boosting the 595 SS's output by an additional two horsepower.

Testing a FIAT-Abarth 595 for *Autosport* magazine in 1966, John Bolster declared: 'This is, of course, a much more costly process than the simpler tune-up of the 500, retaining the standard bore size, but the benefits are very great.

An extra 5bhp or so is developed, but much more important is the far greater torque in the middle ranges.' Higher-compression pistons, re-worked inlet ports, a special camshaft and exhaust system, and a larger carburettor helped raise power to a claimed 30bhp, though as Bolster observed, the biggest gain was in mid-range torque.

Abarth's conversion halved the standard car's acceleration times, and endowed the 595 with a top speed of more than 75mph. Lowered suspension and wider wheels and tyres helped the baby FIAT utilise the increased performance. Those still not satisfied could opt for the aforementioned 595 SS with 34bhp on tap and an 80mph top speed.

There have been countless replicas created since, but the example offered here comes with its original Italian libretto confirming that it is an original FIAT-Abarth 595 SS. It is estimated that only 20 FIAT-Abarth 595 SS models were built by the factory; this car being one of a mere seven completed in 1970.

Presented in wonderful condition, this FIAT-Abarth 595 SS was restored in 2011, and imported and registered in the UK in 2015. Finished in bianca with rosso interior, this very rare little FIAT is described by the private vendor as in concours/A1 condition. The engine is said to run like it should, and the car is a real thrill to drive. Bucket seats are fitted at present, and the original seats will be included in the sale.

This very special little car will be sold with a comprehensive file to include the current MoT certificate, V5C registration document, and the aforementioned original Italian registration documents and paperwork authenticating it as a genuine SS.

**£50,000 - 70,000**

**€56,000 - 79,000**

## 1964 CANNON GT COUPÉ

Registration no. Not registered

Chassis no. MCGT1

- One of only two believed completed
- Rebuilt 1,098cc Ford 'screamer' engine
- Last raced in the Guards Trophy in 2015
- HSCC Historic passport
- Potentially eligible for a wide variety of historic motor sports events



One of only two believed completed, this pretty little GT was designed and built by Tasmanian, Mike Cannon, who is best known as one of the most successful of all trials drivers. Mike Cannon came to Britain to farm and got involved with trials in the 1950s at a time when it attracted the likes of Colin Chapman (three of the first four Lotus designs were trials cars). Cannon first sprang to prominence campaigning a modified Cotton which he ran with a Ford Ten engine and Ford Eight gearbox together with other components from an Austin Seven and a 1951 Morris Minor. He later made the basis of around 120 trials cars of his own design – a Cannon was normally supplied as a chassis with a body already fitted, leaving the customer to provide the Ford Ten engine, front axle, wheels, etc – and throughout the 1960s his products dominated the UK trials scene.

This car was built by Mike Cannon to beat the all-conquering Divas, which were ruling the roost in the UK's small-capacity GT classes in the 1960s. It is constructed on a spaceframe chassis with glassfibre and aluminium bodywork, while the suspension is Lotus Elan 26R with 'solid' drive shafts and disc brakes all round.

Raced only once since being rebuilt, the engine is a 1,098cc all-steel Ford 'screamer' unit incorporating some Martin parts, which drives via a Ford straight-cut close-ratio gearbox. Other noteworthy features include a plumbed-in fire extinguishing system and Dunlop racing tyres.

This car comes with a most substantial file of history including photographs of past races and event programmes listing drivers such as John Alexander. It was last raced in the Guards Trophy in 2015 and has an HSCC Historic passport. However, the 76 year-old owner now feels the car is a little too quick for him, hence the decision to sell. Potentially eligible for a wide variety of events worldwide, this beautiful Cannon GT represents a relatively affordable entry into the exciting world of historic racing.

**£25,000 - 30,000**

**€28,000 - 34,000**



THE FOLLOWING SIX LOTS ARE OFFERED FROM THE COLLECTION OF A GENTLEMAN

20

## 1936 RILEY 9 MONACO SALOON

Registration no. CHY 676

Chassis no. 5672330

- Charming 1930s sports saloon
- An older restoration
- Highly original condition
- Good history file



'The body provides ample accommodation for four persons, whilst a commodious luggage boot is provided at the rear, blending gracefully in the body lines. Assuredly this is the design for the family man, who also appreciates a really sporting performance.' - *Pitman's Motorists Library on the Riley Monaco Saloon.*

First registered on 14th September 1936, this charming Riley 9 Monaco is described by the vendor as an honest car in very original condition, benefiting from a sympathetic restoration striking a nice balance between refurbishment and originality. The car has been enjoyed and used locally in the last few years for a variety of activities: Sunday drives, pub runs, etc. The engine is said to start easily and purr nicely. In 2006 some significant mechanical maintenance was undertaken, including fitting new shell bearings to the engine, the total value of which was £2,310. Also, in 2011 a new radiator core was fitted at a cost of £474.

'CHY 676' is finished in maroon with matching leather interior. The seats are described as original and still in remarkably good condition, with any wear adding to the car's character. Door panels/pockets, etc are original and in similarly good condition, while the carpet has been replaced at some stage and is in very good order.

All woodwork is in good condition, the instruments are original and correct, and the doors close beautifully with a very pleasing 'clunk'. Nice features include a sun visor/roller blind, another roller blind in the rear window, and a fully operational sliding sunroof.

The history file contains some interesting books and paperwork including an original paperback copy of the '*Riley Nine Instruction Book*' issued by Riley (Coventry) Limited (cost 2s 6d); an original hardback copy of '*The Riley Manual of Instruction Maintenance*' by J A Robson (2nd edition) published by Motor Racing Publications in 1952; and an original hardback copy of '*The Book of the Riley Nine, A Complete Guide for Owner-Drivers and Prospective Purchasers*' by D H Warren (2nd edition) published in 1936 by Sir Isaac Pitman & Sons Ltd as part of the Pitman's Motorists Library. Other paperwork includes numerous invoices/receipts, a quantity of old MoT certificates and tax discs, a V5C Registration certificate, and a copy of the Riley Register from October 2006 showing one N Hamer as the owner. The car also comes with spare keys.

**£8,000 - 12,000**

**£9,000 - 14,000**

## 1956 BENTLEY S1 SALOON

Registration no. 6353 TU

Chassis no. B4BA

- Automatic transmission
- Said to perform well and run smoothly
- Engine very quiet
- A fine example of a British classic



Conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type, the all-new Silver Cloud and Bentley S-Type were introduced early in 1955. 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, which for the first time was identical in specification in its Rolls and Bentley forms. Automatic transmission was now standard equipment, with manual transmission a Bentley-only option up to 1957. Fast - 100mph-plus - relatively economical and cheaper to maintain than the successor V8-engined versions, the classically elegant S-Type is arguably the most user-friendly of all post-war Bentleys.

This Bentley S1 was dispatched from the factory on 19th January 1956 to James Cockshoot & Co Ltd, who had acquired it on behalf of Joseph Adamson, the Manchester industrialist. It was first registered on 8th March 1956 under his personal registration number, 'KDB 1'.

The Bentley was specified with a radio and an extended steering column, the total cost being £3,295. Copies of the original order are in the file. At some stage, the car was re-registered with an attractive Crewe registration number - '6353 TU' - that it still carries today. It is possible that this happened when it was sold to Mr Arthur Burrows in Ilford in June 1977.

Approximately 10 years ago, the Bentley received a new radiator and a front suspension rebuild. Since then, some hoses have been renewed, the water pump serviced, the brake master cylinder replaced, and (last year) one of the fuel pumps replaced. The vendor advises us that the burr walnut trim to the door tops and dashboard is excellent; that the headlining appears to be original and in good condition; and that the leather upholstery is good also. The car is said to perform well and run smoothly, while the engine is still very quiet. Accompanying documentation includes a V5C Registration Certificate and a copy of a 2008 magazine article on this actual car.

**£20,000 - 25,000**

**€23,000 - 28,000**



22

## 1996 ASTON MARTIN DB7 VOLANTE

Registration no. N904 LBM

Chassis no. SCFAA3117VK201076

- Originally built for HRH Prince Andrew, Duke of York
- Manual gearbox
- Electrically powered convertible hood
- Approximately 72,000 miles from new







HRH Prince Andrew behind the wheel (image part of lot)



It was the company's 1987 acquisition by Ford that ensured the future of Aston Martin, and the former's takeover of Jaguar two years later that made possible the revival of the DB line, dormant since the end of DB6 production in 1970. A shortened and modified Jaguar XJ6 saloon platform formed the basis for the DB7. Brilliantly styled by Ian Callum in a manner reminiscent of the traditional Aston Martin, the body was notable for employing numerous composite panels in its construction. The chosen engine was a 3.2-litre version of Jaguar's twin-cam, four-valves-per-cylinder AJ-6 unit, which was endowed with a suitable power output courtesy of a water-cooled Eaton supercharger. The result was 335bhp and a top speed of 160mph. A Volante convertible followed some three years later.

This particular DB7 Volante, chassis number '201076', was built for HRH Prince Andrew, Duke of York, as confirmed by an accompanying (copy) communication from Aston Martin Lagonda Limited dated 29th July 1996. It is believed that the DB7 was driven by Prince Andrew for the first year or so of its life, the first and 7,500-mile services being carried out by Aston Martin Works Service on the company's account. There is a photograph on file of the Prince and his family in a green DB7, believed to be this actual car.

Ownership then passed to a Mr Sandal, who continued to use AMWS for care and maintenance up to 2004. It is understood that the service book then went missing while the car was in the custody of an Aston Martin main dealership, though copies of the early service records have been obtained from Aston Martin. The immediately preceding owner purchased the Aston on 17th September 2004 from Car Care Works, Bovingdon. While in his care the DB7 covered approximately 3,500 miles in the summer months only, being kept garaged in a vacuum bubble between October and March of each year. The current vendor purchased the Aston in December 2010. Copies of the post-2004 service history are available, and the car also comes with a V5C Registration Certificate and some roadworthiness certificates (the most recent MOT expired December 2017). A battery isolator switch, fitted in the boot, is the only notified deviation from factory specification.

Finished in British Racing Green with recently refurbished magnolia leather interior, this beautiful DB7 Volante represents a wonderful opportunity to acquire a soft-top Aston Martin with Royal Family connections, which by any standards is outstanding value for money.

**£25,000 - 35,000**  
**€28,000 - 39,000**



23

## 1921 VAUXHALL 30-98 E TYPE VELOX TOURER

Registration no. AD 8735

Chassis no. E303

- Listed in the Vauxhall 30-98 Register
- Rebuilt by Alistair Templeton between 1987 and 1992
- Body by Eric Peppercorn
- Extensively campaigned
- Maintained by recognised specialists







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 4½-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.

Listed in the Vauxhall Register, chassis number 'E303' was dispatched from the factory on 22nd March 1921. Sadly, nothing is known of the car's early history, though the registration number is believed to be the original for 'E303' (see period photograph supplied).

Between 1987 and 1992, 'E303' was rebuilt to exacting standards by renowned marque specialist, Alistair Templeton. The chassis needed some repair, which was carried out by trusted expert, Julian Ghosh (Green Farm Racing). The body was built by Eric Peppercorn, a recognised authority on Vauxhall bodies, while this car's dashboard has been illustrated in the 30-98 Register. All the instruments and controls are original and include a Watford rev counter, Watford clock, Watford speedometer, Ki-Gas primer, dash light, CAV switch panel, and Vauxhall air and oil pressure gauges.

'E303' has a Delage D8 front axle, a common and beneficial modification, accepted and indeed encouraged by marque specialists, which delivers greatly improved braking. The bodywork is finished in Royal Blue with black wings and running boards skinned in aluminium. The upholstery is deep-buttoned grey leather, while the carpet is grey (in rear foot well only). Other noteworthy features include a very good hood and tonneau, with half zip, and a luggage rack. The vendor advises us that the car is very well presented throughout and in sound working order.

'E303' was purchased from Alistair Templeton by Brian and Ruth Moore in 1993, and was sold on by them to John Brydon in 2001 before being transferred to his son's ownership in 2007. It is reported that the car was rallied extensively during this period. The current owner acquired the 30-98 in 2013 and since then has enjoyed many private tours in it, including a 1,000-mile road trip in the summer of 2017. The car has been well maintained over the years, as evidenced by numerous invoices from recognised specialists such as Arthur Archer and Brewster Mudie in the history file, which also contains a number of expired MoT certificates and tax discs. A copy of the current Vauxhall Register and a V5C Registration Certificate are also included.

**£180,000 - 220,000**  
**€200,000 - 250,000**







**1936 TALBOT BG110 ALLOY-BODIED TOURER**

Coachwork by Vanden Plas Limited

Registration no. DGW 581

Chassis no. 4536

- One of only 14 made
- Four owners from new
- Full matching numbers
- Maintained by marque specialist Ian Polson



The most successful division of the Anglo-French Sunbeam-Talbot-Darracq combine, Talbot might well have escaped take-over by Rootes in 1935 had it not been shackled to its weaker partners. The company's healthy position had been achieved by a succession of well-engineered products penned by its designer, Swiss-born Georges Roesch, whose obsession with the pursuit of high performance through increased engine revolutions led to some of the most memorable cars of the 1930s. Talbot's Chief Engineer from 1916, Roesch rescued the company from the brink of failure with the launch of the 14/45. Introduced in 1926 as the basis of a one-model policy, the 14/45, like all Roesch's Talbot creations, was powered by a smooth and flexible six-cylinder overhead-valve engine endowed with a remarkably high output for its size.

Abandoning the one-model programme, Roesch developed the 14/45 to produce the 75 and 90 models, the latter setting Talbot on the path towards renewed sporting success. 1931 saw the arrival of the 3.0-litre 105 powered by a new 'six' featuring staggered valves, a Roesch stratagem allowing for improved breathing.

There was more technical innovation for 1933 in the form of Luvax adjustable dampers and the Roesch-designed, Wilson pre-selector gearbox, the latter augmented for 1935 by Talbot's famous automatic 'traffic clutch' which permitted sequential upward gear changes. Also new for '35 were a dropped chassis frame and a 3½-litre model: the 110. The ultimate Roesch Talbot, the latter had 120bhp on tap and provided 95mph performance while offering class-leading refinement. The final top-of-the-range version was the BG110, which featured an improved and strengthened chassis: double skinned and with a cruciform cross-member. One of the great cars of the 1930s, the Talbot 110 was axed by new masters Rootes in 1937, the subsequent models progressively incorporating more and more standardised Rootes components.

The BG110 was the last of the 3½-litre Roesch Talbots, and this rare survivor is one of only 89 completed. Most of Talbot's 3½-litre tourers were bodied in house, quite often with steel panelling, but that offered here is one of a mere 14 featuring all-aluminium coachwork by Vanden Plas Limited. The latter's two-door body was much lighter, releasing more of the chassis' potential, as well as being both slimmer and considerably more stylish than Talbot's offerings.





Chassis number '4536' was delivered new to Mrs Claire Lovell of Glenhaven, Scotland, whose evident fondness for the Talbot saw her keep it until 1979. Offered at auction that same year at the National Motor Museum, Beaulieu, the car was purchased there by the highly regarded UK-based collector, Brian Fidler.

A former treasurer of the Vintage Sports Car Club, Brian contributed an article to *The VSCC Bulletin* (August 2005 edition) entitled 'Cars I Have Enjoyed' in which he talks of his respect for Georges Roesch's designs. In this article he says 'I think Roesch's later products were quite the equal of those of Lagonda or Alvis and certainly so in comparison with the Type 57 Bugatti and probably the Derby Bentley'. Like Mrs Lovell, Brian Fidler was immensely fond of the Talbot, which was used regularly to attend VSCC events for over 25 years.

In 2005, the car changed hands for only the second time when Brian Fidler sold it to the third owner, David Clayton of Poole, Dorset. Mr Clayton then proceeded to have the Talbot overhauled by renowned marque specialist, Ian Polson, as evidenced by a detailed bill for some £15,000 on file.

The current owner purchased the Talbot from Mr Clayton in 2007 and has used it extensively, successfully completing a number of long distance tours and rallies. Ian Polson has carried out further maintenance in recent years (see detailed invoices for circa £17,000 on file) and some re-chroming was undertaken by Derby Plating (see invoice for £1,520 on file). The history file also contains various expired tax discs and MOT certificates, some old V5 registration documents, and copies of the aforementioned *VSCC Bulletin* and Beaulieu auction catalogue. This car also benefits from a full set of well-designed weather gear, including side screens, tonneau cover and hood.

Beautifully proportioned, Vanden Plas Limited's alloy-bodied tourers are considered highly attractive and are among the most coveted of all Talbot 110 models. With only 13 known survivors out of the 14 built, they are only rarely offered for sale. An original, all matching numbers example with only four owners from new, '4536' represents a wonderful opportunity to acquire an exceptional example of the ultimate Roesch Talbot road car.

**£100,000 - 130,000**  
**£110,000 - 150,000**



**1935 RILEY 12/4 SPORTS SPECIAL**

Coachwork by Western Coachworks

Registration no. VL 6625

Chassis no. 22T 1250

- *Alfa Romeo 1750 Zagato-style body*
- *Restored between 2000 and 2006*
- *Up-rated engine*
- *Only 1,492 miles since restoration*



This superb Zagato-style 'special' is based on a matching-numbers Riley 22T Kestrel rolling chassis retaining its correct engine, gearbox, transmission, etc. Originally a saloon first registered 6th March 1935, 'VL 6625' was lovingly restored/rebuilt with no expense spared by previous owner, John Worrell. The original body had already been removed (and presumed destroyed) when the restoration started.

The fabulous ash-framed Alfa Romeo 1750 Zagato-style body was beautifully crafted by Western Coachworks, who are well known in Alfa circles for their excellent work. We are advised that it is as professional a job as you will see anywhere, and that this car is probably as well put together (if not better) than many when they left the Riley factory. Indeed, the result looks just right - so much so that it is quite easy to imagine Riley producing such a car, or a contemporary customer commissioning his/her favourite coachbuilder to build one on a Riley-supplied chassis.

From invoices on file, it appears that work started around 2000 and was eventually completed in 2006. In 2006, an officer of the Riley Register inspected the car before an application was made to the DVLA for an updated V5C Registration Certificate, and they confirmed that, with the exception of the body, it was made up of original Riley parts. A V5C was then issued. Boasting Omega high-compression pistons, re-profiled Riley Sprite cams, twin SU carburettors, and a four-branch exhaust manifold, the 1½-litre four-cylinder twin-cam engine produces approximately 70bhp. Power is transmitted via a Wilson pre-selector gearbox, and the brakes are rod-operated Girtings. We are advised that the engine revs freely, produces more power than one might expect and, coupled with such light bodywork, provides a good turn of speed.

The car is also said to be taut to drive, with very precise steering, strong brakes, an excellent ride, and a really smooth gearbox coupled to a fully restored and properly working traffic clutch. Finished in black with maroon hide interior, complementing the maroon wire wheels, the entire car is presented in superb condition. There is a useful luggage storage area behind the front seats, accessed via a hatch in the rear cowl. The dashboard is machine-turned aluminium with the usual Riley gauges. Zeroed after build, the odometer now shows 1,492 miles.



The engine bay is detailed and tidy, while a Kenlowe electric fan, located behind the recently restored radiator, enhances cooling. Other noteworthy features include a fold-flat windscreen, full tonneau cover in black mohair, and an oversized aluminium fuel filler cap at the rear.

It appears that the Riley was kept by John Worrell until 2011 when it was sold to Germany, remaining there for a couple of years before being purchased by the current owner. Forming part of a large collection, the car has seen relatively little road use in the current ownership, hence the recorded mileage of only 1,492 since restoration. Its condition is such that the car has largely been used for display at concours events and motor shows, though it is said that when out on the road it performs well and always turns heads.

Offered with a history file containing numerous restoration invoices, an old-style continuation logbook, and the aforementioned V5C document, this is one of the nicest pre-war Rileys we have seen.

**£55,000 - 65,000**

**€62,000 - 73,000**

END OF COLLECTION





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**1968 FIAT DINO 2.0 SPIDER WITH HARDTOP**

Coachwork by Pininfarina

Registration no. BHJ 305F

Chassis no. 135AS000081

- *Delivered new in Italy*
- *Imported in 2002*
- *One owner from 2003 to 2016*
- *Recently serviced*







In the mid-1960s, Ferrari needed a 2.0-litre production-based engine for the new Formula 2, and conceived the mid-engined Dino to provide the necessary basis. Since the late 1950s, Ferrari's V6-engined sports-racers had used the Dino name, after Enzo Ferrari's late son, Alfredo, who had died in 1956, and this was duly applied to the new road car. Indeed, at this time it was intended that it would be the first of an entirely separate marque. The new V6 power unit would prove as successful on the racetrack as in the showroom: Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

However, faced with the daunting task of building 500 units per annum to meet the FIA's homologation requirements, Ferrari turned to FIAT for assistance, the resulting agreement for the latter to build the Dino's four-cam V6 engine leading to a spin-off model for FIAT. Launched in Pininfarina-bodied two-seater Spider form at the 1966 Turin Show, the FIAT Dino carried its 2.0-litre, 160bhp engine ahead of the driver in conventional manner, and was notable as the first FIAT to employ four overhead camshafts and a limited-slip differential as standard. Steel bodied, the newcomer employed a FIAT five-speed gearbox and featured independent front suspension by means of wishbones and coil springs, a live rear axle, and disc brakes all round. A longer-wheelbase 2+2 Coupé model with Giorgetto Giugiaro-designed Bertone coachwork appeared the following year at the Geneva Salon. In 1969 the V6 engine's capacity was increased to 2,418cc, a ZF gearbox and FIAT 130-type trailing-arm independent rear suspension being adopted at the same time. Power went up to 180bhp (DIN) at 6,600rpm.

Styling changes were few: in the Spider's case being confined to a new front grille, rubber centre strips in the bumpers, and different wheel centres, while the interior benefited from improved switch gear and a carpeted boot. A most stylish conveyance, the FIAT Dino raced to 60mph in around 8 seconds and could reach 135mph while making all the right Ferrari-esque noises. Manufacture of the 2.0-litre version ended in 1969 and that of the 2.4-litre in 1973. Total production of the 2.0-litre cars amounted to 3,670 coupés and 1,163 spiders.

This delightful early FIAT Dino Spider has the lightweight all-aluminium 2.0-litre engine (the later 2.4-litre engines had cast-iron blocks). The Dino was delivered new in Italy, though there is little Italian history on file apart from a copy of the libretto. Imported into the UK in 2002, the car was acquired by the recently deceased owner in 2003 and registered in his company's name. He passed away in 2016. Recently serviced (bills on file), the Dino is described by the vendor as in excellent condition for its age; the bodywork, paintwork, and interior appearing to be original. A 1980s radio is fitted at present, though an in-period radio is included in the sale. The car also comes complete with a (very rare) hardtop, jack, tools, workshop manual, and an original owner's manual. Presented in incredibly original condition, this represents a wonderful and rare opportunity to purchase a fabulous example of this most iconic model in such good condition.

**£80,000 - 120,000**  
**€90,000 - 140,000**



**2016 FERRARI F12TDF BERLINETTA**

Registration no. WJ66 BFM

Chassis no. ZFF81BHC000221524

- One of only 799 built
- UK-supplied right-hand drive model
- Circa 150 miles from new
- Uniquely well specified
- All books and tools
- 'As new' condition
- Classic certified



'The Ferrari F12 has never struck anyone as being in need of more power. It really doesn't feel like it needs more nor, at least without significant modification, should it be given it. But here we are: the Ferrari F12tdf, a special version of the F12, limited in production but unlimited in ambition.' – *Autocar*.

Introduced to the motoring public at the 2012 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engined Gran Turismos. '... the company has thrown everything at it to ensure it's vastly quicker than its seminal predecessor, but also that it's more enjoyable at low speeds,' declared *evo* magazine, continuing: 'It claims to be both GT and supercar, mixing front-engined packaging and civility with exotic, F1-inspired dynamic ability.'

Ferrari's gorgeous new berlinetta was soon garnering critical accolades, being voted 'Supercar of the Year 2012' by *Top Gear* magazine, and in 2014 receiving the coveted 'Premio Compasso d'Oro ADI', one of the world's oldest and most prestigious design awards.

It is an oft-stated cliché that 'the heart of every Ferrari is its engine', and the F12's 6.3-litre, 65-degree, normally aspirated V12 is acknowledged as one of the finest ever, winning the 'Best Performance' and 'Best Engine above 4.0 litres' categories in the 2013 'International Engine of the Year Awards'.

With 730bhp on tap, this class-leading power unit - one of the most powerful ever installed in a Ferrari road car - delivers stupendous performance, propelling the F12 to 100km/h (62mph) in 3.1 seconds on its way to a top speed of 211mph. Around Ferrari's Fiorano test track, the F12 proved to be 3.5 seconds quicker than the preceding 599 GTB and 2.0 seconds quicker than the mid-engined Enzo; even the hardcore 599 GTO was slower.

But these days even a supercar has to make the odd concession in the interests of fuel economy, and with this in mind the F12 incorporated Ferrari's HELE stop/start system that reduces consumption when idling. Paddle shifters mounted on the steering wheel - an innovation pioneered by Ferrari in Formula 1 - had long been a feature of the Maranello marque's road cars, and the F12's controlled a seven-speed dual-clutch semi-automatic transmission. Stability, traction control, suspension, and other settings were also controlled from the F12's steering wheel, while improved carbon-ceramic brakes helped keep things in check.

The engine/transmission package was mounted in an aluminium spaceframe chassis - developed by Ferrari's close neighbours and long-time collaborators, Carrozzeria Scaglietti - that represented significant gains in rigidity and weight reduction when compared with the preceding 599 GTB.





As one would expect of a modern-day Ferrari supercar, the F12 came with the latest in driver aids as standard: ABS, SCM-E magnetorheological suspension, electronic limited-slip differential, ESP Premium stability control, and F1-Trac traction control.

Styled by the Ferrari Styling Centre and Carrozzeria Pininfarina, the F12's voluptuous body restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. A significant aerodynamic development was the 'Aero Bridge': an under-body air channel running from front to rear that increased down force while exerting less drag than an external wing. 'Active Brake Cooling' ducts had been adopted for the same reason; opening only when the brakes required cooling while remaining closed at other times to reduce aerodynamic drag. The result was a remarkably low drag coefficient of only 0.299. Based on that of the Ferrari FF, the 'Frau leather' interior featured aluminium, Alutex, and carbon fibre trim. The F12's optional accessories were extensive, though pricey: who would have thought that a carbon fibre cup holder could cost £2,112?

In October 2015, Ferrari announced a limited-edition variant, the F12tdf, its nomenclature referencing a competition variant of the 250 GT, so named following the latter's many victories in the 'Tour de France Automobile' in the late 1950s/early 1960s. Like its illustrious predecessor, the F12tdf was a lightweight, track-focused model aimed at wealthy connoisseurs and gentleman racers; only 799 were built during the 2016 and 2017 seasons.

The F12tdf used the same 6.3-litre V12 engine as the standard car, albeit modified to produce 770bhp, while deleting much of the leather/aluminium interior trim in favour of Alcantara and carbon fibre, together with swapping many exterior aluminium panels for carbon fibre, helped shed some 110kgs from the total weight. The result was a reduction of the 0-100km/h to 2.9 seconds while the claimed top speed was now 'in excess of 211km/h'. Around Fiorano, the F12tdf was 2.0 seconds quicker than its standard sibling.

This particular F12tdf is finished in Giallo Triplo Strato/Livrea Nero Stellato with Nera Alcantara interior. A genuine UK-supplied car, it has covered a mere 116 miles from new and is uniquely well specified.

Representing a wonderful opportunity to own one of Ferrari's all-time great, front-engined supercars, this stunning F12tdf comes with complete with factory tool kit; locking wheel nut key; service wallet and manuals; comprehensive HPI check; officially signed by Sebastian Vettel and Kimi Räikkönen and the all-important F12tdf Classiche book.

**£800,000 - 1,000,000**  
**€900,000 - 1,100,000**





#### SPECIFICATION HIGHLIGHTS INCLUDE:

- four-point safety harnesses
- adaptive front light system
- yellow brake callipers
- carbon fibre filter box cover
- carbon fibre fog lamp
- carbon fibre engine covers
- carbon fibre front headlight
- carbon fibre under-door cover
- carbon fibre parcel shelf
- carbon fibre rear bench trim
- carbon fibre wheel caps
- carbon fibre dashboard inserts
- carbon fibre dashboard air vent tubes
- carbon fibre racing seats
- front suspension lifter
- sports exhaust pipes
- hand-held fire extinguisher
- front and rear parking cameras
- passenger display
- radio and navigation system with Bluetooth
- Navtrak anti-theft system
- 20" forged wheel rims, dark painted
- yellow rev counter
- integrated audio system
- high power hi-fi system
- front and rear Cavallino in satin-finish aluminium
- black rubber air vent grips







## 1947 CADILLAC SERIES 62 SEDAN

Registration no. BSK 512

Chassis no. 6424519

- One private owner since importation in 1990
- Automatic transmission
- Offered from a private collection
- Believed genuine 49,000 miles recorded
- Well maintained



Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, the firm's superior precision manufacturing technology soon establishing it as the foremost builder of quality cars in the USA. Always innovators in automobile technology, the company continues to produce cars recognised everywhere as symbols of wealth and prestige.

During the 1930s it seemed that almost every year brought with it a landmark advance in the development of Cadillac's long-running V8 engine, which by the decade's end had been rationalised to a single 346ci (5.7-litre, 150bhp) variant, the expensive V12 and V16-engined coachbuilt models having been dropped. The Series 62's beautiful Fisher-built 'Projectile' or 'Torpedo' bodies had first appeared on the 1940 range and featured a revised front-end treatment for '41, establishing a pattern that would last for several years. Only detail changes were made in the immediately post-war years before the range was comprehensively restyled for 1948, emerging with Harley Earl's Lockheed P38-inspired tail fins for the first time. With 150 horsepower on tap, the Series 61s and 62s had a decent turn of speed, while the chassis was considered remarkable for its manoeuvrability.

Dating from the last year of 'fin-less' Cadillac production, this un-restored Series 62 Sedan was imported into the UK in 1990 and has had only one previous owner in this country (the importer). The car was delivered new on 23rd May 1947 to William P Zinn of Columbus, Ohio and on 27th December 1962 was sold to the Scio Pottery Companies Museum in Scio, Ohio. The car's original identity plaque is still in place.

Acquired by the current owner in 1990, the Cadillac has formed part a private collection in Kent for the last 28 years, seeing little use. It benefits from a recent service - new tyres, new heavy-duty 6-volt battery, etc - and comes with MoT to March 2019. The car is presented in generally very good condition, its engine running well. Accompanying documentation consists of various invoices, the old-style V5 from 1990, and a V5C Registration Certificate.

**£22,000 - 28,000**

**€25,000 - 32,000**



## 1956 MG MAGNETTE ZA COMPETITION SALOON 'BUMBLE'

Registration no. 532 BPH  
Chassis no. KAA13/18452

- Previous entrant at Goodwood Revival
- Eligible for HRDC 'Touring Greats' series
- Just had over £30,000 spending with Vitesse Engineering
- UK Registered



One of relatively few survivors of its type, the car offered here is also one of the most famous of competition MG Magnettes. Nicknamed 'Bumble', it was built as a competition car in 1970-71 and raced prolifically by past Chevron Cars owner, Roger Andreason, and his wife Judy throughout the formative years of the pre-'57 Classic Sports Car Club Series. After many seasons racing in that category, Andreason turned to historic rallying, obtaining FIA papers for the MG in 1990 and using 'Bumble' to great effect on several consecutive Classic Marathons before finally parting with it. The car then passed to Frenchman Patrice Wattine, joining his magnificent collection of mainly British historic competition cars. 'Bumble' remained in rally configuration until its repatriation to the UK in early 2012.

With 'Bumble' being a perfect candidate for the prestigious HRDC 'Touring Greats' Series, a detailed programme of sympathetic renovation commenced. The entire drive train was rebuilt and up-rated to HRDC Class 'B' regulations, allowing the use of the larger and more powerful MGB engine (race-tuned), a close-ratio competition gearbox, and a locked rear axle with up-rated half-shafts. Disc brakes, a permitted safety feature, were fitted to the front axle, while a stiff front anti-roll bar and rear Panhard rod set-up were installed also.

All safety equipment was replaced to FIA standard. The interior was re-trimmed by Darryl Davis at Moto-Build Racing to comply with Goodwood regulations and the car repainted in the famous MG 'Cream Cracker' livery favoured by Andreason, complete with 'Bumble' sign-writing. Following a rigorous testing programme, overseen by ex-British F1 series champion Rupert Keegan, and a number of HRDC races under its belt, the revitalised 'Bumble' was finally ready for its ultimate test, the crowd-favourite St Mary's Trophy at Goodwood's fabulous Revival meeting, romping home 11th overall in the two-part race.

In 2014, Bumble was once again invited to run at the Goodwood Revival, this time recording a creditable result of 16th overall despite the handicap of a down-on-power engine. In readiness for the 2015 HRDC season, the car was fully overhauled by CS Racing in Bosham. A freshly engineered race engine by Classic & Modern Engine Services of Bracknell was installed together with a new balanced clutch assembly. Custom-built telescopic shock absorbers were fitted under the supervision of Chris Snowdon at CS Racing, and the car was rolling-road tested to ensure that it was ready to race. Bonhams subsequently sold the car to its current owner at the 2015 Goodwood Members' Meeting sale.

During the vendor's ownership, the MG has had over £30,000 spending on it with Vitesse Engineering in order to maintain and improve its condition, detailed invoices for the work are on file. This work included new brake lines, fuel lines, a renewed rear axle with limited slip differential, a full re-wiring, and replacement of all electrics. Although the car has not been raced in anger, it has completed multiple test days in that time.

'Bumble' is UK registered and MoT exempt, and comes with old-type FIA papers, FIVA Passbook, and sundry restoration invoices, as well as the aforementioned invoices from Vitesse Engineering. As well as enjoying the added bonus of being road legal, this versatile competition car is also equipped with a Branz rally meter, thus affording the option of participation in historic road events. It is also well worth noting that MG ZA Magnettes have been accepted for the Mille Miglia retrospective.

**£20,000 - 30,000**

**£23,000 - 34,000**

**No Reserve**

## 1963 LINCOLN CONTINENTAL PRESIDENTIAL LIMOUSINE

Coachwork by Hess & Eisenhardt

Registration no. NSX 335A

Chassis no. 3Y82N420576

- Essentially the same as President J F Kennedy's limousine
- Formerly part of the 'Musée Automobile des Voitures de Chefs d'État' collection
- Extensively restored by the Musée
- Only circa 650 kilometres covered since restoration



The products of Ford-owned Lincoln have for years rivalled those of General Motors' Cadillac division in their exclusivity and luxury, in particular the range-topping Continental. Nowadays synonymous with Lincoln, the 'Continental' model name was first used in 1940 for Bob Gregorie's masterly styling exercise on the existing V12 Zephyr chassis. A sportier, top-of-the-range companion to the Zephyr, the Continental had started out as a personal, custom-bodied one-off commissioned by Lincoln boss Edsel Ford, and would be hailed as a classic of automotive design by authorities as diverse as the Museum of Modern Art and the Classic Car Club of America. The demise of the V12 engine at the end of the 1948 season meant that there would be no more Continentals for seven years, but when it did return (at the Paris Salon in October 1955), the new V8-engined Continental caused just as much of a sensation as the original.

Modified by the likes of coachbuilders Lehmann-Peterson and Hess & Eisenhardt, the Continental limousine was much favoured by heads of state, US Presidents included. The considerably lengthened chassis was strengthened, and the suspension reinforced to cope with the much-increased weight, while the bodies were equipped to customer order with all the usual limousine features such as internal division, additional occasional seating, etc.

In 1961, after the election of the 35th President of the United States, John Fitzgerald Kennedy, the White House commissioned a new presidential limousine from the Ford Motor Company's Lincoln division, specifying that the car had to be a convertible and have large doors to enable the President and his entourage maximum ease of access. Accordingly, a new Lincoln Continental limousine chassis was delivered to specialist coachbuilders Hess & Eisenhardt in Cincinnati, Ohio to be stretched, reinforced, and modified appropriately. Hess & Eisenhardt were well qualified to carry out the conversion, having built their first presidential limousine for Harry S Truman in the late 1940s and a succession of armour-reinforced vehicles for US presidents and other heads of state thereafter.

Archive photographs held by the 'Musée Automobile des Voitures de Chefs d'État' at the Château de Montjalin, Avallon show the Lincoln in use on numerous trips abroad, mainly in Germany, Ireland and South America. President Kennedy was riding in the original car when he was assassinated in Dallas on 22nd November 1963.





Built to special order by the presidential coachbuilder, this particular Lincoln limousine rolled out of Hess & Eisenhardt's works in March 1963, being essentially the same as the 1961 car in which the president was assassinated in later that year (photographs of the build are available). The 'Y82' chassis number prefix indicating that it is a series production limousine. Like the JFK 'assassination car', this one is equipped with grab handles on the boot for bodyguards, extended rear platform, presidential flags on each wing, and flashing red lights on the front bumper.

The Lincoln was purchased in Florida in 1985 by the founder of the 'Musée Automobile des Voitures de Chefs d'État' and formed the centrepiece of the collection. The Musée subsequently restored the car extensively: renewing the entire interior and overhauling the engine, automatic gearbox, brakes, exhaust system, and the electric window motors, all at great expense. Related invoices are on file, and the Lincoln has covered only 650 kilometres since the restoration's completion. Now UK registered and with an MoT valid until the end of June 2018, this imposing car boasts a tailor-made mohair hood to the chauffeur's compartment, and is described by the vendor as in excellent mechanical condition.

**£70,000 - 90,000**  
**€79,000 - 100,000**





## 1937 CORD MODEL 812 WESTCHESTER SEDAN

Registration no. VXS 908

Chassis no. 1577A

- One of the most iconic American cars of all time
- Displayed at the National Motor Museum, Beaulieu from \*1977 to 2016
- Formerly registered in South Africa
- Right-hand drive
- An older restoration
- Recent extensive refurbishment



The work of a team headed by Duesenberg designer Gordon Buehrig, the 810 body style with its louvred 'coffin' nose, streamlined spat-shaped wings, concealed headlamps (a first), and absence of running boards would prove immensely influential, its distinctive features being borrowed by most mainstream manufacturers by the decade's end.

The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931. Errett Lobban Cord had introduced the L29 in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines. Powered by a Lycoming straight eight, the Cord L29 featured front-wheel drive, then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

Front-wheel-drive like the L29, the 810 differed from its predecessor by virtue of its more compact Lycoming V8 engine and four-speed, pre-selector gearbox, the latter operated via a small Bendix selector lever beside the steering wheel. Set further back in the chassis, the V8 endowed the 810 with better balance and came with 125bhp in standard trim or 170bhp when supercharged (in the 812). Custom sedans on a longer wheelbase joined the four-model 812 range for 1937, though it is doubtful whether any independent offering ever matched Buehrig's original Beverly fastback sedan for sheer style. Priced competitively in the \$2,000-3,000 range, the 810/812 should have been a huge success, though, sadly, this was not to be. The Cord Corporation was in deep financial trouble, and when its proprietor sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well.

This example of a car widely recognised as one of the top ten automotive designs of all time was purchased in South Africa by the previous owner's father from one Arthur Mechin, and imported into the UK in 1976. Although normally aspirated, this particular car has the external exhaust pipes of the supercharged 812, a feature that endows this iconic Art Deco design with its world famous aggressively sporting look.

A matching-numbers example, the car we offer is one of only four (it is believed) built with right-hand drive. The Cord had been acquired by the aforementioned Mr Mechin in January 1972 and was restored over the next year or so. The previous owner's father had the car repainted red (from white) and it was then loaned to the National Motor Museum, Beaulieu where it was on static display from 1977 until 2016. In March 2016 the Cord was offered for sale at Bonhams' auction at the Goodwood Members' Meeting (Lot 091) where it was purchased by the current vendor.

The Cord was immediately despatched to specialist motor engineer, Chevington Garage of Bury St Edmunds, a firm with past experience of working on Cord motor cars. Chevington Garage then undertook an extensive mechanical refurbishment costing in the region of £16,000 (bills available). These works included partially stripping the engine and clearing out all waterways; re-surfacing the cylinder heads; fitting new gaskets; rebuilding the water pump; and fitting a new radiator and new hoses throughout. In addition, the brakes were totally stripped and rebuilt including all new pipes; the carburettor, instruments, fuel pumps, and headlamps overhauled; some electrical rewiring carried out; four original hubcaps purchased and fitted; and the tyres renewed. The car was then MoT'd and UK registered. The substantial history file South African ownership details, an original handbook, service instructions, a modern spares catalogue, and all bills for recent work.

**£50,000 - 60,000**

**€56,000 - 68,000**



**1928 DODGE 'FAST FOUR' 3½-LITRE LANDAULETTE**

Coachwork by H J Mulliner

Registration no. UO 7767

Chassis no. A983024

- *Exported new to the UK*
- *Right-hand drive*
- *Original registration number*
- *Restored in the 2000s*



A very rare find indeed, this 'Fast Four' was imported new by Dodge Brothers (England) as a right-hand drive rolling chassis and bodied here by H J Mulliner of Chiswick, with the same quality of build as their work for Rolls-Royce. The Dodge was originally supplied to Miller & Son, a garage and hire business in Exmouth, Devon, who hired it out for various uses up to 1955. Its subsequent history is not known, but at some time in the 1960s the car was rediscovered in a field near Princes Risborough, Buckinghamshire. Two owners later, the Dodge appeared in an auction catalogue in November 1971; the purchaser was Mr Albert Ward, who commissioned its long-term restoration.

Specialist S E Lloyd of Wolverhampton had completed 90% of the work (at a cost of £21,000) when Mr Ward became ill. The Dodge was then sold to his friend, Professor Alan Richens, during whose ownership the engine was rebuilt. Next owner, Mr G Smith of Farnham Royal, Buckinghamshire continued the restoration, which was finally completed in 2012 at the cost of over £50,000 (bills on file). As well as the aforementioned engine rebuild, the distributor was replaced, the carburettor overhauled, the flywheel balanced, a new clutch assembly fitted, the radiator re-cored, all new wiring installed, the back axle rebuilt, etc, etc. Much of this additional work was carried out by Coventry-based precision engineering machinists, Priory Vintage Car Company.

All bills and stage-by-stage photographs of the engine rebuild may be found in the most substantial history file (examination recommended).

Other noteworthy features include re-plated nickel fittings; all new interior trimmed in dark blue leather to the front and Bedford Cord to the rear; three-tier scalloped division with occasional seats; double split front windscreen; side-mounted spare; rear luggage rack; and a Japan leather drop-down landaulette top.

Accompanying documentation consists of two old-style logbooks, a V5C registration document, and the aforementioned file documenting expenditure by the previous owners. A delightful touring car with British coachwork - half the price of a Rolls-Royce of the same era, just as capable, and easier to maintain - this rare Dodge Fast Four would make a perfect wedding car.

**£28,000 - 34,000**

**£32,000 - 38,000**

## 1986 BENTLEY CONTINENTAL CONVERTIBLE

Coachwork by Mulliner Park Ward

Registration no. C704 EUV

Chassis no. SCBZD0002GCH14660

- *Iconic Bentley model*
- *One of 421 T-series Continentals*
- *First owned by Mr Asil Nadir of Polly Peck International*
- *Known ownership history*
- *Circa 32,120 miles from new*
- *Extensive service history*



'From 1984, as part of a successful strategy to relaunch the Bentley marque, the Bentley Corniche was renamed Bentley Continental, given a new facia and a slight equipment makeover – the result being a considerable boost in sales.' – Graham Robson, *'Rolls-Royce and Bentley, Volume 4'*.

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 with the introduction of the T-Series Continental. 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. When production ceased a mere 421 T-series Continentals had been produced, making the Continental significantly rarer than it's stablemate, the Rolls-Royce Corniche.

The Bentley Continental offered here was delivered new in 1986 via Jack Barclay Ltd and first owned by the controversial Turkish-Cypriot businessman, Mr Asil Nadir, owner of the Polly Peck International business empire. Chassis number '14660' was delivered finished in Tudor Red with black leather interior and matching convertible hood (its present colour scheme) and left the factory equipped with colour-coded bumpers, chromed wheelarch finishers, painted radiator grille slats, and an ebony wood dashboard - the latter a very rarely chosen option.

The history file contains details of past owners and changes of registration together with extensive service records from various recognised specialists including Mann Egerton, Ristes Motor Company, Silver Lady, Broughtons, and Chelsea Workshop. As one would expect of a car maintained to the highest possible standards, everything functions as it should. The car also comes with a complete book pack.

**£55,000 - 60,000**

**€62,000 - 68,000**



## 1965 JAGUAR E-TYPE 'SERIES 1' 4.2-LITRE ROADSTER

Registration no. EDG 340C

Chassis no. 1E 1294

- UK-delivered, right-hand drive car
- Restored in Hong Kong 2010-2013
- Numerous sensible upgrades
- Replacement engine



Arguably the most desirable of all E-Type variants, this 4.2-litre 'Series 1' roadster was built on 3rd June 1965, painted in Opalescent Silver Blue with dark blue leather interior and matching mohair hood. It was distributed by Henlys Limited of London and sold 18th June via Imperial Motor Mart of Cheltenham to one O A Downham of Lydney, Gloucester. Nothing further is known of this car until it arrived in Hong Kong in 2005 having been purchased from Eagle Cars in 1995. Eagle's Henry Pearman has confirmed this, and that the E-Type was not an Eagle-built example but a good sound car they bought in and sold on after servicing, Waxoyl treatment, and upgrading the brakes to the vastly superior Series 2 type (which requires changing both front stub-axle assemblies). The car was used lightly during winter months and kept in storage in the hot and humid summer months.

In June 2009 the owner left Hong Kong and the car was sold to the current vendor. At that time the car was running, but because of its limited use had issues with sticking brakes, while the paint was beginning to blister. The new owner wished to change the car's colour and to undertake an extensive rebuild, which became a total restoration. Commencing in February 2010, the bare-metal 'rotisserie' restoration took two years and eight months to complete, consuming at least 4,000 man-hours of work. It included a complete strip-down to the bare chassis - all rust being eliminated - and a full repaint and re-trim in the owner's preferred 'triple black' colour scheme (body, interior, hood). Fortunately, and unlike most of its contemporaries, this particular E-type had not been seriously affected by rust, with only the foot wells and passenger door bottom requiring fresh steel to be welded in.

The car was then trucked to The American Body Shop in Hong Kong for repainting, while all the removable interior components (seats, armrest, centre console, dashboard top, etc) were sent to renowned trimmers Suffolk & Turley in the UK. S&T returned the re-trimmed items together with a full finishing kit (door trim panels, foot well side panels, carpet set, etc) and a mohair soft-top. They also modified the seat backs to stop the hood frame scratching them (a common problem with the 4.2-litre Series 1 cars). At the same time, all mechanical and electrical components and assemblies were either rebuilt or replaced. Upgrades include a six-branch stainless steel big-bore exhaust system; high-capacity aluminium radiator with integral electric cooling fan; aluminium radiator header tank; GAZ shock absorbers; 4-pot front brake callipers; cupro-nickel brake lines; and Dayton wire wheels with 6" rims. Far too lengthy to reproduce here, the story of this E-Type's exacting restoration is recounted in full in an illustrated 10-page article on file (perusal highly recommended).

On 28th August 2012, the E-Type was taken for its first test drive as a complete car, albeit only around the workshop, and after further checks was successfully submitted for roadworthiness testing. After final detailing, the car was taken on its first 'drive out' on 21st September 2012 for a photo-shoot at Hebe Haven, Sai Kung. It then travelled from Sai Kung to Hong Kong Island on 21st October 2012 for the owner to use and enjoy. Accompanying documentation consists of a JDHT Heritage Certificate, current MoT, V5C registration document, and the aforementioned article.

**£120,000 - 150,000**  
**£140,000 - 170,000**

*The ex-Tommy Clapham, Geoff Breakell*

## **1965 ALFA ROMEO GIULIA SPRINT GTA**

Coachwork by Carrozzeria Bertone

Registration no. LWY 39D

Chassis no. AR 752638

- Rare factory-built Alfa Romeo competition car
- Right-hand drive
- In-period race history
- Recently overhauled and upgraded in Italy
- Valid HTP



Introduced in 1965, the GTA (the 'A' stood for Alleggerita - lightened) was the official competition version of the Giulia Sprint GT and was produced in both road and race variants. The latter, as usual, was the responsibility of the factory's Autodelta competitions department, which had been founded in 1961 as an independent company by Carlo Chiti and Ludovico Chizzola, and subsequently absorbed by Alfa Romeo.

Visually almost indistinguishable from the road-going Sprint GT, the GTA differed by virtue of its aluminium body panels, Plexiglas side and rear windows, and lightened interior fittings and trim. As a result the GTA tipped the scales at around 200 kilograms lighter than the stock steel-bodied car. Alfa's classic twin-cam 1,570cc four underwent extensive modification for the GTA, the angle between the valves being reduced from 90 to 80 degrees and the valve sizes substantially increased; there no longer being room between them for a central spark plug, a change was made to twin-plug ignition. In road trim the revised engine produced 115bhp with up to 170 horsepower available in race tune.

The GTA made its racing debut on 20th March 1966 at Monza where Andrea de Adamich and Teodoro Zeccoli triumphed in the Jolly Club Four-Hour Race. From then on the Autodelta-prepared GTAs enjoyed outstanding success, winning the European Touring Car Championship three years running from 1966-68.

The Championship's 1,300cc class had long been the preserve of the Mini Cooper but that would all change in 1968 with the arrival of the GTA 1300 Junior, which for the next few years would enjoy dominance equal to that of the Mini in the early 1960s.

This particular car, chassis number '752638', was delivered new to Alfa Romeo dealership owner and racing entrant, Tommy Clapham. Driven by Geoff Breakell of Keighley, Yorkshire, this car won the BRSCC Snetterton two-hour endurance event on 9th July 1967, as reported in 'Motor' magazine and 'Autosport' - including a photograph - the following week. Remarkably, the front page of the 'Daily Express' of Monday 29th May 1967 featured that day's Oulton Park meeting, under the heading 'Roses car bids to beat Italians', relating how Messrs Clapham and Breakell were taking the fight to the official Alfa team. The story shared the front page with an article headlined 'A proud welcome - well done Sir Francis', celebrating Sir Francis Chichester's completion of his single-handed around-the-world voyage.

The immediately preceding owner - respected preparation specialist and racer Nick Smith of Swallow Engineering fame - acquired the GTA, which was in need of work, in the late 1990s.





Its previous ownership list included Tommy Clapham, David Prophet, C Roberts, and Nils Peter Nielsen. Nick Smith restored the car to racing specification, retaining many of the original components including the sliding-block rear suspension and magnesium cam covers. We understand the car is effectively to Autodelta specification with some Autodelta items incorporated. With most circuits running clockwise, right-hand drive as provided here is the ideal configuration. In 2007 the engine was freshened up and 'topped and tailed', the block being replaced while retaining the original cylinder head. Nick Smith actively campaigned the GTA in the early/mid 2000s in both the UK and Continental Europe.

The immediately preceding owner purchased '752638' at Bonhams' sale at Olympia, London in December 2007 (Lot 655). Its new owner kept the car in the UK for the following racing season and the beginning of 2009, and raced it with Nick Smith as co-driver in various events of the Masters Series in the UK and in Belgium (Spa Francorchamps). During that period a spare engine was purchased from Nick Smith and has since been rebuilt (see following Lot).

In the late spring of 2009 the GTA was brought to Italy in time for that year's Coppa Intereuropa at Monza, and was raced regularly thereafter until 2015 in various events of the Campionato Italiano Autostoriche and Alfa Revival Cup in Italy and France (La Ronde du Ventoux). The car's most recent racing success was at Mugello during the Alfa Revival Cup in April 2014 (1st in Period F Touring Cars). It has not been raced extensively since then and holds a valid HTP for 'Competition Touring Cars – Period F', issued by the MSA in the UK on 22/8/2012.

While in Italy, the GTA was completely overhauled and extensively upgraded mechanically by Alfa Delta, the renowned specialist of post-war racing Alfa Romeos, and its on-track performance has significantly improved. Alfa Delta completely rebuilt the engine with a new cylinder head while retaining the original twin-spark distributor, Weber 45 DCOE carburetors, magnesium oil pan and engine covers. Other works included overhauling the gearbox; installing a new competition clutch; fitting a stainless steel exhaust system; and reconditioning or replacing the suspension, brakes, steering box, and rear axle (9/43). In addition, the original Campagnolo magnesium wheels were powder coated, and a new roll cage, racing seats, and safety belts installed. The car also has a lightweight racing gel battery. Cost of the aforementioned works was circa €60,000.



Since 2016, the Alfa has had a new owner in the UK; its most recent outing was in 2016/2017 when, following a professional check over, it completed some 10 shakedown laps at Silverstone. Presented in generally very good mechanical condition and ready for racing, the GTA comes with the majority of its original bodywork (wings have been replaced over time) and original Plexiglas side and rear windows. '752638' is offered with some special components from its 1960s racing history, which have been kept with it for almost 50 years: the Autodelta sliding block (recently disassembled in order to obtain a 'Period F' HTP); the original racing exhaust; the original large-capacity fuel tank used in long endurance races; and the original aluminium air intake. The car also comes with a UK V5 registration document and the aforementioned HTP papers.

Surviving Alfa Romeo GTAs are rarely offered for sale and are much sought after in racing trim because of their continuing competitiveness in Historic events. An appreciating modern classic and tremendous fun to drive, '752638' represents a rare opportunity to purchase a right-hand drive GTA possessing in-period racing history.

**£170,000 - 220,000**  
**€190,000 - 250,000**





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### **C.1965 ALFA ROMEO 1600 GTA ENGINE**

Engine no. AR00502/A-18494

This engine has been totally rebuilt by Alfa Romeo racing specialists Alfa Delta, a company located near Varese in Northern Italy. The cylinder block and original twin-plug head have been fully refurbished, and the engine also incorporates new forged pistons and cylinder liners (78.8mm); new con-rods; an original (standard) crankshaft; original twin-spark distributor; original lower oil pan in magnesium; and new valves, valve springs, cam followers, timing chains, water pump, and engine studs. Other noteworthy features include twin Weber 45 DCOE carburetors (made in Italy); Sprint Filter intake trumpets; and a competition flywheel with lightweight clutch. Everything is either new or refurbished. The engine will be offered with the results of a recent dynamometer test.

**£18,000 - 22,000**

**€20,000 - 25,000**





## 1928 LANCIA LAMBDA 7TH-SERIES FAUX CABRIOLET

Coachwork by Stabilmienti Farina

Registration no. DS 8110

Chassis no. 16092

- Present family ownership since January 1989
- Restored in the mid-1990s
- Winner of the Lancia Motor Club's Hugo Boyd Trophy for restoration
- Maintained in recent years by Peter Gerrish
- Engine rebuilt in 2007



One of the most gifted automobile engineers of all time, Vincenzo Lancia founded his own company in 1906 having previously been in FIAT's employ as chief test driver. Introduced in 1907, the first Lancia car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Military vehicles, lorries, vans and aero engines followed, the latter enabling Lancia to accrue valuable expertise in the design and construction of 'V'-configuration power plants.

Apart from a solitary six-cylinder model, the relatively unsuccessful Dialfa of 1908/1909, all early Lancias had four-cylinder engines and were only supplied in chassis form, there being no in-house coachworks at this time. Lancia's very first offering, the 18/24hp Alfa, embodied the principles that its maker had come to consider essential: low weight, a high-revving engine, shaft drive, a pressed steel front axle and worm-and-screw steering. New models were introduced on almost a yearly basis – all named after letters of the Greek alphabet – and production increased sufficiently for Lancia to move to larger premises in via Monginevro, Turin in 1911.

Lancia's first V-engined model - the V8 Trikappa sports car - appeared in 1922 but it was the Lambda, launched soon after, that would prove to be of even greater significance. A milestone in automotive history, the revolutionary Lambda was the world's first car to have a stress-bearing body and the first to be powered by a V4 engine. The absence of a separate chassis meant the driver could sit lower, enabling a low aerodynamic body line to be achieved, while Lancia's patented sliding-pillar independent front suspension endowed the Lambda with ride and handling qualities unmatched by anything in its class.

The engine, an overhead-camshaft unit of 2,120cc, was progressively enlarged, arriving at its final 2,570cc, 68bhp configuration in 1928. Production of the Lambda lasted from 1923 to 1931 in nine series. Although not designed with competition in mind, the Lambda in modified form proved extremely capable in that role, one finishing 4th overall at the inaugural Mille Miglia of 1927, a class-winning achievement repeated the following year. By the time production ceased in 1931, a total of some 13,000 Lambdas of all types had been made.





A 2,370cc 7th-Series car, chassis number '16092' carries faux cabriolet coachwork by the Stabilimenti Farina Company - Farina specialised in the Weymann system of body construction. Right-hand drive, like all Lancias into the 1950s, the Lambda was purchased in Belgium in 1982 by Stephen Langton, who sold it to the vendors' father-in-law, the late Ron Amey, in January 1983. The Lambda was restored in the mid-1990s, following which Ron Amey won the Lancia Motor Club's Hugo Boyd Trophy for the restoration of this car and that of the Lambda tourer in this sale (Lot 92). There are photographs on file of this car 'as bought' and during restoration.

In recent years, 'DS 8110' has been driven by the vendors' mother and maintained by renowned marque specialist, Peter Gerrish, who rebuilt the engine in 2007. Unused for approximately the last five years, the car will require re-commissioning before returning to the road. Accompanying paperwork consists of a quantity of expired MoTs, numerous bills for maintenance, and a V5 registration document. A wonderful opportunity to acquire a fine example of one of the most outstanding automotive designs of all time.

**£30,000 - 40,000**  
**€34,000 - 45,000**





## 2001 RANGE ROVER 4X4 ESTATE

Registration no. TIL 9686 (RoI)

Chassis no. SALLPAMJ31A460848

- 4.6-litre V8 engine
- Automatic transmission
- Circa 61,000 miles recorded
- Last serviced in February 2018



An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache. A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8.

The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph (145km/h) and a greater off-road capability than most of its customers would ever need. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept.

Indeed, the 'old' Range Rover - renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new P38A version. The latter - code named Pegasus during development - was the same length (108") in the wheelbase as the old Vogue SE and featured air suspension offering variable ground clearance. The proven Rover V8 engine was further developed for the new model and offered in either 4.0- or 4.6-litre capacities, the latter producing 225bhp. Rover Group's new owners BMW provided the diesel version's six-cylinder turbo.

Currently displaying a total of some 61,000 miles on the odometer, this 4.6-litre model has been maintained as part of a private collection and was last serviced in February 2018, MoT'd to February 2019 and presented in generally very good condition, this future classic is offered with a V5C document, a quantity of bills and expired MoTs, and its original manuals, etc in a 'Range Rover' wallet.

**£12,000 - 16,000**

**€14,000 - 18,000**



## 1980 LAND ROVER SERIES III 4X4 STATION WAGON

Registration no. UCA 557V

Chassis no. LBCAG1AA106993

- *Low-mileage 2.3-litre petrol engine (ex-military)*
- *Extensively restored with no expense spared*
- *Stronger military-specification chassis*
- *Numerous new parts*
- *Restoration bills and photographs available*



Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time. In the course of more than 60 years in production the supremely versatile Land Rover would prove itself adaptable to innumerable civilian and military roles. Its replacement is keenly anticipated.

A Series III model on the 109" wheelbase, this Land Rover has the 2,286cc petrol engine option. The Series III had been introduced in 1971 and would prove to be one of the longest-lived models. Mechanical changes were relatively few, the major improvements being an all-synchromesh gearbox and a bigger clutch, the most obvious departure from the preceding IIA being an extensively revised and up-rated interior.

After a long search for a straight-panelled Series III Land Rover, the vendor eventually found this example. We are advised that the panels were very good, almost factory straight, which is rare for any Land Rover! A near-perfect military-specification chassis (thicker steel than the standard version) and a low-mileage military engine were sourced and fitted, including all ancillaries.

The Landie was then subject to an extensive two-year restoration, which included removing all 800 rivets and then stripping the paint from all panels back to a bare metal base. It was then re-sprayed in Land Rover Pastel Green two-pack, and new stainless steel rivets fitted; it was then rewired. New parts include the doors (complete), door pillars, foot wells, bonnet, tailgate, full-length canvas, front panel, sills, front grille, seats, stainless steel exhaust, and all four tyres. The restoration consumed many hundreds of man-hours; related bills and photographs are on file, and the vehicle also comes with MoT to December 2018 and a V5C Registration Certificate. We are advised by the vendor that the Land Rover runs and drives as it should, with nothing required, and is ready to be enjoyed.

**£18,000 - 22,000**

**€20,000 - 25,000**

## 1991 ROLLS-ROYCE CORNICHE III CONVERTIBLE

Registration no. 574 UXG

Chassis no. SCAZ000A0MCH30455

- *One of the most desirable and exclusive of post-war Rolls-Royces*
- *Present ownership since 2005*
- *Serviced annually since acquisition*
- *Circa 21,463 miles recorded*



Recalling its glamorous Grandes Routières of pre-war days such as the Phantom II Continental, Rolls-Royce's final coachbuilt models - entrusted to the company's in-house coachbuilder Mulliner, Park Ward - were limited to just two, a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year.

The cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality, including Wilton carpeting, Connolly hide and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadow's. Nevertheless, demand for these more glamorous alternatives to the much more numerous Silver Shadow was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971. 'The name Corniche has been chosen for the latest coachbuilt models because it symbolises their higher cruising speeds and their ability to cover greater distances with the minimum of fatigue for driver and passengers,' announced Rolls-Royce.

The Corniche proved a major success for Rolls-Royce; periodically revised and up-dated, latterly in line with the Silver Spirit generation, it remained in production well into the 1990s, the last (convertible) examples being delivered in 1995.

This particular Corniche Convertible was sold new via the world-renowned Rolls-Royce main agents, Jack Barclay Ltd. Purchased by the current vendor in February 2005 from Maxted-Page, the car was previously owned by one John Murray, who had purchased it in 2002; including Mr Murray, there are four former keepers. While in the present ownership the Corniche has formed part of a small private collection and been used sparingly for pleasurable motoring. The odometer reading when purchased was 12,350 miles and is now circa 21,463. During the vendor's stewardship the car has been serviced annually by West Hoathly Garage and a local specialist, it is understood that the car will have been freshly serviced and MOT'd for the sale. Finished in red with cream leather interior, this classically elegant Rolls-Royce is offered with sundry bills, current MoT, and a V5C Registration Certificate.

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



40 N

## 1975 BRISTOL 411 SERIES 4 SPORTS SALOON

Registration no. JWV 702N (see text)

Chassis no. 7732482

- *Genuine four-seat luxury and speed*
- *Known ownership history back to the early 1980s*
- *Well maintained and extensively refurbished*
- *Registered in Germany*



For the 411, introduced at the 1969 Earls Court Motor Show, Bristol continued with Chrysler V8 engines but specified the 6.3-litre unit that produced 335bhp, further increased to 6.6 with the 'Series 4'. This provided an increase of some 85 horsepower over the preceding '5.1'. There was a commensurate improvement in performance. With a maximum speed of 140 mph and a 0-60mph time of 6.9 seconds, the Bristol 411 was hailed by Autosport's John Bolster as 'The fastest true four seat touring car in the world'. Hand built to very high standards, the 411 benefited from its relatively lightweight aluminium bodywork and a low drag coefficient resulting from much time in the wind tunnel at Filton. Company owner Tony Crook's mantra was comfort for four and a huge boot (the spare wheel was housed inside the front wing), while the famously understated appearance of Bristols of this era belies their tremendous performance and excellent handling. The 411 was built in five series from 1969 to 1976, with a restyled body from the Series 3 onwards.

This example's history can be traced back to the early 1980s, there being invoices on file to owner Mr G Herdman for the period 1982-1984. The next known custodian is a Mr A Ross (named on invoices dated November and December 1984) followed by M Widdup & Sons Ltd, who bought the Bristol on 28th July 1985. Next owner Gerald Acher, CBE bought 'JWV 702N' on 5th December 1986; he was a partner at accountants KPMG and used the Bristol as a company car (see mileage claims, etc on file). The number of former keepers was stated as six at that time.

The present owner purchased the Bristol from Mr Acher in September 1999 and exported it to Germany (purchase receipt available). The odometer reading at time of purchase was 60,530 (now reads 63,707). However, invoices and an MoT on file suggest that the speedometer has either been changed or gone 'around the clock'.

Also on file is a record of works carried out during Mr Acher's ownership between 1990 and 1999 (inspection recommended). Highlights include an engine rebuild and conversion to unleaded compatibility (1991); a major re-spray (1990); automatic gearbox reconditioned (1995); installation of Bristol's Holley fuel injection system (1996); new rear axle (1998); and a steel sliding sunroof installed by Bristol (1999). While in the vendor's care, the floor panels and wheelarches have been repaired; the wheels rims refurbished; the differential overhauled; the Holley fuel injection serviced; and a new fuel pump and plug leads fitted. There are related bills on file together with a copy of the old UK V5 document. We are advised that the registration number is still recorded with DVLA and may be recoverable.

**£22,000 - 26,000**

**€25,000 - 29,000**

*The ex-Tony Lanfranchi*

## **1965 ATILA-CHEVROLET MARK 3 5.0-LITRE SPORTS-RACER**

Chassis no. 302C

- *Rare early V8-engined sports-racer*
- *One of only two known survivors of three made*
- *Built for Pat Hovenden*
- *Chevrolet engine built by Tim Adams*
- *Regular entrant at the Goodwood Revival and Members' Meeting*



Attila cars were produced by Racing Developments of North London in 1964 and 1965. Racing Developments was run by Mark Perry and Val Dare-Bryan, Dare-Bryan being the designer, formerly with Lotus. Their first car was built for amateur racing driver Roy Pierpoint, who is best remembered for winning the British Saloon Car Championship in 1965 at the wheel of an Alan Mann Racing-entered Ford Mustang. That first Attila was a front-engined Coventry Climax-powered sports-racer, and the firm would go on to build a small number of other cars, that offered here being one of only three V8-engined Attila Mark 3s made.

Built around a short-wheelbase tubular spaceframe chassis, the Attila Mk3 incorporated some advanced features for its day, including rocker-arm front suspension with inboard springs/dampers, and an aerodynamic body complete with boot spoiler; it was also one of the first cars to have a Hewland LG500 transaxle gearbox.

The first recorded entry of an Attila Mark 3 was in the Aintree 200 meeting on 18th April 1964 with Pierpoint driving, though the car failed to arrive. Roy entered the Attila in a further ten meetings in 1964, the most successful result being 2nd place at the Guards Trophy at Mallory Park on 17th May, the only other finish being at Croft on 23rd August. Contemporary race programmes list the engine as a 4,727cc Ford.



In action with Tony Lanfranchi, Prescott, 1966 (image part of lot)



For 1965, a second chassis was available for Tony Lanfranchi, built for wealthy businessman and gentleman driver, Pat Hovenden, and entered by Pierpoint's Weybridge Engineering Company. It is that car, chassis number '302C', which is offered here. Attila built three Mark 3s: one Ford-engined, the other two with Chevrolet power. The other Chevrolet-powered Attila is with Kent Abramsson in Sweden while the Ford car has disappeared, leaving this example as one of only two known to survive.

'302C' first appeared in the Guards Trophy and British Eagle Trophy races at the postponed BRSCC Boxing Day meeting at Brands Hatch on 31st January 1965. It is understood that it then competed in the Guards round at Mallory Park, and Hovenden then campaigned the car as part of the Redstone Racing Equipe alongside the Buick-engined Lotus 15 of Graham Capel and the Cooper-Chevrolet of Bob White. Races it is known to have entered are as follows:

BRSCC Brands Hatch 1965 Guards and Eagle Trophy Formula Libre  
BRSCC Mallory Park Whit Sunday 1965 Guards Trophy (possible DNS)  
BRSCC Snetterton August Band Holiday 1965 Guards Trophy  
Peterborough Motor Club Silverstone September 1965 Formula Libre  
BARC Silverstone 9th October 1965 Sports Car Race

During the late 1960s and 1970s, '302C' passed through a variety of hands, enjoying varying degrees of success. In the 1990s, the car was extensively restored by Mark Hales and is in much the same specification as it was then. It is fitted with a short-stroke 302ci (5.0-litre) Chevrolet V8 engine and Hewland LG500 gearbox. The engine was built by Tim Adams, and the car has raced only once since the gearbox was rebuilt by BPA Engineering.

This Attila has run in at the Goodwood Revival at least half a dozen times and at the Members' Meeting twice, and has always finished in recent years. It has also raced at Spa, Oulton Park, and Silverstone with the Masters series and other events. There is a full set of body moulds and a spare set of Image wheels with the car, which also comes with a very large history file, professionally researched by a previous owner. The car is offered with a lapsed FIA HTP, a fresh version has been applied for, the car has been inspected and it is hoped this will be on file by the time of sale.

**£125,000 - 150,000**

**£140,000 - 170,000**



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*One of only 12 built, The Property of the Royal Automobile Club*

### **1937 ALVIS 4.3-LITRE 'SHORT CHASSIS' TOURER**

Coachwork by Vanden Plas

Registration no. DON 313

Chassis no. 14340

- *One of the fastest road cars of its day*
- *Known ownership history*
- *Owned by the Royal Automobile Club since 1994*
- *Maintained by Classic Performance Engineering, Biscester*
- *Engine rebuilt in 2011*
- *Extensively refurbished in 2016*







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

Pre-war development of the six-cylinder Alvis culminated in the announcement in August 1936 of the 4.3-Litre, designed by the company's distinguished Chief Engineer, Captain George Smith-Clarke. The 4.3-Litre was based on the 3½-litre Speed 25 introduced the previous year, and was powered by an enlarged version of Alvis' new seven-bearing, overhead-valve engine producing 137bhp on triple carburettors. The cruciform-braced chassis featured the kind of advanced thinking long associated with the marque; independent front suspension and a four-speed, all-synchromesh gearbox, introduced on the preceding Speed Twenty, were retained with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes.

Claimed to be the fastest un-supercharged saloon on the UK market, the Alvis 4.3-Litre was certainly one of the few pre-war saloons capable of a genuine 100mph. Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the 4.3-Litre's chassis-only price of £750 meant that ownership was necessarily confined to wealthy connoisseurs. A complete 4.3-Litre cost around £1,100, outstanding value for money given its specification and performance, and comfortably undercutting rivals such as the V12 Lagonda and 4¼-Litre Bentley. Despite this price advantage, only 198 cars had been delivered when the outbreak of World War 2 stopped production. Some 95 survivors are known to the Alvis Owners Club.

Records held by the Alvis Owners Club show that chassis number '14340' was constructed on the short (10' 4") wheelbase and bodied as a 'Sports four-seater' by Vanden Plas. The car was finished in Battleship Grey with green leather interior, and was despatched to Patrick Motors Ltd, Birmingham on 11th December 1937.





Registered 'DON 313' on 31st December 1937, the Alvis was first owned from January 1938 to September 1949 by one Walter Rule Nimmo of Birmingham and Bushey Heath, Hertfordshire.

Nimmo appears to have worked for ICI (his name appears on a shotgun cartridge patent filed by the company) and 'DON 313' would go on to have other owners of note; belonging at different times to the esteemed motoring journalist and founder of *Car* magazine, George Bishop, and later to James Bidwell-Topham of the Aintree Racecourse-owning Topham family. Kindly provided by Mr Wayne Brooks of the Alvis Owners Club, a list of all owners may be found in the history file.

During the 1960s, 'DON 313' belonged to the Hare family of Northumberland, and it appears that while in their stewardship the original engine was swapped for another 4.3-litre unit, '15322', fitted currently. The car represented Alvis Ltd in the Lord Mayor's Parade in London in 1964.

In October 1968, 'DON 313' was advertised for sale in *Motor Sport* magazine: 'Under 5,000 miles since stripped to bare chassis and completely rebuilt as new (engine, chassis, coachwork, etc) at a cost of over £4,000. Winner of many concours and fitted hosts of luxury extras.' It would appear that subsequent owners kept it in fine condition, as the Alvis won its class at the Northern Classic Car Show at Tatton Park in 1991 against very stiff opposition.

In September 1994 the Alvis was purchased by its current owner, the Royal Automobile Club. The car had been acquired for the use at events and informal tours during the summer months; apparently, the Board of Directors preferred the Alvis to a Lagonda Rapide.

While owned by the Royal Automobile Club, 'DON 313' has taken part in numerous events including the RAC Centenary Tour of Scotland in 1997; a tour to Bath in 1999; the RAC Jewels of Le Mans Rally and the Sarthe region in 2001; the MSA Euro-Classic in 2003, 2006 and 2010; the Kop Hill Climb in Princes Risborough in 2014; and the Flying Scotsman in 2015.





The Alvis also competed in the Royal Automobile Club's 1000 Mile Trial in 2014, 2016 and 2017, and has featured in the murals in the Pall Mall clubhouse's rotunda. The Alvis has featured in the AOC Bulletin on numerous occasions and appeared in Classic & Sports Car's March 2012 edition in a photo-shoot with a fashion model.

The history file contains copies of the factory Car Record and various old logbooks; a quantity of expired MoTs dating back to 2000; and sundry invoices for maintenance undertaken by recognised specialists. Recent works have included an engine rebuild by Fisher Restoration (in 2011) and a major programme of servicing and maintenance by Classic Performance Engineering (2016), who keep it ready for instant use.

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

**£420,000 - 480,000**

**€470,000 - 540,000**





**1927 AMILCAR CGS TYPE S VOITURETTE**

Registration no. BF 6205

Chassis no. 12440

- One of the great French sporting voiturettes
- Professionally restored in the USA 2002-2005
- Imported into the UK in 2012
- Recently refurbished and tuned







One of France's foremost exponents of sporting voiturettes, Amilcar was founded by Andre Morel and engineer Edmond Moyet to build cyclecars with sufficient performance for Morel to realise his dream of competition success. Emile Akar, a Paris businessman, and Joseph Lamy, an executive at cyclecar maker Le Zebre, backed the partners' prototype, which was enthusiastically received. Production of the CC, Amilcar's first model, commenced production in 1921. Designed by Edmond Moyet, the CC featured Amilcar's own four-cylinder 904cc sidevalve engine, a three-speed gearbox, and quarter-elliptic springing, and would develop into the Types CS and 4C. The CC was praised for its excellent, responsive handling and adequate power, attracting a large and loyal following and setting the pattern for future models. It also provided Morel with his desired competition success when he became the 1100cc Class Champion of France in 1922.

The successor Amilcar CGS was by far the marque's most successful model, effectively establishing its reputation worldwide. Production began in 1924 and continued through 1929 with continuous improvement to a design of proven performance and reliability. Mostly fitted with two-seat bodywork (in aluminium at extra cost), the CGS encouraged owners to enter local competitions, in which it proved highly successful. In 1926 Amilcar introduced the CGS Type S (Surbaissé = under-slung) with a lower chassis and even more powerful engine, now making 40bhp from a displacement of 1,097cc. So popular was the Amilcar CGS that it was built under license in Italy, Germany, and Austria, and sold in the USA by no less than Maybach Motors in New York City.

This Amilcar CGSS was in un-restored condition when it was taken to the USA by its French owner, who carried out an amateur restoration in the 1990s. Subsequently, the car was purchased from the late owner's estate by a gentleman in California, and treated to a professional restoration between 2002 and 2005. Following the rebuild's completion, the Amilcar was run once at the Monterey Historic event and then sold to a new owner in Pennsylvania. In 2010, the car was sold to its next custodian in Florida and entered in the Amelia Island Concours. The current vendor imported the Amilcar into the UK in 2012, since when it has hardly seen any use. Noteworthy features include a Ricardo aluminium cylinder head; Jaeger white-faced reed-bezel instruments; superb Marchal headlights; and a tuned-length exhaust manifold by Vanparys of Boulogne (believed fitted since new).

While in the present ownership, the electrics have been rewired using armoured cable; the wheels refurbished and shod with new Blockley tyres and tubes; the fuel tank professionally cleaned; a new fabric coupling fitted between the engine and gearbox; and a new mohair 50/50 tonneau cover installed. In addition, the engine has been serviced and tuned. Offered with a V5C Registration Certificate and some bills, this beautiful Amilcar CGSS represents a rare opportunity to acquire one of the great French lightweight sports cars of the Vintage era.

**£40,000 - 60,000**

**€45,000 - 68,000**



## 1931 MG MAGNA F-TYPE SUPERCHARGED SPORTS

Registration no. MG 1535  
Chassis no. L0485

- Circa 600 miles since restoration
- Magna L2 type body
- Adamant steering box as used on MG's Le Mans cars
- Participated in the Vernasca Silver Flag hill climb, 2017
- FIVA Passport



Broadly similar to the D-Type and introduced at the same time was the six-cylinder F-Type Magna that, like its equally new four-cylinder stablemate, used a development of the under-slung chassis first seen on the racing C-Type Midget, but of longer wheelbase. Wolseley, also owned by William Morris, had been responsible for the Minor engine, and it was this unit in 12hp, 1,271cc, six-cylinder form that powered the Magna. The latter looked every inch a proper MG but possessed greater refinement than the fours thanks to its smoother, torquier, and relatively vibration-free six-cylinder engine. Introduced in 1932, the F2 version boasted 12" brakes (replacing the original 8" drums) and Midget two-seater coachwork, while the mechanically similar F3 was a four-seater tourer. The F-Type Magna was the only six-cylinder MG chassis fitted by the factory with cycle wings.

What would turn out to be the last of the Magna line – the L-Type – arrived in March 1933 boasting an engine downsized to 1,087cc but producing greater power (41bhp) thanks to a 12-port, cross-flow cylinder head. 12" brakes were retained for the L-Type chassis, which was broadly similar to that of the contemporary K-Series Magnette apart from a narrower track, while the new body featured attractive flowing wings. Top speed was in the region of 75mph.





We are advised that chassis number '485' has been completely stripped and rebuilt, with the modification of an ENV pre-selector gearbox (supplied and fitted by Baynton Jones) in place of the original ENV manual 'box. The six-cylinder N-Type Magnette engine displaces 1,272cc and has been fully rebuilt by Baynton Jones to 'fast road' specification with all new internals, including the crankshaft. It is fitted with a single-carburettor Marshall J100 supercharger, which has been totally reconditioned by specialists Derek Chinn Ltd.

The rear axle was rebuilt by Barry Forster/Baynton Jones and then fitted with a new high-ratio final drive. Barry Foster also totally rebuilt the braking system using four new drums, brake plates, shoes, and ribs/shafts, and reconditioned the Adamant steering box and other components. The radiator was rebuilt with a new shell and honeycomb, while the fuel tank, fuel lines, and electric fuel pump are all new. The electrical system has been rewired and the electrical components rebuilt.

New road springs are covered by Pritchard Gaiters, while the shock absorbers were sourced from Mike Dowley. Blockley Tyres supplied two new wheels, three reconditioned wheels, and five new tyres/tubes.

Fully panelled, the L2 sports body is finished in British Racing Green with Apple Green Connolly hide interior by Collingburn (arguably the best upholsterer of pre-war MGs) and has a full set of weather equipment: hood, side screens, and tonneau cover. The dashboard is L2 type containing all its original instruments (reconditioned).

Only some 600 miles have been covered since this most extensive rebuild's completion. Parts were mainly supplied by Sports & Vintage Motors Ltd in Shrewsbury, and accompanying restoration bills totalling approximately £55,000. Additional documentation consists of an old-style logbook and a V5C Registration Certificate. A FIVA Passport has been issued, and in June 2017 this exciting MG sports car participated in the Vernasca Silver Flag hill climb in Italy.

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

## 1970 JAGUAR E-TYPE 'SERIES 2' COUPÉ PROJECT

Registration no. CYN 2H

Chassis no. 1R 20665

- *Known ownership history*
- *Dry stored for circa 32 years*
- *In running condition when taken off the road*
- *Offered for restoration*



The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers.

In addition, enlarged side and rear lights were adopted, while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

This particular E-Type was purchased new by a Mr Michael Hardiman of Surrey, passing through the hands of various other owners before being purchased by a Mr Stevens in 1986. In running condition when acquired, the car was placed in storage for future renovation. Some work was carried out but the owner's circumstances changed and the E-Type has remained off the road in storage ever since.

The vendor believes the car to be virtually complete, the only part obviously missing being the rear numberplate light carrier. We are further advised that the engine turns freely, the car rolls easily, and that all gears appear to select. Offered for restoration and sold strictly as viewed, this potentially rewarding E-Type project comes with an old-style logbook and V5 registration document.

**£28,000 - 33,000**

**€32,000 - 37,000**



## 2002 BMW Z3M COUPÉ

Registration no. to be advised

Chassis no. WBSCN92070LC69221

- Delivered new to Guernsey, Channel Islands
- One of only 165 right-hand drive models
- One owner from new
- Manual transmission
- Full BMW service history
- Circa 44,700 miles from new



A brilliant exercise in 'retro' styling that recalled its fabulous '328' sports car of pre-war days, BMW's Z3 was introduced in 1996. The original four-cylinder 1.9-litre Z3 was more of a stylish boulevard cruiser than out-and-out sports car, a successful concept perhaps best exemplified by Mercedes-Benz's old 230/250/280SL family, and would prove equally appealing to both men and women drivers. The arrival of the 2.8-litre six-cylinder engine in 1997 transformed the Z3, endowing it with a level of performance that at last matched the promise of its looks. Six-cylinder cars enjoyed a lengthier equipment list than the 'fours', which included an electric hood (roadster), leather upholstery, and 16" alloy wheels. Commencing in the early 1980s with the limited edition 'homologation special' M3, BMW Motorsport GmbH went on to create its own distinctive 'M-Power' brand of performance-enhanced luxury models.

The first M-Power Z3 appeared in January 1998. Built until February 2001 when the model was revised, the first-series Z3M Coupé and Roadster were powered by the 3.2-litre S50 engine producing 316bhp and 236lb/ft of torque - figures that translated into a tyre-smoking 0-60mph time of 5.2 seconds and a top speed of 155mph.

The fastest-accelerating BMW ever at the time of its introduction, the Z3M Coupé boasted a generous specification that included electric windows, ABS, PAS, air conditioning, heated seats, driver/passenger air bags, six-speaker stereo system, alarm/immobiliser, heated exterior mirrors, 17" alloy wheels, and a limited-slip differential as standard. Combining outrageous looks and performance with impressive practicality, the Z3M Coupé was not replaced within BMW's line-up after its deletion in 2002, and is surely destined for 'highly collectible' status in the future.

This particular Z3M has the more powerful (321bhp) S54 engine introduced in 2000, and is one of only 165 right-hand drive models produced. Originally registered in Guernsey, Channel Islands, it has had only one owner from new and comes with full service history (14 stamps at the same BMW main agent in Guernsey, Jackson's Garage). Running and driving beautifully, the car is offered with current MoT, a V5C Registration Certificate, and the aforementioned service history. UK taxes have been paid.

**£40,000 - 60,000**

**€45,000 - 68,000**

**No Reserve**



Formerly the property of Nick Mason

## 1974 FERRARI DINO 246 GT SPIDER

Coachwork by Pininfarina/Scaglietti

Registration no. XYY 197M

Chassis no. 06926

- Delivered new in the UK
- One of circa 21 right-hand drive models ordered with flared wheelarches and 7.5" wide Campagnolo wheels
- Known ownership history
- Very well documented
- Circa 52,871 miles from new
- Ferrari Classiche certified



It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino - the 246 GT - in 1972, the authoritative American motoring magazine *Road & Track* enthused, 'it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high... ' Truly a driver's car par excellence.

As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT Coupés and 1,274 GT Spiders by the time the model was deleted in 1974. This stunning 246 GT Spider was imported via Maranello Concessionaires in August 1973 and retailed via Guy Salmon Ltd (a Ferrari main dealer), its first private owner being none other than Pink Floyd drummer and renowned motoring enthusiast, Nick Mason. Chassis number '06926' is one of circa 21 right-hand drive models ordered with flared wheelarches and 7.5" wide Campagnolo wheels. The Dino was originally finished in Marrone Metallizzato (106-M-73 Salchi) with beige (430) interior, and left the factory equipped with the optional electric windows.





The car was repainted in Nero and re-trimmed with brown hide/Daytona seat inserts during the 1980s. Copies of Maranello Concessionaires Ltd's original order and Ferrari's invoice are on file together with a copy of Maranello's supplying invoice dated 17th September 1973 to Guy Salmon Ltd. Following Nick Mason's ownership, the Dino enjoyed a further five custodians before its acquisition by the current vendor in 2013. For 20 years (1983-2003), '06926' belonged to Mr Vincent Squillaci, who worked throughout this period for Ferrari's Formula 1 development programme under the directorship of John Barnard at GTO (Guilford Technical Office) and from 1992 at FDD (Ferrari Design and Development) in Salford (sales invoice on file). For the last five years, the Dino has been maintained and extensively refurbished for the present owner by marque specialists Hoyle-Fox, with Classiche certification issued in 2013. Hoyle-Fox's bills on file total some £27,000.

The most substantial history file also contains service bills from other recognised specialists dating back to 1982; numerous parts bills from Ferrari UK (Maranello); the current V5C Registration Certificate; and 22 expired MoT certificates dating back to 1983, verifying the recorded mileage of only 52,871. Currently MoT'd, the car also comes with jack and tool roll (with incomplete tool set); Dino leather wallet; and an original owner's handbook, spare parts catalogue, and bodywork spare parts catalogue. Well documented and benefiting from recent extensive refurbishment, this beautiful Dino wants for nothing and has to be one of the very best currently available.

**£375,000 - 425,000**  
**£420,000 - 480,000**



## 1943 FORD JEEP 4X4 LIGHT UTILITY

Registration no. YWG 974

Chassis no. GPW103578

- *The most iconic military vehicle of all time*
- *Imported from the USA in December 2016*
- *Extensive restoration completed in February 2018*
- *50 miles since completion*



Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype was up and running by 1940, meeting the Army's requirements apart from the engine, which was deemed insufficiently powerful.

The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbour demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille. Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use its relatively heavy but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

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

The vendor imported this Ford Jeep from the USA in December 2016, since when it has been extensively restored. The rebuild involved a complete strip-down of the chassis and body, with all rust removed from the latter but the wartime dents left preserved, following which both were refinished using two-pack primer and top coats (two of each). The engine, gearbox, transfer 'box, steering box, and axles have been overhauled, and the wheel cylinders, brake linings, master cylinder, and brake pipes renewed. In addition, a new wiring harness has been installed and the electrics converted to 12-volt operation. Bills and photographs relating to the restoration are on file. Offered with a V5C Registration Certificate, this beautifully restored Jeep would be ideal period transport for this year's Goodwood Revival meeting.

**£25,000 - 30,000**

**€28,000 - 34,000**



## 1954 AUSTIN A30 HRDC 'ACADEMY' COMPETITION SALOON

Registration no. DEJ 598  
Chassis no. A25483467

- Built to HRDC 'Academy' specification in 2017
- Converted by Chris Snowdon Racing and Moto-Build Racing
- Never raced
- Build invoices and photographs available
- Eligible for the Goodwood Revival's St Mary's Trophy



The growing popularity of events such as the Goodwood Revival and Silverstone Classic meetings prompted the Historic Racing Drivers Club's Race Director Julius Thurgood to launch an affordable entry-level single-make race series for historic saloons: the 'Academy'. The make and model chosen was the Austin A30/A35. A comprehensive set of 'Control Formula' rules and regulations was drawn up to ensure that cars would be very closely matched, and the result has been some very exciting wheel-to-wheel racing.

All Academy cars have to be road registered and MoT'd, and only one type of engine is permitted: a sealed unit built by Classic & Modern Engine Services of Bracknell. To convert cars to racing specification, the HRDC developed a kit of parts for the purpose; each marked with an HRDC reference number. The Dunlop R65 L-section tyre is the only type permitted.

The Academy idea has been so successful that the entire grid for the St Mary's Trophy race at the 2016 Goodwood Revival was made up of these cars, with celebrity drivers including Jason Plato, Jean Alesi, David Coulthard, Rowan Atkinson, Chris Hoy, Darren Turner, and many others.

The Academy-specification Austin A30 offered here was purchased in 2015 by its current owner and has undergone a no-expense-spared 'last nut and bolt' body-off conversion to HRDC specification by Chris Snowdon Racing of Bosham, West Sussex. CS Racing began by removing all mechanical parts and stripping the car back to bare metal ready for new glassfibre front wings, bonnet, boot lid, and bumpers, which were fitted prior to painting. They then installed the approved Academy-specification engine, and also fitted the HRDC kit of suspension and braking components, fuel system, wheels, FIA-approved roll cage, new HRDC wiring loom, TRS harnesses, fire extinguisher, battery isolator, heated windscreen, etc. The accompanying history file contains invoices and a photographic record of the build, and the car also comes with an additional set of race wheels.

Only tested at Goodwood and never raced, 'DEJ 598' represents an exciting opportunity to own a freshly built A30 - ready to enter in this season's HRDC races - at a fraction of the build costs.

**£20,000 - 25,000**

**€23,000 - 28,000**

**1960 JAGUAR XK150S 3.4-LITRE ROADSTER**

Registration no. GSU 293

Chassis no. T832100DN

- *Delivered new to France*
- *Left-hand drive*
- *Manual/overdrive transmission*
- *An older restoration*
- *Present ownership for at least 30 years*
- *Recently professionally re-commissioned*



'The 3.4-litre Jaguar Engine is one of the marvels of the age. In racing tune, it achieves tremendous speeds, and in normal form it powers a range of cars from six-seater luxury models to the sports XK types. Now, a "hotter" version of this basic engine has been made available, and it is used in the ultra-high speed XK 150S two-seaters.' – John Bolster, *Autosport*.

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





Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S.

Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

Bolster concluded his review thus: 'It combines extreme performance with perfect manners to a quite exceptional degree, and it has a sporting appearance that is entirely suitable for the most formal occasions. Being a Jaguar, it is really hardly necessary to remark that it represents outstanding value for money.'

Equipped with desirable manual/overdrive transmission, left-hand drive chassis number 'T832100DN' was delivered new to France before moving to Canada later in the 1960s. It was restored in Canada in the 1980s and imported into the UK by the lady vendor in 1988. Off the road in storage since circa 2008, the car has recently been professionally re-commissioned and MoT'd, and is described as in generally good condition, with very good bodywork. Finished in red with black leather interior, this most desirable of XK150 variants is offered with a V5 Registration Document.

**£90,000 - 120,000**  
**€100,000 - 140,000**

## 2004 BMW M3 (E46) COUPÉ

Registration no. 47495 (Guernsey, Channel Islands)

Chassis no. WBSBL92020JR09412

- Delivered new to Guernsey, CI
- Two owners from new
- Manual transmission
- Circa 27,000 miles from new
- Full BMW service history



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.

Finished in grey with black leather interior, this beautiful M3 (E46) coupé was first registered in Guernsey and has been there since new, enjoying two owners on the island. Well maintained and described by the vendor as in generally excellent condition, it comes with full BMW service history, Guernsey registration document, tool kit, and the original leather wallet containing all instruction manuals. UK taxes have been paid.

**£20,000 - 30,000**

**€23,000 - 34,000**

**No Reserve**



## 2006 MERCEDES-BENZ SL 65 AMG CONVERTIBLE

Registration no. V12 PLA

Chassis no. WDB2304792F091878

- *Rare right-hand drive model*
- *Automatic transmission*
- *Two owners*
- *Circa 66,000 miles from new*
- *Full service history*



'For anyone wishing to give their Mercedes that extra personal touch, Mercedes-AMG GmbH has just the answers. The Daimler-Chrysler subsidiary offers the combined experience of Mercedes-Benz and AMG in the field of high-quality enhancements for Mercedes-Benz passenger cars and puts the emphasis firmly on individuality when creating the customer's dream Mercedes.' - Mercedes-AMG GmbH.

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

Mercedes-Benz launched its new SL-Class (R230) of high-performance GTs in September 2001 at the Frankfurt Motor Show, though one had already served as Formula 1's Safety Car at Hockenheim in July. Offered here is the top-of-the-range model: a beautiful SL 65 AMG, an exclusive 'soft-top' supercar powered by a bespoke 6.0-litre V12 engine fed by twin turbochargers. This mighty power plant produced 604bhp, prompting Car & Driver to observe: 'After you drive the SL 65, every car will feel under-powered.... making other cars feel anaemic.'

Mercedes-Benz quoted a 0-60mph time of 4.2 seconds, though several road tests bettered that figure, with Car & Driver getting to 60mph in only 3.6 seconds. The esteemed American motoring magazine went on to reach 100mph in 7.5 seconds, and recorded a standing quarter-mile time of 11.6 seconds at 123mph. In the USA, the SL 65 AMG retailed for \$179,720 in 2005.

A real head-turner, this rare right-hand drive SL 65 AMG has had only two owners and is in outstanding condition considering it is 12 years old. This example has been well looked after by its owners and comes with full service history, while the valuable private plate currently on it is included in the sale. We are advised by the vendor that the engine runs superbly, with all the pulling power one would expect from an AMG V12. Offered with V5C document, current MoT, sundry bills, and the aforementioned service history, 'V12 PLA' represents a possibly once-in-a-lifetime opportunity to acquire one of these fabulous limited-edition supercars.

**£30,000 - 35,000**

**€34,000 - 39,000**

53 †

## 1964 CHEVROLET CORVAIR 500 COMPETITION CAR

Registration no. EYY 626B

Chassis no. 40527W212213



- Based on the much-improved 2.7-litre model
- Built in 2000/2001
- Imported in 2012
- Engine rebuilt in 2015
- Goodwood Members' Meeting invitee in 2014



Based on the much-improved 2.7-litre version introduced for 1964, this Corvair was built from a road car in the USA by a team who really knew how to get the best out of a Corvair for racing. They started with a very sound 500-Series Corvair (the lightest of all Corvairs) which was stripped to bare metal. To eliminate some minor perforations, factory-correct pattern floor pans were expertly installed before the body was repainted in period 'Desert Beige' with factory-correct black engine bay and grey 'splatter' boot compartment. The finished body was then liveried with authentic period Corvair dealer logos. Fresh chrome and new-old-stock front and rear lights were sourced and fitted to compliment this authentically detailed restoration.

The running gear was completely stripped, rebuilt, and updated, while the 2nd-Generation engine was rebuilt in 2015 using components sourced from Clark's Corvair Parts. It incorporates an Otto OT-30 race camshaft, with induction via large bore Rochester carburettors with extended bowl vents and larger jets. A dual exhaust system and period ROPAL large-capacity sump were added also. To cope with the extra power, an up-rated four-speed transaxle was fitted together with Corvair truck axles and driveshafts, the latter being a well-practised period 'tweak'. To improve the braking, a dual master cylinder and Kevlar brake linings were fitted.

This well-executed race preparation also included fitting a Kevlar clutch, electric fuel pump, new wiring harnesses, alternator, quick-release period Grant steering wheel, up-rated dashboard instruments, Kirkey race seat, Simpson harness, centre-fill fuel tank and, of course, a roll cage. Although built as a race-car, this Corvair is in 'street legal' trim with functioning lights, indicators, and instrumentation. It is UK registered with a current V5C Registration Certificate.

Such is the rarity of a proper competition Chevrolet Corvair on this side of the pond, that this well-presented period-correct car was invited to participate on the 2014 Goodwood Members' Meeting. Sadly the owner was unable to accept this prestigious invitation, but it bodes well that the car could qualify again for a run in one of Goodwood's most coveted events. This car is currently registered with the HRDC in the 'TC63' class for Touring Greats and the Allstars Series. A truly unique and versatile Historic Touring Car backed by some of the best-stocked marque specialists in the classic car world.

Please note this motor car is subject to VAT of 20% on hammer price and buyer's premium.

**£16,000 - 18,000**  
**€18,000 - 20,000**



## 1970 FORD ESCORT RS1600 RALLY CAR

Registration no. TPP 341J  
Chassis no. BB49KS20013

- *Iconic Ford 'homologation special'*
- *Restored and converted to rally specification*
- *1,700cc Cosworth BDA engine*
- *Extensively refurbished in 2016*



It was the Escort that really put Ford on the rallying map, proving capable of winning World Championship events from 1968, when the Twin Cam model was the works' frontline rally car, right through to 1981 when Ari Vatanen became World Rally Champion driving an Escort RS. In 1970 the Ford Twin Cam engine was replaced by a Cosworth BDA 16-valve unit to create the definitive Escort rally car: the RS1600. In its ultimate form the Escort RS1600 proved good enough to win the RAC Rally three times on the trot between 1972 and 1974, as well as a host of other World Championship events.

This Escort RS1600 was constructed around a strengthened Type 49 two-door bodysell built at Ford's plant at Halewood, Merseyside in March 1970. It would then have been sent for completion to the specialist Advanced Vehicle Operations facility in South Ockendon, Essex, which had been set up to cater for Ford's expanding range of performance-orientated models. This 'RS' was first registered on 9th October 1970, its original colour being Ermine White.

In 2001, 'TPP 341J' was acquired by the immediately preceding owner, Mr Andrew Swanston, who proceeded to restore the car and convert it to rally specification (restoration photographs on file). Specification highlights include a 1,700cc BDA engine built by AGRA Precision Engineering of Dundee, one of Scotland's foremost competition engine builders. The engine features dry-sump lubrication, BD3 camshaft, Lumenition electronic ignition, and twin Weber DCO45 carburettors, and we are advised that it produces a dynamometer-verified 180bhp.

Power is delivered via a four-speed helical-cut gearbox up-rated with a needle-roller layshaft thrust bearing, improved lubrication, modified selectors, and a strengthening aluminium cover. The rear axle is a Baby Atlas with limited-slip differential. Safety equipment includes an FIA-approved roll cage, dual fire extinguishers (cockpit and engine bay), four-point OMP harnesses, and OMP competition seats. Other noteworthy features include a laminated windscreen, hydraulic handbrake, Bilstein rear dampers, original Cibie spotlights, and Wilwood disc brakes with balance adjuster.

In June 2016, the car's underside was completely stripped, and all of the key drive train components and suspension rebuilt with new bushes. Welded repairs were made to the sills and floor before the underside was repainted with Raptor stone-chip protection. In addition, the wiring was fully re-commissioned, new spot lamps fitted, the carburettors rebuilt, and the tune optimised for fast road use.

Accompanying documentation consists of sundry restoration bills, MSA Competition Car Logbook (issued 2003), a quantity of expired MoTs and tax discs, current MoT, and a V5C Registration Certificate.

**£26,000 - 32,000**  
**£29,000 - 36,000**



55

## 1963 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE ROADSTER

Registration no. Not UK Registered  
Chassis no. 879300

- *Delivered new to the USA*
- *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.

**£130,000 - 160,000**  
**£150,000 - 180,000**



**1937 ALVIS 3½-LITRE 'ALWIL CONTINENTAL TOURER'**

Coachwork by Alwil Bodies Ltd

Registration no. FEV 355

Chassis no. 14307

- 4.3-Litre model fitted with a 3½-litre Speed Twenty Five engine
- Unique aluminium drophead coupé body
- Restored in the 1990s
- Extensively campaigned



Pre-war development of the six-cylinder Alvis culminated in the announcement of two new models for 1937: the 4.3-Litre and the 3½-litre Speed Twenty Five, both powered by new seven-bearing, overhead-valve engines. The cruciform-braced chassis were similar and embodied the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed, all-synchromesh gearbox - introduced on the preceding Speed Twenty - were retained, with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. On test with *Autocar*, the Speed Twenty Five demonstrated remarkable top-gear flexibility combined with a maximum speed of 95mph, and was found to possess qualities of, 'quiet running and general refinement in a striking degree.'

Sturdily-built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the Speed Twenty Five's initial chassis-only price of £775 meant that ownership was necessarily confined to wealthy connoisseurs.





This unique 3½-litre Alvis is the creation of Alan Wildin, a qualified professional coachbuilder, who set up his own coachbuilding company – Alwil Bodies Ltd – in 1982. 'FEV 355' is a 4.3-Litre model currently fitted with the engine from an Alvis Speed Twenty Five. Alan's dream was to design and build his own pre-war car, and the story of the restoration and construction of this 'Continental Tourer' is recorded in an accompanying illustrated book (perusal recommended).

The project began in the early 1990s, commencing with a strip down to the rolling chassis, which was then clothed in a drophead coupé body of Alan's own design. Alan's criteria for the body included a lengthy bonnet, no visible spare wheel, wide doors, fold-flat windscreen, fold-flat convertible hood, full tonneau cover, no side windows, and front wings running continuously through to the rear wings via full-length running boards. It was intended that the overall design would be in keeping with that of the 1930s period, and one that Alvis would have approved of. To this end, the original bonnet was retained, while the aluminium alloy body (its panels welded together using oxyacetylene) was mounted on a framework of English ash.

One of Alan's aims was that the body should be free of any projections, and the incorporation of flashing indicators within the pre-war Lucas rear lights enabled him to avoid having to use semaphore trafficators. Few would deny that the overall result is most pleasing and a credit to its creator.

On 27th April 1995, 'FEV 355' passed the MoT test, and the following day – taxed and insured – was taken out for its first shakedown run. Alan's observations are recorded in the aforementioned book: 'All was well, the clutch operated, the gears were all there, the brakes proved adequate, the water temperature held at 76 degrees, the oil pressure read 40psi, the back axle made no strange noises, the body remained in place, and no doors fell off.'

Since then, 'FEV' has been campaigned extensively by the Wildins, attending Alvis Club and other events at venues including Brooklands and Prescott. Described by the private vendor as in generally excellent condition, this unique and most stylish soft-top Alvis is offered with sundry restoration bills, an old-style logbook, and a V5C Registration Certificate.

**£60,000 - 70,000**  
**€68,000 - 79,000**



## 1961 MERCEDES-BENZ 190 SL CONVERTIBLE WITH HARDTOP

Registration no. 348 NOJ  
Chassis no. 12104020019159

- Right-hand drive
- Manual transmission
- Present ownership for 25 years
- Restored in 1995
- 4,552 miles since restoration



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

As economic conditions improved after WW2, it became inevitable that Mercedes-Benz would return to the racetrack. The result was the superb 300 Super Leicht (SL) series of W194 sports-racing cars that would prove so successful in spearheading the German manufacturer's return to international competition right from their debut in 1952. A couple of years later, in 1954, Mercedes-Benz introduced the 300 SL sports car, a 'Gullwing' coupé inspired by those highly successful sports-racers. The idea had come from Mercedes-Benz's US importer, Max Hoffman, who was so convinced that there was a potential market for such a car that he ordered 1,000 of them!

Expensive and exclusive, the 300 SL caused a sensation and set new standards for high performance sports cars. Introduced at the same time was a cheaper, less exotic but no less refined sports roadster: the 190 SL, which shared the same wheelbase and bore a distinct family resemblance to its more expensive cousin. 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.

Mounted on a detachable sub-frame together with the four-speed manual gearbox, front suspension, and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburettors, this M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 60mph in 13.5 seconds and on to a top speed of 106mph; it was also relatively economical, typically returning fuel consumption figures of 25-30 miles per gallon. *Road & Track* found that 'on the highway an 80mph cruising speed is extremely comfortable and well within the car's capabilities, both as to engine durability and roadability'.





With its four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes, and fully independent suspension, the 190 SL was both more refined and more comfortable than any contemporary British sports car. *Autocar* described the 190 SL as 'fast and tireless, exhilarating to drive and... probably created with long distance, comfortable travel in mind...' Understandably, given those attributes, 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 right-hand drive 190 SL offered here was registered to the vendor's company on 31st December 1993, transferring to his personal ownership in 2017. In 1995 the Mercedes was restored by O'Keeffe Coach Trimming (photographs on file) since when it has covered only 4,552 miles. '348 NOJ' is finished in silver with red leather interior, the latter featuring a period Voxson radio and the optional sideways-facing rear seat. Presented in beautiful condition, this desirable 190 SL is offered with an old-style green continuation logbook (issued 1969), an old-style V5 document, current MoT, and a V5C Registration Certificate. A stand for the hardtop is included in the sale.

**£80,000 - 120,000**  
**€90,000 - 140,000**



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



## 2014 BENTLEY CONTINENTAL GT3-R COUPÉ

Registration no. GX64 LLF

Chassis no. SCBFR43W1FC046440

- One of only 300 made
- One owner
- Circa 1,700 miles from new
- Full service history
- All books and tools



'The GT3-R is the most driver-focused car we've ever done. We wanted it to be a measurable step up in acceleration terms on the W12 and in dynamic terms compared with the V8 S. It started out as a classic skunkworks project with a very small team of people behind it.' - Paul Jones, head of the Bentley Continental product line.

Introduced in 2014, the Bentley Continental GT3-R was a new track-focussed model hailed by its maker as 'the most dynamic, responsive and involving Bentley road car ever'. The GT3-R's original ancestor was the groundbreaking Bentley Continental GT of 2003 – one of the first Bentleys produced under Volkswagen ownership. Its introduction marked a significant change of policy for Bentley; although still hand assembled to a degree, it was built using mass-production techniques and retailed at approximately half the price of the preceding Continental R, extending the prospect of Bentley ownership to a much wider market.

The first-generation GT was powered a twin-turbocharged version of the 6.0-litre W12 engine, also found in other VW Group products, which drove via a six-speed semi-automatic gearbox and permanent four-wheel drive. With 552bhp on tap, this mighty power unit was capable of propelling the two-ton Continental GT to 100km/h (62mph) in 4.8 seconds on its way to a top speed of around 197mph.

The original Continental GT had spawned a plethora of related models, including a Flying Spur saloon and several convertibles, before the second generation arrived in 2011.

One of the surprises of the new Continental range was the addition of a V8-powered model: the GT V8. Producing 500bhp, this all-new power unit incorporated the latest in fuel-saving technology, including cylinder deactivation and over-run alternator charging. Combined with improvements to the running gear, these measures enabled the GT V8 to offer significantly better fuel consumption when compared to the W12 models.

It would be this new V8-powered car that would be chosen to spearhead Bentley's return to active competition. First seen in concept form at the 2012 Paris International Auto Salon, the GT3 was intended to bring the famous British manufacturer back to the forefront of international endurance racing. The GT3 had been developed jointly by a special team of Bentley engineers working with Malcolm Wilson's company, M-Sport Ltd. Its 4.0-litre V8 engine boosted to 600bhp, the rear-wheel-drive GT3 incorporated all the latest developments in competition-car technology.





In 2014, the GT3 claimed Bentley's first home-soil win in 84 years when the works Bentley Motorsport entry driven by Guy Smith, Andy Meyrick, and Steven Kane won the second round of the Blancpain Endurance Series at Silverstone. Still in its maiden season, the Continental GT3 added a win in the Blancpain round at Paul Ricard and also triumphed in the Pirelli World Challenge at Miller Motorsports Park in the USA before the year's end.

There was never any chance that Bentley would miss out on building a road version, and the resulting GT3-R was launched for the 2014 season at that year's Pebble Beach concours. Maximum engine power was reduced slightly (to a still staggering 572bhp) which, combined with a reduction in weight of 100kg compared to the standard V8, endowed the GT3-R with truly supercar performance. Equally impressive was the maximum torque of 516lb/ft, which was delivered at a lowly 1,700 revs and vectored for each of the rear wheels. In addition, the GT3-R featured shorter gearing, re-calibrated control software, an all-new titanium exhaust system, 21" forged alloy wheels, Electronic Stability Control, and a Carbon Silicon Carbide (CSiC) braking system with 8-piston front callipers.

Externally, the GT3-R boasted a vented bonnet and fixed carbon fibre rear wing and boot lid, while the Glacier White livery featured contrasting two-tone green graphics, and external trim fittings were picked out in gloss black. The two-seat cabin was trimmed in a mix of carbon fibre, Alcantara, and leather, with a smattering of 'GT3-R' badges.

Testing the GT3-R, *Autocar* managed the 0-60mph dash in an amazing 3.7 seconds, with the 'ton' arriving only 4.5 seconds later. These outstanding acceleration figures were achieved at least in part by the lower gearing, which explains why Bentley claimed a top speed of 'only' 170mph. The GT3-R's UK launch price was an eye-watering £237,500, while the fact that only 300 were built also helped to ensure its exclusivity.

This pristine example has been owned from new by the vendor, one of this country's foremost collectors of supercars. With only some 1,700 miles recorded, the Bentley is presented in effectively 'as new' condition and comes with full service history (five services including PDI) and all books and tools. The last service was carried out in February 2018. Representing an exciting opportunity to acquire one of the fastest and most exclusive Bentleys ever, this beautiful GT3-R embodies all the values of comfort and luxury associated with the marque while at the same time affording the fortunate next owner the prospect of a truly memorable driving experience.

**£165,000 - 185,000**  
**€190,000 - 210,000**

59 Ω

## 2000 BMW Z3 COUPÉ

Chassis no. WBACK51060LC99169

- *Two owners*
- *Very well specified*
- *Automatic transmission*
- *Maintenance records available*
- *Circa 39,170 kilometres recorded*



A brilliant exercise in 'retro' styling that recalled its fabulous '328' sports car of pre-war days, BMW's Z3 was introduced in 1996. The original four-cylinder 1.9-litre Z3 was more of a stylish boulevard cruiser than out-and-out sports car, a successful concept perhaps best exemplified by Mercedes-Benz's old 230/250/280SL family, and would prove equally appealing to both men and women drivers. The arrival of the 2.8-litre six-cylinder engine in 1997 transformed the Z3, endowing it with a level of performance that at last matched the promise of its looks. Six-cylinder cars enjoyed a lengthier equipment list than the 'fours', which included an electric hood (roadster), leather upholstery, and 16" alloy wheels.

This particular 2.8-litre car was first registered in November 2000 in Japan at an authorised BMW dealership. It has had only two owners (neither of them a smoker), has been well maintained and comes with all its original maintenance records.

The car also has its original service book, owner's manual, and audio manual in the original BMW leather case, and comes complete with tools and spare wheel. The first owner kept the car garaged at all times, while the second kept it covered up to preserve it in excellent condition. The leather red interior is the perfect complement to the original BMW Titansilber metallic exterior colour, while the Michelin Pilot Sport 3 tyres were fitted only 1,500 kilometres ago. Other noteworthy features include air conditioning, power steering, power windows, central locking, ABS, airbags, keyless entry, CD, MD, TV, navigation system, sunroof, and leather seats.

Please note this motor car is subject to VAT of 20% is applicable to the Hammer Price should the car remain in the EU.

**£22,000 - 30,000**

**€25,000 - 34,000**

**No Reserve**



**1982 MERCEDES-BENZ 608 D VEHICLE TRANSPORTER**

Coachwork by Ruthmann

Registration no. Not UK registered

Chassis no. 4461

- *Commissioned and originally owned by Porsche*
- *Left-hand drive*
- *84.5bhp diesel engine*
- *Offered for restoration*



The unusual vehicle transporter offered here was commissioned by Porsche from the specialist manufacturer Ruthmann of Gescher-Hochmoor, Germany (the company is still trading) and used to transport sports cars in and around its factory at Stuttgart. Known to its maker as a Type SD 875 'Schrähubwagen' (inclined pallet truck) this transporter features a ingenious collapsible rear suspension arrangement that lowered the rear of the flatbed to facilitate the loading of vehicles, which are pulled on board by means of an electric winch. Amazingly, this adaptation also necessitated converting the truck to front-wheel drive! Copies of the original order paperwork and specification details are on file together with a copy of the original German registration document.

Ruthmann's converted truck is based on Mercedes-Benz's 'T2' commercial vehicle platform, which was first introduced in 1967. Box van, flatbed truck, minibus, and other variants were offered and used for a wide variety of applications: delivery vans, builders' vans/trucks, fire brigade and rescue vehicles, post office delivery vans, etc, etc.

This particular truck belongs the T2's first generation (1967-1986) and is powered by an 84.5bhp diesel engine. Known as the 'Düsseldorf Transporter' after where it was made, the T2 proved to be immensely successful, some 450,000 having been sold by the time the second generation arrived in 1987.

The vendor advises us that the engine runs and benefits from a new battery and fuel pump and that the chassis is solid, but otherwise this vehicle's mechanical condition is not known. The odometer reading is 132,726 kilometres, though we have no means of verifying its accuracy. Offered for restoration and sold strictly as viewed, this unusual commercial Mercedes-Benz would – once restored – be ideal transport for any historic racing team, particularly one (given the truck's origins) campaigning a Porsche from the same or an earlier era.

**£25,000 - 35,000****€28,000 - 39,000****No Reserve**

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*The ex-Alan Mann Racing*

## **1965 FORD-LOTUS CORTINA COMPETITION SALOON**

Registration no. KPU 391C (see text)

Chassis no. BA74EU59035

- Identity confirmed by Henry Mann of AMR
- Extensive in-period competition history
- Driven by Sir Jackie Stewart, Jacky Ickx, Frank Gardner, Lucien Bianchi et al
- Off the road since the 1970s
- Presented in partially restored condition







'KPU 391C' left Ford's Boreham plant in June 1965 as one of a batch of 11 pre-production cars for homologation with the new leaf spring rear suspension. The 'KPU' cars, as they became known, were split between Team Lotus, Alan Mann Racing, and Ford's own team. While Team Lotus focussed on the British Touring Car Championship, Alan Mann Racing concentrated on the European Touring Car Championship.

To differentiate their Cortinas from the host of similar entries, Alan Mann Racing painted three cars with their now famous red and gold livery. One of those three, this particular car was found in an Essex lockup garage where it had been since 1978, in its partially restored condition and current white/green colour scheme. Of the other two: 'KPU 392C' is Sir John Whitmore's European Touring Car Championship-winning car, while 'KPU 390C' is in AMR's possession.

'KPU 391C' may well have raced in 1965, Sir John Whitmore's KPU 392C certainly ran under Registration plate BTW 297B during the 65 season and it is highly likely that this car would have done so too studying the race results possibly as BTW 298B; however further research is needed at Alan Mann Racing.

In 1966, 'KPU 391C' was successfully campaigned by legendary drivers Sir Jackie Stewart, Jacky Ickx, Frank Gardner, Lucien Bianchi, Bo Ljungfeldt, Peter Procter, Richard Attwood, Hubert Hahne, and Paul Hawkins (see accompanying list of race results). In 1967 the car was sold to Frans Lubin of FRAMI Racing in Holland, then moved on to Theo Schoonderbeek for the 1968 season.

When 'KPU 391C' returned to the UK is not known, but by 1978 it was in the possession of one Keith Williams in Essex. It then went to a Terry Townsend from Romford, Essex where restoration stalled due to illness and/or age. The Cortina then passed to the immediately preceding owner, Cameron Spencer of Norwich, from whom it was purchased by the current vendor.



Following painstaking research by its current owner, this car was identified as 'KPU 391C' by AMR's Henry Mann, and confirmed to be correct right down to an undisclosed bodyshell modification that was only carried out on AMR cars. Containing original race entries, invoices, and other paperwork, Alan Mann Racing's vast historic archive was studied, resulting in the discovery of copies of original letters from the Ford Motor Company to Alan Mann; letters to drivers confirming race entries stating registration and chassis numbers; and a letter to a Mr Ickx confirming a drive for his son, copies of which are included in the sale.

The car itself is in 90% restored condition, although the new owner would no doubt return it to its correct red/gold livery and factory-correct leather front seats (apparently, the 'KPU' cars came with leather in place of production vinyl).

The engine (block number '701M6015') is listed as 'something rather special reputedly from Ford Germany' and is said to have been rebuilt, which the current owner has no reason to doubt. It turns over easily, with compression, but a precautionary check is recommended. All in all a very exciting find and a car of great historical importance.

Prospective purchasers should be aware there is another car bearing the registration 'KPU 391C', but Henry Mann confirms the one we offer is the original. The vendor and DVLA are currently in the process of returning the registration number to this car, and it is hoped that by the time of sale this process will have been completed. All in all a very exciting find and a motor car of great historical importance, that would almost certainly gain invitations to the worlds most desirable Historic Motor Racing Meetings.

**£80,000 - 120,000**

**€90,000 - 140,000**





#### KPU 391C RACE HISTORY

DRIVER: Sir Jackie Stewart  
DATE: 30-07-1966  
TRACK: Snetterton 500km  
RESULT: 4th

DRIVER: Jacky Ickx / Hubert Hahne  
DATE: 12-06-1966  
TRACK: Trans-Am-Mid-America  
RESULT: 3rd

DRIVER: Jacky Ickx / Paul Hawkins  
DATE: 03-07-1966  
TRACK: Nurburgring  
RESULT: DNF

DRIVER: Jacky Ickx  
DATE: 04-09-1966  
TRACK: Zandvoort  
RESULT: 5th

DRIVER: Frank Gardner (AUS)  
DATE: 08-05-1966  
TRACK: ETCC Zolder  
RESULT: DNF

DRIVER: Frank Gardner (AUS)  
DATE: 03-07-1966  
TRACK: Nurburgring  
RESULT: DNF

DRIVER: Frank Gardner (AUS)  
DATE: 10-07-1966  
TRACK: Trans-Am-Bryar  
RESULT: 5th

DRIVER: Frank Gardner (AUS)  
SEE DOCUMENT Jackie Stewart  
replacement driver.  
DATE: 30-07-1966  
TRACK: Snetterton  
RESULT: 4th

DRIVER: Frank Gardner / Richard  
Atwood  
DATE: 31-07-1966  
TRACK: Trans-Am-Virginia  
RESULT: DNF

DRIVER: Frank Gardner (AUS)  
DATE: 04-09-1966  
TRACK: Zandvoort  
RESULT: 3rd

DRIVER: Frank Gardner (AUS)  
DATE: 18-09-1966  
TRACK: Riverside 4 Hour  
RESULT: 1st in Class, 4th overall.

DRIVER: Lucien Bianchi  
DATE: 20-06-1966  
TRACK: Hill Climb Mont Ventoux  
RESULT: 4th

DRIVER: Bosse Ljungfeldt  
DATE: 25-09-1966  
TRACK: Hill Climb Eigenthal  
RESULT: 2nd

DRIVER: Peter Procter  
DATE: 25-03-1966  
TRACK: Sebring  
RESULT: DNF

DRIVER: Peter Procter  
DATE: 17-04-1966  
TRACK: ETCC Aspern  
RESULT: DNF

#### FRAMI RACING

DRIVER: Frans Lubin  
DATE: 21-05-1967  
RESULT: 16th

DRIVER: Frans Lubin  
DATE: 27-08-1967  
RESULT: 13th

DRIVER: Theo Schoonderbeek  
DATE: 31-08-1968  
TRACK: KNAC Heuvelklim Hill Climb  
RESULT: 1st

DRIVER: Theo Schoonderbeek  
DATE: 23-06-1968  
TRACK: Zandvoort Grand Prix  
RESULT: UNKNOWN



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## 1965 JAGUAR E-TYPE 'SERIES 1' 4.2-LITRE ROADSTER

Coachwork by Western Classics

Registration no. FKE 384C

Chassis no. 1E 20711

- *Converted from a coupé*
- *Professionally restored during the mid-1990s*
- *Present ownership for 22 years*
- *Dry-stored and little used since restoration*



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. 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, although the latter would be replaced when the 4.2-litre engine was introduced.

Launched in October 1964, the 4.2-litre E-Type came with a more user friendly, all-synchromesh gearbox and superior Lockheed brake servo as part of the improved specification alongside the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but beneath the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative earth, while the interior boasted a matt black dashboard and improved seating arrangements.

The E-Type's top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility. For many enthusiasts, the 4.2-litre Series 1 is the ultimate and most desirable E-Type, combining as it does the stylistic purity of the original with the larger and more powerful engine.

This stunning E-Type was converted from coupé to roadster configuration in the mid-1990s during restoration by Western Classics of Trowbridge Wiltshire, as evidenced by photographs bills and on file totalling in excess of £90,000. Acquired by the current owner - a Goodwood Road Racing Club member and Chartered Mechanical Engineer - shortly after the works' completion, it has been dry-stored and little used over the course of the last 22 years, averaging less than 200 miles each year. Finished in red with tan interior, and described by the private vendor as in good/very good condition, the car is offered with MoT to May 2018, a V5C Registration Certificate, and the aforementioned restoration bills.

**£70,000 - 100,000**  
**£79,000 - 110,000**

## 1960 BENTLEY S2 CONTINENTAL SPORTS SALOON

Coachwork by James Young

Registration no. FSV 701

Chassis no. BC105AR

- One of only 41 S2 Continentals by James Young
- First owned by Edmundo Ros, OBE
- Repainted and re-trimmed in 2008/2009
- Extensive history file



'In the twilight of their coachbuilding years, James Young had with these cars reached the pinnacle of excellence.' - Martin Bennett, Rolls-Royce and Bentley.

In the 1950s and 1960s the Bentley Continental was the world's ultimate Grand Tourer, a car in which you could set off from any European capital in the morning and arrive at Monte Carlo fresh enough to play the tables that same evening. With the arrival of the V8-engined version in 1959, this consummate ability was further enhanced. 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 had been standardised.

Despite the popularity of the 'standard steel' bodywork, introduced when production of Rolls-Royce and Bentley cars resumed after WW2, a steadily declining number of independent coachbuilders continued to offer alternatives. Arguably the most stylish were those produced to clothe the Bentley Continental which, of course, was only ever available with bespoke coachwork. One of the most prominent of these surviving firms was James Young, a company that had established itself among the foremost coachbuilders for upmarket chassis by the end of the 1930s. The Bromley-based carriage-maker had bodied its first automobile in 1908, affiliating itself with a succession of quality marques throughout the 1920s and 1930s before being acquired by the Jack Barclay Group in 1937.

Its factory devastated by wartime bombing, the company did not resume exhibiting at the London Motor Shows until 1948, continuing to offer coachbuilt designs of distinction on (mainly) Rolls-Royce and Bentley chassis until the arrival of the unitary construction Silver Shadow/T-Series range in the 1960s. A lack of suitable chassis would force the firm's closure before the 'Sixties decade ended, but in its declining years James Young produced what are widely recognised as its finest creations, this beautiful Bentley Continental among them.





In total, James Young bodied 41 S2 Continental chassis, completing this four-door, six-light car to the order of Edmundo Ros, the famous Latin American bandleader, who was one of the biggest stars of the UK music scene during the 1940s, '50s, and '60s. Ros owned the Coconut Grove club in London's Regent Street, where the band played regularly, attracting the cream of British high society, including members of the Royal Family.

Copy chassis cards on file show that the Continental was retailed via Jack Barclay Ltd and registered to Ros at his home, Edrith House in Mill Hill, London NW7. The original registration was 'EWR 1'. Three subsequent owners are listed on the card, the last of whom, one J Haggis of Gargrave, North Yorkshire, acquired the Bentley in September 1966. The history file also contains bills from Jack Barclay and Bentley Motors relating to servicing carried out in the 1960s, together with a quantity of expired MoTs.

More recently, the Continental has benefited from a bare metal re-spray by Clays Vehicle Repairs, Blakelands, undertaken in 2008 at a cost of £18,500, which was followed by an interior re-trim by Philip Block Upholstery in 2009. Hillier Hill serviced the car that same year (£2,126) while in September 2015 the carpets were renewed by Sean Ingram Carpets (£964).

In August 2016 the Continental received a service by Bentley specialists PLG Auto Services (£2,866), which included fitting a new fuel tank and brake pipes, and some rewiring. New over-riders from Flying Spares were fitted that same month, and in October 2016 a new rear window was made and installed. Bills relating to all the aforementioned works are on file together with photographs of the body repaint and interior re-trim. The last word in Gran Turismo motoring in its day, this gorgeous James Young-bodied Bentley Continental is offered with a V5 registration document.

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

## 1968 MORGAN V8 ROADSTER

Registration no. SCV 901G

Chassis no. 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 perfect for all uses: racing, track days, showing, high-speed touring, for long or short journeys, etc.

**£60,000 - 70,000**

**€68,000 - 79,000**

**1983 FERRARI 208 GTB TURBO COUPÉ**

Coachwork by Pininfarina

Registration no. TBW 668Y

Chassis no. 45885

- Imported from Italy in 2015
- Off the road for some 20 years before re-commissioning
- Re-trimmed interior
- Circa 56,800 kilometres (approximately 35,200 miles) from new



In 1975 Ferrari introduced a 2.0-litre version of the Dino 308 GT4 - the 208 GT4 - to take advantage of its home market's vehicle taxation system. The V8 engine was reduced in bore size to 66.8mm (from 81mm) for a capacity of 1,991cc and produced 170bhp at 7,700rpm, and this downsized unit continued in the successor 208 GTB model from 1980, although now with a maximum output of 155bhp. In April 1982 Ferrari introduced a significantly more powerful version at the Turin Motor Show - the 208 Turbo - which employed a single KKK turbocharger and Bosch K-Jetronic fuel injection. The result of these developments was a dramatic increase in maximum power to 220bhp. This was not far short of the 3.0-litre 308 GTB's 255 horsepower and the figure was raised to 254bhp in 1986 when the model designation changed to 'GTB Turbo'. Bodywork changes included five additional cooling slats beneath the front grille and the adoption of NACA ducts ahead of the rear wheel arches.

Matt black vents were fitted directly behind the retractable headlights and a full-width vent on the leading edge of the bonnet, while at the rear there was a split bumper with central grille and distinctive quadruple exhaust pipes set in pairs. A total of 437 208 GTB Turbo coupés and 250 208 GTS Turbo spiders had been completed by the time of the successor GTB Turbo's arrival in 1986.

Left-hand drive chassis number '45885' was imported from a motor dealer in Italy and first registered in the UK on 13th October 2015, having been stored for some 20 years before re-commissioning. Accompanying copies of the Italian registration documents show that the car was first owned by a Mr Bruno Bergonzoni of Bologna, while stamps in the service book record regular servicing up to 1990 and confirm the 'mileage'. Purchased by the vendor in December 2015, the Ferrari went to marque specialists Foskers for servicing (including changing cam belts) and also received a minor service in March 2017.

Finished in Rosso Corsa with re-trimmed tan leather interior, this rare Ferrari sports car is offered with sundry service bills, current MoT, V5C document, and its original leather wallet containing the handbook and service book.

**£45,000 - 55,000**

**€51,000 - 62,000**



## 1980 RANGE ROVER 4X4 ESTATE

Registration no. PHP 117W

Chassis no. LHABV1AA10331

- Sought-after early 'classic' model
- An older restoration (12-15 years ago)
- Manual transmission
- Present ownership since October 2016
- Recent extensive refurbishment



An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache. A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8.

The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph (145km/h) and a greater off-road capability than most of its customers would ever need.

The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version.

This early Range Rover was purchased in October 2016 and has been extensively serviced since, benefiting from a new exhaust; new camshaft; rebuilt carburettors; renewed suspension bushes; rebuilt A-frame; all fluids changed; and the clutch, alternator, and power steering overhauled. The private vendor describes the car as 'an excellent driver with zero mechanical issues'; the bodywork though, would benefit from refurbishment and a repaint. Bigger tyres and a later front grille and bench seat are the only major deviations from factory specification notified. Accompanying documentation consists of an MoT to November 2018 and a V5C Registration Certificate.

**£25,000 - 30,000**

**€28,000 - 34,000**

**No Reserve**

**1961 ALVIS TD21 SPORTS SALOON**

Coachwork by Park Ward Ltd

Registration no. 607 BRY

Chassis no. 26563

- *Rare and desirable coachbuilt Alvis sports saloon*
- *First TD21 equipped with front disc brakes and wire wheels*
- *Manual transmission*
- *Present ownership since 1995*
- *Recently professionally re-commissioned*



In October 1955 at the Paris Motor Show, Alvis displayed its first production car styled by the Swiss carrossier, Graber. Based on the existing TC21 Grey Lady chassis, the newcomer brought a much-needed injection of Continental style and modernity to the Coventry manufacturer's range. Lighter, stiffer, and with a much smaller frontal area than the traditionally styled Grey Lady, the Graber Alvis enjoyed much improved handling and a higher maximum speed in excess of 100mph. The first Graber-styled model - the TC108G - was built by coachbuilders Willowbrook before production switched to Rolls-Royce's in-house coachbuilder Park Ward on the introduction of the improved and restyled TD21.

Introduced for 1959, the TD21 retained Alvis's torquey, 3.0-litre, overhead-valve six, which in up-rated form (from March 1959 onwards) produced 120bhp courtesy of a redesigned cylinder head. With its increased power, this under-stressed engine proved capable of propelling the TD21 to a top speed of 103mph while turning over at a lazy 5,000 revs. Inside, there were improvements to the accommodation, with increased headroom and legroom, especially in the rear. Lockheed servo-assisted disc brakes were an option, becoming standardised for 1960.

*The Motor* magazine remarked on the Alvis's exclusivity and individuality of character, summing up the TD21 thus: 'As a perfectly serviceable everyday car with extra "chic", extra performance, and high standards of comfort and safety, its appeal to a select but important clientele should be strong', while *Autocar* declared the TD21 to be 'one of the most enchanting owner-driver cars imaginable.'

This particular TD21 is historically significant as the first of its kind to leave the factory equipped with front disc brakes and wire wheels. '607 BRY' was first registered to the lady vendor in April 1995. We are advised that the car has benefited from an engine rebuild, the cylinder head being overhauled and converted to unleaded compatibility by Forward Engineering. Last used in 2009, the Alvis has just been re-commissioned and MoT'd, and is described as in generally good condition, the engine running well. Offered with a V5 Registration Document, this elegant Alvis would enhance any private collection.

**£18,000 - 22,000**  
**£20,000 - 25,000**



**1939 ROLLS-ROYCE 25/30HP LIMOUSINE**

Coachwork by Thrupp &amp; Maberly

Registration no. GKJ 33

Chassis no. WHC20

- *Limousine with sliding division coachwork*
- *Present ownership since circa 1970*
- *Used sparingly in recent years for occasional weddings*
- *Smooth and quiet engine*



Latest in the line of 'small' Rolls-Royces that had begun with the 'Twenty' in 1922, the much-revised 25/30hp arrived in 1936. The newcomer was a development of the immediately preceding 20/25hp model that had been introduced in 1929 featuring an enlarged (from 3,127 to 3,699cc) and more-powerful cross-flow version of its predecessor's six-cylinder, overhead-valve engine. Apart from the latter, early 20/25 chassis were identical to those of the last 20s, both models being produced during 1929. Thus the 20/25 inherited the right-hand gearchange lever and servo-assisted brakes introduced on its predecessor, as well as Phantom-style radiator shutters. Produced contemporaneously with the Phantom II, the 20/25 benefited from many of the features - such as synchromesh gears and centralised chassis lubrication - developed for the larger model.

Eventually the trend towards increasingly weighty coachwork prompted Rolls-Royce to revise the 20/25 for 1936. Raising engine capacity to 4,257cc provided the required power increase while the policy of using more proprietary components begun towards the end of 20/25 production saw the new 25/30 adopt a Stromberg carburettor and SU fuel pumps. In its superlative build quality and all other respects the new Rolls-Royce 25/30 remained much as its immediate predecessor, lasting in production until 1939 by which time 1,201 cars had been built.

This particular Rolls-Royce 25/30 - chassis number 'WHC20' - wears formal limousine-with-division coachwork by the respected London-based firm of Thrupp & Maberly, a concern noted for a succession of coachbuilding innovations during the 1920s and 1930s. Copy chassis cards record that the Rolls-Royce was delivered on 2nd March 1939 to Rootes.

Purchased by the current owners circa 1970 to complement their luxury hotel and restaurant, the car has been used sparingly in recent years for occasional weddings. There are receipts on file for works and renovations carried out. Noteworthy features include a single side-mount spare wheel and Spirit of Ecstasy mascot with combined pennant holder. The car is finished in cream over Burgundy, with very tidy Burgundy leather upholstery and matching carpets to the interior. Paintwork and brightwork are very good, as is the interior woodwork, veneers, and beige cloth headlining, while the engine starts and runs smoothly and quietly. A handsome and well-proportioned formal limousine.

**£30,000 - 40,000****€34,000 - 45,000**



## 1949 CONNAUGHT L2 2½-LITRE SPORTS-RACING TWO-SEATER

Registration no. OPC 3  
Chassis no. 7048

- *Historically important British sports-racing car*
- *Successful in-period competition record*
- *Known ownership history*
- *Restored in the 2000s*
- *Eligible for the Goodwood Revival and other prestigious historic events*



The vendor's father, with OPC 3 in 1964 (image part of lot)

Few of Britain's pioneering post-war racing car constructors did more to establish this country's long-dominant competition car industry than Connaught Engineering of Send, Surrey. The pilot batch of three Connaughts was built by ex-RAF pilots and engineers, Rodney Clarke and Mike Oliver at their Continental Cars business located alongside the A3 road at Send in Surrey. With production of these three cars they founded the marque which, in its ten-year life, scored the first all-British victory in a post-war Grand Prix (Tony Brooks at Syracuse in 1955) and established a lasting reputation for engineering and manufacturing quality.

The L-Type Connaught was constructed on a modified Lea-Francis 14hp chassis, while the 1,767cc four-cylinder engine and much of running gear was also supplied by the Coventry-based manufacturer, Leacroft of Egham, Surrey produced the two-seater alloy body to Clarke's design. Only six L2s were built: three prototypes and three production cars.

This wonderfully historic and evocative early post-war sports-racing car was purchased by the vendor's uncle in 1957/8 having been originally commissioned by Ken Downing. Having fitted a skimpy cycle-wing racing body and down-sized the engine, Downing raced 'OPC 3' very successfully in the up-to-1½-litre class during the 1951 season; indeed, Connaught featured the car's competition record (15 firsts and 11 other placings) in its advertising.





These successes proved pivotal, inspiring the successful L3/SR range of cycle-wing racers and also encouraging investors, allowing Connaught to be ready for when Grands Prix were run to Formula 2 regulations. The marque would enjoy considerable success in Formula 2 with drivers such as Stirling Moss, Roy Salvadori, Archie Scott Brown, Tony Rolt, Prince Bira, etc.

In 1953, Downing sold 'OPC 3' to Edgar Wadsworth. The Connaught was registered to a Kathleen Gibson in 1955, then bought by Archie Scott Brown's garage on Huntingdon Road, Cambridge, from which it was purchased by the vendor's uncle. In the 1960s, 'OPC 3' was renovated to a certain standard and the damaged engine replaced with a 2½-litre Lea-Francis sports engine by AB Price (as they had done with Connaught L2 'AHC 82' previously). The car was then shipped to Canada (in 1971) and remained there until 2005 when it was given to the vendor and brought back to the UK.

Restoration works undertaken since then include a full strip-down and rebuild; new brake components and full brake service; new clutch plate and service; and a new aluminium fuel tank (the old one leaked badly). Casting repair specialists Surelock metal-stitched some cracks in the cast-iron block (caused by frost expansion in Canada), following which the block re-bored and new 'top hat' cylinder liners installed.

Surelock then pressure-injected a ceramic lining throughout, and pressure-tested the casting. The engine was then fully rebuilt with hardened valve seats, new pistons and rings, gudgeon pins, white metallised crankshaft bearings, new cylinder head gasket and other gaskets, etc. In addition, the twin SU carburettors were repaired, new spark plugs and leads fitted, and new fuel lines and electronic fuel pumps installed. This car's history was recounted by Michael Ware in an article in *The Automobile* (April 2008 edition, copy on file) and the car also comes with an old-style logbook, sundry restoration bills, and a V5C Registration Certificate.

Early Connaughts are amongst the most distinctive of all pioneering British sports-racing cars, not only for their chunky looks but also for their rugged reliability and ability to motor on in all levels of competition - both serious and informal - whether on public roads, on circuits or hill climbs, and even historic rallying. These cars are versatile and historically most significant, and for any historic car enthusiast with his heart in the right place there can be no more romantic nor more gallant marque than Connaught. 'OPC 3' is arguably the most acclaimed and significant L2 model, and during the period in which this most important motor car was produced, Connaught stood right at the cutting edge of the specialist sports-racing car industry.

**£50,000 - 60,000**  
**€56,000 - 68,000**

## 1991 FORD SIERRA SAPPHIRE COSWORTH 4X4 ROUSE SPORT 304-R SPORTS SALOON

Registration no. H91 AGU

Chassis no. to be advised

- *Limited edition example*
- *1 of only 64 4x4 examples*
- *Substantial renovation 2010*
- *Part of a private collection*



The car offered here is a limited edition version of the Ford Sierra developed by four-time British Saloon Car Champion, Andy Rouse, and his company, Rouse Sport. A run of 100 was planned but only 67 were completed: six two-wheel drive 302-R models and 61 304-R four-wheel drive cars like this one. Rouse Sport's conversion added £4,450+VAT to the standard car's price, making it the most expensive road-going Sierra Cosworth. A unique body kit - bumpers, side skirts, and a larger rear spoiler - plus 'Rouse Sport' badging were distinctive features, while the wheelarches were extended to accommodate wider tyres. Each car's build number was recorded on a plaque fixed to the driver's side 'B' pillar. Inside, the cabin featured more-supportive Recaro front seats and 'Rouse Sport' badging. Most customers opted for leather trim (an extra-cost option) with very few choosing cloth; indeed, this car is the only cloth-trimmed example known to the Rouse Sport Owners' Club.

'H91 AGU' was first registered on 4th April 1991 by Ford main agent, Bristol Street Motors of Bromley, and used as a company car by one of BSM's directors until March 1993. By that time it had covered some 19,000 miles and been serviced by BMS on four occasions. The Sierra was then sold as a Ford 'A1' approved used car to a Mrs Bateman of Sevenoaks, Kent, with ownership passing in 2007 to her son (at the same address) and three years later to the current owner.

Substantial renovation had been carried out by the previous owner over the winter of 2010 with no expense spared. This included overhauling the cylinder head, engine bottom-end, and turbocharger; repairing the headlining; and refurbishing the wheels, which were re-shod with new tyres. Parts renewed included the clutch, oil pressure switch, actuator, windscreen, and fuel tank. Since 2010, the Cosworth has formed part of the vendor's private collection and seen relatively little use.

The car is offered with full service history including Bristol Street Motors' original bill of sale; Rouse Sport's original order; the original owner's handbooks and wallet; and sundry receipts and other documents verifying the circa 100,000 miles covered from new. It also comes with MoT to November 2018 and a V5C document.

Finished in Moonstone Blue metallic, and described by the private vendor as in generally very good condition, this rare sporting Ford would be a significant addition to any collection of modern classics.

**£14,000 - 18,000**

**€16,000 - 20,000**



## 2000 BMW M5 (E39) SPORTS SALOON

Registration no. J88702 (Jersey, Channel Islands)

Chassis no. WBSDE92030BJ11143

- *Rare right-hand drive model*
- *Imported from Germany*
- *Full service history*
- *Circa 36,000 miles from new*



Commencing in the early 1980s with the 'homologation special' M3, BMW Motorsport GmbH went on to create its own powerful 'M-Power' brand of performance-enhanced luxury saloons. The first (E28) M5 debuted at the Amsterdam Automobile Salon in 1985 and was based on the medium-sized 5-Series saloon, its combination of a 268bhp six-cylinder engine in a relatively lightweight bodyshell making for outstanding performance. Indeed, with a six-second 0-60mph time and 155mph top speed, the M5 was the quickest four-door production car of its day. Chassis improvements included lowered and stiffened suspension, wider wheels, ABS-equipped ventilated disc brakes, and a limited-slip differential as standard.

When the 5-Series was updated to E34 specification for 1989, so was the M5, its engine growing to 3,535cc and producing 315bhp, which allowed BMW to claim that it was 'the most powerful production saloon in the world,' although the car's top speed remained electronically limited to 155mph.

When the next (E39) iteration arrived in 1998, it marked a switch away from BMW's traditional inline six-cylinder engine to a new 4.9-litre V8 - type S62 - which delivered its 394bhp via a Getrag six-speed manual gearbox. A limited-slip differential formed part of the suitably strengthened 5-Series transmission, while the suspension likewise had been extensively modified to cope with the M5's greatly increased performance. Anti-lock brakes, EML ('drive by wire') throttle control, and Dynamic Stability Control (DSC) were standard, while the Servotronic power assisted steering was speed sensitive. Once again, BMW choose to limit top speed to 155mph, but the respected German motoring magazine *Auto Motor und Sport* has stated that - de-restricted - the E39 M5 has topped 300km/h (186mph) in some tests.

A rare right-hand drive model, this M5 was purchased new in Germany as a UK-specification export order and taken straight to Jersey, Channel Islands. Well maintained and described by the vendor as in generally excellent condition, it comes with full service history, Jersey registration document, tool kit, and the original leather wallet containing all instruction manuals. UK taxes have been paid.

**£20,000 - 30,000**

**€23,000 - 34,000**

**No Reserve**



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**1959 ASTON MARTIN DB MARK III  
SPORTS SALOON**

Coachwork by Tickford

Registration no. 829 UXJ

Chassis no. AM300/3/1798

- *Late disc-braked model*
- *Overdrive transmission (working well)*
- *An older restoration*
- *Present ownership since 2005*
- *Prepared for long-distance road rallying*
- *Maintained with no expense spared*
- *Comprehensive history file*







Although it never featured in a James Bond film, having ceased production years before the franchise commenced, the DB Mark III nevertheless was the Aston Martin driven by '007' in Ian Fleming's novel, *'Goldfinger'*. It was also the last Aston Martin produced with the six-cylinder engine designed under the supervision of the great W O Bentley.

Two years after the introduction of the DB2/4 Mark II came the DB Mark III - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose give the car a more imposing look while the interior boasted a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver.

The 3.0-litre engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the Mark III was faster than any of its predecessors with a top speed of 120mph.

A very late example, this Aston Martin DB Mark III was purchased by the current vendor from Sherwood Restorations, Nottingham in 2005. The car has been restored in the 1980s by Aston Service Dorset, the engine being rebuilt, the body stripped to bare metal, the interior re-trimmed, etc (bills and photographs on file). In 1994 it had won AMOC concours at Silverstone.

In the current ownership, the Aston has been prepared for and used on long-distance road rallies. Accordingly, upon purchase Sherwood Restorations fitted a full stainless steel exhaust system, bucket seats, safety harnesses, and a Brantz rally meter, while an additional fuel tank was installed in spare wheel well at the same time (original seats with car). In addition, the rear springs have been re-tempered and the car now sits correctly.

While in current ownership, '829 UXJ' has been maintained by JAF Classic Workshops in Cambridgeshire. A new aluminium radiator was fitted in 2008 and a new set of MWS wire wheels in 2006. No expense has been spared in keeping the Aston in fine mechanical fettle, as evidenced by bills on file detailing the works carried out (inspection recommended). The substantial history file also contains numerous expired MoTs: a V5C Registration Certificate; sundry maintenance bills from Aston Martin Works Service while in previous ownership; and a DB Mark III instruction book. An older restoration with a delightful patina, the car drives very nicely and is presented in 'turnkey' condition, ready to resume its rallying career or indeed enjoyed as a road car.

**£120,000 - 160,000**  
**£140,000 - 180,000**



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*Originally the property of Sir Paul McCartney*

**1967 LAMBORGHINI 400GT 2+2 COUPÉ**

Registration no. to be applied for

Chassis no. 1141

- Iconic early Lamborghini
- One of 247 produced
- Rare right-hand drive example
- Believed genuine 45,454 miles from new
- Exceptional condition







Lamborghini's first production car, the Touring-styled 350GT, debuted at the 1963 Turin Motor Show with deliveries commencing in the spring of 1964. The work of two of Italy's most illustrious automobile designers, the 350GT featured a glorious 3.5-litre, four-cam V12 designed by Giotto Bizzarrini, housed in a chassis penned by engineer Gianpaolo Dallara, formerly with Ferrari and Maserati. This state-of-the-art power unit produced 270bhp (DIN), which was good enough for a top speed in excess of 150mph.

The 350GT's four camshafts and all-independent suspension meant that it upstaged the best that Ferrari offered at the time, but to compete with his Maranello rival's larger models Lamborghini needed a four-seater, and the 400GT 2+2 duly appeared in 1966. A development of the 350GT, the newcomer used an enlarged - to 3,929cc - V12. This 4.0-litre unit had first appeared in 1965, finding its way into a handful of late 350GTs, this interim model being known as the 400GT. The latter's claimed maximum power was 320bhp – some 50 horsepower more than its predecessor. The 400GT 2+2 retained the overall, and highly acclaimed, looks of the 350GT while contriving to be slightly taller in the interests of increased rear-passenger headroom. Bodies were now steel (the 350GT's had been aluminium) and the 400GT 2+2 had the twin headlights that had already been adopted in place of the oval originals, largely to meet the USA's requirements.





Despite its novice status as an automobile manufacturer, Lamborghini soon dispelled any lingering doubts about its ability to compete with the world's best Grand Tourers. Reviewing the 400GT in its 2+2 form in 1967, *Autocar* magazine voted it 'better than all the equivalent exotic and home-bred machinery in this glamorous corner of the fast-car market.' The relaxed manner of its long-legged performance was reckoned the finest quality of the Lamborghini, its V12 engine being judged to have the broadest range of smooth torque the testers had experienced. *Autocar* concluded: 'To achieve this level of performance without noise, fuss, temperament or drama is an achievement; in the time taken for development, it is nothing short of sensational.'

One of only 247 units supplied to a select band of customers between 1966 and 1968, this 400GT 2+2 was first owned by Sir Paul McCartney, MBE. This car is believed to be one of four imported into the UK by concessionaires Mitchell & Britten.

The Lamborghini was featured in *The Autocar* magazine (2nd February 1967 edition), having been air freighted into the UK by British United Air Ferries. These cars were converted by Hooper & Co from left-hand to right-hand drive specification for Mitchell & Britten's UK customers. 'SLF 406F' was first registered on 16th February 1968 at a time when Paul McCartney and The Beatles were at the peak of their popularity, although restricting their work to the recording studio. Paul McCartney's ownership of this car is referred to in '*Lamborghini Supreme Amongst Exotics*' by Andrew Moreland; '*Lamborghini*' by Chris Harvey; and '*Lamborghini The Legend*' by David Hodges. The car also appeared in '*Anthology of The Beatles*' – a 1996 BBC TV series.

The immediately preceding owner - a well known motoring connoisseur and collector - bought this car in 1979 and, apart from an early change of colour to its present wine red livery, it has remained in exceptionally original condition. During this previous ownership it was always taxed, MoT'd, and properly maintained. The gearbox was completely rebuilt in 1988 and the rear suspension in 1994. Four new Borrani wheels were fitted in the 1980s.





The aforementioned owner sold the Lamborghini in 1989 but was so fond of it and appreciated its outstanding originality and condition so much that he reacquired it in 1996. During those seven years it had covered a mere 800 miles. Passing into the present ownership in 2011, the car has been stored in a climate-controlled environment within the Lamborghini dealership in Hong Kong since.

Finished in wine red livery with beige pigskin upholstery, this finely styled Italian classic is described by the private vendor as in exceptional condition throughout. Accompanying documentation consists of sundry bills, period sales brochures, copy parts catalogue, an old-style logbook, and a copy of the old UK V5 registration document (it should be noted the old UK registration number 'SLF 406F' will need to be re-applied for if the buyer wishes to re-register the car in the UK).

Should the car remain in the UK local import taxes of 5% will be added to the hammer price.

**£400,000 - 500,000**

**€450,000 - 560,000**



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.



## 1988 PORSCHE 911 CARRERA 3.2-LITRE TARGA SPORT COUPÉ

Registration no. E52 MLC

Chassis no. WP0ZZZ91ZJS140504

- Last of the old-school Porsche 911s
- Present ownership since 2004
- Circa 115,000 miles recorded
- Getrag G50 gearbox



Two years after the original coupé's introduction in 1964, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in the Sicilian classic - became available. Expected US safety legislation had prompted an ingenious approach to the first soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowable in the boot. An enormous success for the Stuttgart firm, the much loved and instantly recognisable Targa finally bowed out at the end of the 1990s, when the Cabriolet became the sole open-topped 911 with the introduction of the Type 996 range for 1999.

Targa development proceeded in line with that of its closed coupé cousin, the most notable advances immediately prior to the manufacture of this 1988 model having included the introduction of the 3.2-litre engine for 1984. Although it remained an air-cooled 'flat six', the '3.2' was 80% new and incorporated an effective cam chain tensioner and associated lubrication system that at last addressed a perennial 911 shortcoming.

With 231bhp on tap, the new 'boxer' motor endowed the Carrera with a level of performance approaching that of the original 911 Turbo of 1974, the bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph. Dating from 1988, this right-hand drive example exemplifies the original 911 concept in its final form, the subsequent Carrera 2/Carrera 4 Type 964 models – introduced during 1989 – being almost entirely new. A manual transmission model, it has the later Getrag G50 five-speed gearbox, which replaced the sometimes-fragile Porsche Type 915 unit for 1987. Being the desirable Sport variant, it has the upgraded shock absorbers and aerodynamic spoilers front and rear.

'E52 MLC' was acquired by the private vendor in 2004 and is described by him as in generally good condition. Currently displaying a total of circa 115,000 miles on the odometer, this most desirable 'soft-top' Porsche is offered with current MoT, a V5C Registration Certificate, and a history file containing details of previous owners.

**£28,000 - 34,000**  
**€32,000 - 38,000**



**1980 FORD ESCORT RS2000 CUSTOM SPORTS SALOON**

Registration no. XSF 770W  
Chassis no. GCHTAB032130

- *Collectible top-of-the-range performance model*
- *Three owners*
- *Only circa 31,713 miles from new*
- *Original and unmolested*
- *Recently re-commissioned following long-term storage*



It was the Escort that really put Ford on the rallying map, proving capable of winning World Championship events from 1968 through to 1981. Ford customers could choose between GT and 1.6-litre Twin Cam or - later on - RS1600 and Mexico models. Both models had shortcomings: the Mexico being not fast enough for many, while the Cosworth-engined 'homologation special' RS1600, although very quick, was expensive to produce and required careful maintenance. The answer lay in a new model: the RS2000. Powered by the 2.0-litre single-overhead-camshaft 'Pinto' engine, the RS2000 was a huge success, proving quicker than the Mexico and easier to live with than the RS1600.

Ford was keen to build on the RS2000's success when the MkII Escort was launched in 1975. Boasting a radically styled front end completely different from that of the mainstream MkII Escort, the new RS2000 was one of the most dramatic-looking cars in the Ford range, while the RS2000's alloy wheels and all-black exterior trim made it stand out even more from its humbler brethren. The interior too, had been considerably improved over that of the MkI. Production of the MkII Escort ended in the summer of 1980, but before then the RS2000 had been revamped as two different models: a down-specified 'base' version and top-of-the-range Custom, the latter featuring Recaro-type front seats, bronze-tinted glass, and a remotely operated driver's mirror.

This RS2000 Custom was first registered on 14th August 1980 and was purchased by the previous owner on 6th December 1981 (at 9,581 miles) from Cityspeed of Gloucester, a renowned purveyor of performance and competition cars. Finished in Cordoba Beige, with its paint code label still present inside the rear panel. The Escort still retains the Cityspeed numberplates and tax disc holder, while Cityspeed's sales invoice is in the history file. 'XSF 770W' also comes with every MoT certificate dating from 1983 to 1993 when it was laid up showing 30,405 miles on the odometer. In 1997, the car was MoT'd again (at 30,514 miles), and in March 1998 was placed in dry storage showing the current mileage of 31,713 (the 1998 tax disc is still in place).

On 1st October 2016, the Escort was purchased by the current owner - a renowned enthusiast and collector of early Ford RS models - and since then has been sympathetically re-commissioned while remaining in dry storage. Representing a rare opportunity to own one of these collectible sporting Fords, this incredibly original and unmolested RS2000 is offered with a V5 registration document and extensive maintenance history testifying to how well it has been looked after, as well as its original Pirelli CN36 tyres.

**£30,000 - 40,000**  
**£34,000 - 45,000**



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*First owned by Sir Rod Stewart*

## **1991 LAMBORGHINI DIABLO COUPÉ**

Registration no. J991 CYR

Chassis no. NLA12312

- *Rare right-hand drive model*
- *1st right-hand drive model sold in the UK*
- *Delivered new in the UK via Portman Lamborghini*
- *Circa 27,000 miles from new*
- *Extensive service history*
- *Recent extensive refurbishment*



After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced, and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. Nobody can have been surprised to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon-fibre composite panels, first seen in the Countach Evoluzione model, was extended in the Diablo, which also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension. Stretched to 5.7 litres for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time, producing its maximum of 492bhp at 7,000rpm. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.





With more power and a lower drag coefficient than the Countach, the Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40. The Diablo though, was not a limited edition model like the latter, but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilised Gran Turismo as suited to city streets and motorways as the racetrack. Its UK launch price was pitched at just under £153,000, making the Diablo one of the world's most expensive cars.

This rare right-hand drive Diablo was first owned by singer/songwriter and global mega-star Sir Rod Stewart, who when he purchased it from Portman Lamborghini in 1991 had just finished working on his 16th studio album, 'Vagabond Heart'. The car's original leather pouch contains the warranty card in Rod Stewart's name, dated 1991 from Portman Lamborghini, London, which records servicing in 1994, 1996, 1999, and 2001. It also contains the Lamborghini Service Network book and Alpine radio instruction manual. The current (fourth) owner acquired the Diablo in 2001 (sales/purchase invoice available) and believes it to be the first of such model sold in the UK with two registered with H-prefixes, but displayed in the showroom and used by Alpine (sound systems) respectively. The first five cars available for sale are understood to be this one, 'J991 CYR', then 'J992 CYR', 'J993 CYR', 'J994 CYR' and 'J995 CYR'.

The accompanying file contains numerous service/maintenance bills from recognised specialists - Portman, Shiltech, Intermarque, etc - showing that this Diablo has been cared for with no expense spared. The most recent paperwork includes a vehicle inspection report from Lamborghini Leicester (2016).

The car is almost totally original but has just benefited from a £27,500 tidy up prior to auction, carried out by the renowned RH Classics. This included a full strip-down and respray of all panels before reassembly; a circa £10,000 bill for a repaint (2017); and various invoices from RH Classics (2017). Totalling circa £17,500, the latter includes itemised bills for the work include for final fit up and interior detailing; MoT; electrical work to lock system; work to body panels; works to fuel tank, pumps, and pipes; new oil cooler; refitting glass, lights, trim, mirrors, and bumpers; and restoring the dashboard. The file also contains numerous expired MoTs dating back to 1996.

One of the finest Diablos currently available, this car represents an exciting opportunity to acquire a little used example of one of the defining supercars of its era, with the added cachet of 'A-List' celebrity first ownership.

**£120,000 - 140,000**

**£140,000 - 160,000**



**2012 FERRARI FF COUPÉ**

Registration no. LJ61 WGW

Chassis no. to be advised

- *Left-hand drive*
- *Semi-automatic paddle-shift transmission*
- *One previous owner*
- *Circa 9,000 miles from new*
- *Full Ferrari service history*



Traditionally, Ferrari's four-seater models had offered little more than '2+2' accommodation, but in 2011 the Prancing Horse finally grasped that particular nettle and introduced its first car capable of carrying four adults in reasonable comfort: the FF. And as if that wasn't enough, the FF was also the first Ferrari production car to incorporate four-wheel drive. Introduced at the Geneva Salon in March 2011, the FF effectively replaced the 612 Scaglietti in Ferrari's range, though featuring a three-door shooting brake-style body rather than its predecessor's traditional two-door fastback. The FF was designed at Ferrari Styling Centre under the direction of Flavio Manzoni, who remarked that, apropos of its development: 'the challenge resides in coming up with a completely new shape while staying true to the values Ferrari stands for'. Few would deny that Manzoni and his colleagues had succeeded brilliantly.

At the time of its introduction, the FF's 6.3-litre normally aspirated V12 was the largest engine ever to feature in a production Ferrari, its 651 horsepower being sufficient for a top speed of 208mph, making the FF the world's fastest four-seater at the time of its introduction, according to Maranello.

'The FF doesn't feel as insanely ballistic as a 599 GTB in the lower gears,' observed *Autocar*, 'but in third and above it's mighty, and since 80 per cent of the engine's 504lb/ft of torque is available from 1,750rpm, it feels every bit as effortless as a serious GT should.'





'Consequently the 0-62mph sprint is dispatched in just 3.7sec, and the FF can power on to a top speed of 208mph. More impressively, against the clock the FF accelerates from 0-124mph in 11.0sec, exactly matching Ferrari's claims for the 599 GTB – despite that car's superior power-to-weight ratio.'

Clearly, Ferrari had not traded away any measure of performance in developing its first practical four-seater. And that shooting brake body with its rear hatch did make the FF an impressive load carrier, affording a capacity of 800 litres with the rear seats folded down. Needless to say, the sumptuous leather-trimmed interior stood comparison with world's very best luxury saloons; premium air conditioning and a navigation/audio system were standard, with five suspension/chassis modes selectable via the steering wheel-mounted manettino knob.

But the main talking point of the FF was its novel four-wheel drive transmission which, unlike conventional systems, did away with a central differential, an approach that afforded a significant reduction in weight. Known as '4RM' by the factory, this system employed a second gearbox with only two forward speeds plus reverse, located at the front of the engine. For most of the time the FF employs rear-wheel drive only, and when power does need to be fed to the front wheels it is transmitted to the forward gearbox via a pair of clutches.

The forward gearbox's ratios do not correspond with those of the main seven-speed semi-automatic 'box, so the clutches are slipped, effectively acting as a front differential while at the same time providing torque vectoring for better handling.

According to *Car & Driver*: '... the first roadgoing Ferrari to put power to all four wheels doesn't understeer like so many other four-wheel-drive sports cars. It's actually mostly neutral through corners. Ferrari engineers repeatedly explained to us that the front wheels are used mostly for traction in bad weather and that power is otherwise shunted to the rear wheels as much as possible.'

Priced at £226,000 in the UK at time of launch, the FF remained in production until 2016.

This left-hand drive example comes with a factory specification sheet listing numerous options including red brake callipers, coloured upper dashboard, 20" forged diamond wheel rims, leather headliner, coloured steering wheel, 'Scuderia Ferrari' shields, carbon fibre driver zone, and coloured safety belts. Presented in very good condition, having covered only some 9,000 miles from new, the car is offered with its original book pack, current MoT, a V5C document, and full Ferrari service history.

**£120,000 - 160,000**  
**£140,000 - 180,000**

**1974 ALFA ROMEO MONTREAL COUPÉ PROJECT**Coachwork by *Carrozzeria Bertone*

Registration no. LGG 500P

Chassis no. 1440172

- *Competition-derived four-cam V8 engine*
- *Rare UK-supplied right-hand drive model*
- *Matching numbers*
- *Off the road for some 40 years*
- *Partially restored (including engine fully rebuilt)*



Inspired by Bertone's Alfa-based styling exercise penned by Marcello Gandini that had been exhibited at the 1967 Montreal Expo, the two-seater Montreal coupé debuted at the Geneva Salon in 1970. Unlike the four-cylinder Expo prototype, the production Montreal used a 'civilised' version of the T33 sports prototype's four-cam V8, which had first appeared in a road car in the T33 Stradale of 1967 and in 3.0-litre form would be used by McLaren in Formula 1.

The limited edition Stradale had used the V8 in its original 2.0-litre capacity but the Montreal's version displaced 2,593cc. Producing 200bhp courtesy of electronic ignition and Spica mechanical fuel injection, the Montreal's front-mounted, dry-sump V8 drove the rear wheels via a ZF five-speed gearbox. The running gear was sourced from the contemporary Giulia 1750GTV, comprising independent front suspension and a live rear axle plus disc brakes all round. Aided by its slippery, fastback body, the Montreal was good for a top speed of 137mph (220km/h) and in spite of a hefty price tag proved very popular, 3,925 having been produced when production ceased in 1977. Very few road cars can claim an engine with antecedents in both long-distance sports car racing and Formula 1, but the Alfa Romeo Montreal is one of them.

This rare UK-supplied right-hand drive car was first registered on 14th August 1975. In a letter on file, the previous owner states that the Alfa's second owner was 'Eric' from Blue Steel Engineering of Liverpool, who acquired it in December 1975. 'LGG 500P' was taken off the road in the late 1970s and some 30 years later (in June 2007) passed into the ownership of garage proprietor, Alan Angus. The previous owner acquired the Montreal from Mr Angus in October 2009 and sold it to the current vendor in March 2010. Since then the bodywork has been refurbished, the engine fully rebuilt by marque specialist Rob Thompson, and many suspension parts either renewed or overhauled.

The vendor advises us that the car is largely complete, with all major components present, although some parts are missing. Not yet fitted, an up-rated handling kit (springs, shock absorbers, anti-roll bar) is included in the sale together with a set of new reproduction alloy wheels (boxed) from a batch manufactured a few years ago. Accompanying documentation consists of sundry restoration bills and a V5C Registration Certificate. Sold strictly as viewed.

**£30,000 - 40,000****€34,000 - 45,000**



## 1968 FORD BRONCO 4X4 PICKUP TRUCK

Registration no. to be advised

Chassis no. U15NLC80193

- *Ford's first small SUV*
- *Left-hand drive*
- *Remarkably original example*
- *Original engine and transmission*
- *One owner*
- *Circa 51,000 miles from new*



Nowadays an integral part of American popular culture, the pickup truck has come to be thought of as the 20th Century equivalent of the cowboy's horse. Once viewed as strictly utilitarian commercial vehicles, they were seized on as ideal candidates for customising and hot-rodding in the post-war era, and today, like so many fashions that start in the USA, enjoy a cult following worldwide.

Introduced in 1966, the Bronco represented Ford's first venture into the market for small Sport Utility Vehicles, and was conceived by the same management and engineering team responsible for the trend-setting Ford Mustang. Although it used the axles from the F-100 pickup truck, the rest of the Bronco - chassis, body, and suspension - were unique to the model. Inline six-cylinder and V8 engines were offered across three body styles: three-door station wagon, two-door roadster, and two-door pickup truck. Styling was strictly utilitarian: flat glass, simple bumpers, and effectively identical left/right door skins all being part of the mix. Typical of an American product, the options list was lengthy, including front bucket seats, a rear bench, rev counter, CB radio, tow-bar, power takeoff, auxiliary fuel tank, and a winch. A considerable success for Ford, the 1st Generation Bronco was built until 1977 when it was replaced by a larger model based on the F-Series chassis.

This remarkably original Ford Bronco had had only one owner and has covered a little over 51,000 miles from new. Kept garaged, it has to be one of the nicest 1st Generation Broncos surviving. The vendor advises us that everything works, including the original heater, radio, and vacuum-driven windscreen wipers. The vehicle retains its original 289ci (4.7-litre) V8 engine and three-speed manual transmission.

Other noteworthy original features include the hubcaps, 'smog pump', radiator overflow, air cleaner, etc while the factory-applied stickers – in good condition – are still present inside the engine compartment. The original paint can still be seen on the inner and outer fender walls, and this Bronco even comes with its original owner's manual. Said to have consistently good compression on all cylinders, the engine has been tuned and the braking system checked over. Starting readily and driving well, this charming Bronco pickup represents an opportunity - rare on this side of the Atlantic - to own one of these classic small SUVs. Accompanying documentation consists of sundry bills and an old-style logbook. Import duties have been paid.

**£20,000 - 25,000**

**€23,000 - 28,000**

**1998 BENTLEY CONTINENTAL R COUPÉ.**

Registration no. to be advised

Chassis no. SCBZB26C0WCH63129

- *Built with Continental T engine*
- *Wolf in sheep's clothing*
- *Originally a Jack Barclay demonstrator*
- *Only one private owner*
- *Circa 21,000 miles from new*
- *Full Bentley service history*



By the end of the 1970s, Bentleys accounted for a mere 3% of Rolls-Royce Motor Cars' production, clearly a situation that could not be tolerated if the once-famous marque was to avoid extinction. The solution was to seek to re-establish Bentley's credentials as the purveyor of high-performance luxury cars, and in a move calculated to evoke memories of the company's glorious past achievements at Le Mans, the name 'Mulsanne' was chosen for the Rolls-Royce Silver Spirit's counterpart. This strategy would succeed brilliantly. Launched at the Geneva Motor Show in March 1982, the Mulsanne Turbo provoked a rash of headlines in the motoring press hailing the return of the 'Blower Bentley' - the 'Silent Sports Car' was back.

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





Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the 385bhp Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to 6.1 seconds and boosting top speed to 151mph.

There was even more to come in the form of the Continental T. Introduced in June 1996, the latter was a short-wheelbase version of the Continental R, some 4" being taken out of the chassis aft of the doors. With 420bhp at its disposal and crouching aggressively on 18" wheels, the low-slung Continental T looked every inch the thoroughbred Bentley sports car. Despite weighing as much as two Ford Mondeo 1.8s, the luxuriously appointed Continental T was certainly no slouch, racing to 60mph in a tyre-shredding 5.8 seconds on its way to a claimed top speed of 170mph.

This Continental R is believed to be the only one built in 1998 with the more powerful Continental T engine, as confirmed by the accompanying detailed factory specification sheet. To the Continental R's already outstanding standard specification, this example adds five-spoke Continental T wheels, lowered suspension, large-bore twin-outlet exhaust system, chrome bezels to the dashboard instruments, starter button to console, 'MPW' badge to right side of boot, and extensive bespoke enhancements to the interior trim (full list available).

Originally a Jack Barclay demonstrator, this Continental R was purchased from them by the current vendor. The car comes with full service history with Jack Barclay (1998-2000) and Harwoods of Sussex (2001-2018), there being some 20 service/maintenance/MoT records on file. The most recent service and MoT was carried out by Harwoods in February 2018 (at 20,850 miles), the automatic gearbox having been renewed the previous year (at 20,680 miles). Finished in Holly Green with Spruce hide interior trim, this elegant modern Bentley is offered with current MoT, a V5C Registration Certificate, and the aforementioned service history and specification sheet.

**£70,000 - 90,000**  
**€79,000 - 100,000**

**1972 DATSUN 240Z**

Registration no. GYY 696L

Chassis no. HS30013736

- *Landmark Japanese sports car*
- *Delivered new to Australia*
- *Right-hand drive*
- *Present ownership since 2007*
- *Well maintained*



Formed in 1933, the Nissan Motor Company marketed most of its exported products as Datsuns until the latter name was dropped in 1983. There had been Datsun sports cars before the legendary 240Z, most notably the Fairlady series of the 1960s, but with the Big Z's arrival in 1969 the Japanese firm established itself as a major force to be reckoned with in the sports/GT market.

Boasting a 2.4-litre, overhead-camshaft, six-cylinder engine, five-speed manual (or three-speed automatic) transmission, independent suspension all round, and a high trim level as standard, the keenly priced 240Z proved an outstanding success in the all-important North American market, taking sales from MG, Triumph, and Jaguar. Styled by Count Albrecht Goertz, stylist of the BMW 503 and 507, the 240Z looked every inch a European product. It was also tough and reliable, as two outright wins in the Safari Rally in 1971 and 1973 demonstrated.

This right-hand drive, five-speed 240Z was delivered new to Australia and first owned there by a Mr Sheldon, passing in 1991 to his son. The latter sold the car in 2001 to the immediately preceding owner, who brought the car to the UK with him in 2005. The current vendor purchased the Datsun at Bonhams' sale at the National Motor Museum, Beaulieu in September 2007 (Lot 745).

Finished in white with black interior, 'GYY 696L' is reported as original and un-restored apart from a re-spray carried out in 2006 and the fitting of five Performance alloy wheels. Four new tyres were fitted in 2012, and the car also benefits from a reconditioned starter motor, new battery, and various works of mechanical refurbishment including all-new brakes. Recently serviced by a marque specialist, this exceptionally solid example of a much sought-after Japanese classic is running and driving beautifully. The car is offered with the old Australian registration document, a quantity of expired MoTs, sundry invoices, a V5C Registration Certificate, and MoT to July 2018.

**£25,000 - 30,000**

**€28,000 - 34,000**



## 1972 FIAT 500L SALOON

Registration no. MPF 500L

Chassis no. to be advised

- One of the most iconic cars of the 20th Century
- Original right-hand drive model
- Circa 94,000 miles recorded
- Substantial file of receipts, etc



Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder.

The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switch gear stalks and hubcaps. 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 deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats, and floor covering. 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.

An original right-hand drive model, this charming FIAT 500L appears to have been well cared for. We are advised that recent works have included fitting new front/rear bumpers bars, new rear light clusters, door edging strips, and two new seats. Finished in white with contrasting red sunroof and matching interior, the car comes with SORN, a V5C Registration Certificate, and a substantial quantity of receipts and other paperwork. Sold strictly as viewed.

**£10,000 - 12,000**

**€11,000 - 14,000**



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*First owned by HRH Princess Alexandra*

## **1971 ROLLS-ROYCE PHANTOM VI LIMOUSINE**

Registration no. JAN 1K

Chassis no. PRH4662

- Only two owners from new
- Present ownership since 1996
- Only some 1,000 miles covered since acquisition
- Well documented







Introduced in the autumn of 1959, Rolls-Royce's Phantom V limousine effectively replaced both the royalty/heads-of-state-only Phantom IV and the Silver Wraith. The latter's relatively short, for a limousine, wheelbase had made it all but impossible for coachbuilders to provide adequate boot space in a comfortable seven-seater automobile, a shortcoming addressed by the Phantom V. Built on a much-modified and strengthened 'Cloud II' chassis, the new Phantom measured over six metres in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. A lower axle ratio ensured that, while top speed was a little down on that of its stablemates, though still in excess of 100mph, the new Phantom could all but match them for acceleration.

Rolls-Royce's in-house coachbuilder Park Ward Limited produced what was in effect the 'standard' seven-passenger limousine coachwork for the Phantom V. Park Ward's design remained substantially unaltered until the introduction of the Silver Cloud III and Bentley S3 in the autumn of 1962 when it was revised to incorporate the new models' four-headlamp lighting arrangement and a completely new above-waistline treatment. Now built by the combined firm of H J Mulliner, Park Ward Ltd, the car lived on into the 1990s as the Phantom VI, its passing in 1992 marking the final demise of the separate-chassis Rolls-Royce.

Chassis number 'PRH4662' was supplied new in 1971 to Jack Barclay for delivery to their customer, HRH Princess Alexandra. Finished in Masons' Black with tan hide to the front compartment and beige West of England cloth to the rear, it boasts an electric division, air conditioning, a radio, bench-type occasional seating, and plentiful burr walnut veneers. When purchased at auction by the current vendor in June 1996, the car was described as a 'carefully maintained, chauffeur driven, one-owner Rolls-Royce with a recorded mileage of 70,500 and recently the subject of a full service'.

The vendor informs us only 1,000 or so miles have been added, the car was maintained by a local Rolls-Royce specialist in South Wales upon acquisition, but it has seen little use in recent years. There are numerous bills on file accumulated during HRH Princess Alexandra's ownership together with the original registration document signed by her. Offered with the cherished registration 'JAN 1K', this bespoke Rolls-Royce Phantom limousine also comes complete with its original book pack, handbook, etc. It is hoped that a fresh MoT will have been obtained prior to sale.

**£55,000 - 60,000**  
**€63,000 - 68,000**



**1953 BENTLEY R-TYPE 'SR5' SPECIAL ROADSTER**

Coachwork by Overton Vehicles

Registration no. BSV 966

Chassis no. B61UL

- Built in the early 1990s
- One of seven planned
- Featured in the national press
- Present family ownership since 1993







'Goggles, high button driving gloves and even leather helmets will be order of the day aboard the latest Bentley. For the SR5 is a throwback to the days of elegance, an open tourer more in keeping with the 1930s than the mass production 90s. Yet it can do 118mph.' – *Daily Mail*, 18th February 1993.

For all their many virtues, the 'Silent Sportscar' and its post-WW2 successors, the Mark VI and R-Type, seem to some Bentley enthusiasts to lack the character of their Cricklewood-built predecessors; not for them the comfort of being wafted along in complete silence at 90mph! Over recent decades prices fetched by genuine Vintage-era Bentleys have risen to levels well beyond the reach of all but the wealthiest; this fact and the absence of anything remotely resembling its Vintage touring models from the post-war Bentley range has meant that enthusiasts with a yen for top-down, wind-in-the-hair excitement had little choice but to opt for a conversion. Fortunately there has for many years been a plentiful supply of 'standard steel' saloons too badly corroded to warrant restoration, thus providing suitable chassis for transformation into something more exciting.

There have been countless such 'specials' created by enthusiastic private owners on the Mark VI and R-Type chassis, while over the years numerous specialist coachbuilders have offered variations on the theme.

The stunning Bentley special offered here is the dream-come-true creation of Ted Overton of marque specialists Overton Vehicles of Leigh-on-Sea, Essex (currently trading as Overton Vehicle Overhauls Ltd at nearby Southend-on-Sea). Completed in the early 1990s, it is the first of the limited run of seven such cars planned. Work began by stripping a 1953 4½-litre Bentley R-Type to the last nut and bolt, following which the engine was rebuilt and the chassis modified to accept the SR5 body. The body frame was made from ash by Ted Overton's carpenter father, Sid; it carries an aluminium-panelled two-seater-plus-dickey body, with the dickey directly behind the front passenger's seat. Other noteworthy features include leather upholstery, a side-exit exhaust, fold-flat windscreen, outside handbrake, and a commodious boot. The cost of an SR5, when new, was £60,000.

The current lady vendor's husband acquired 'BSV 966' in February 1993, and around this time the SR5 featured in various publications including the *Daily Mirror*, *Daily Mail*, and *Motoring Echo* (press cuttings on file). The history file also contains an original SE5 brochure, a V5C Registration Certificate, and two invoices from marque specialist D W Haynes for work to the clutch and brakes carried out in July 2015. 'BSV 966' is described by the private vendor as in generally very good condition, its engine running well. Bentley enthusiasts yearning for a fast sporting tourer in pre-war style need look no further.

**£70,000 - 90,000**  
**€79,000 - 100,000**

## 1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. NYP 357E

Chassis no. DB6/3073/R

- *Last of the original 'DB' Aston Martins*
- *Manual transmission*
- *Present ownership since 1997*
- *Little used since acquisition*



'Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' – Autocar, 1966. The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 had been introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the *Carrozzeria* Touring-developed *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels.

Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

This example is fitted with the more desirable ZF manual gearbox and is finished in Silver Birch with dark blue leather interior. Aston Martin chassis records show that '3073' was specified with most of the options available, including power steering, chrome wire wheels, three-ear hub caps, heated rear screen, Coolair air conditioning (currently inoperative), Motorola radio, power aerial, headrests, and a limited-slip differential. The immediately preceding owner, an AMOC member, acquired the car in 1991 and covered approximately 10,000 miles in it, including three Norwich Union runs. The sills were replaced in 1990 and considerable engine, gearbox, and cosmetic work carried out at the same time, while an engine top-end overhaul was completed in February 1996.

The current owner purchased the DB6 at Brooks' Olympia Sale in September 1997 (Lot 31), since when it has been kept garaged, seeing little use. While in the present ownership the Aston has further benefited from overhauled rear shock absorbers (Selectaride disconnected) while more recently the brakes were overhauled and the brake hoses replaced.

Last-of-the-line models are always sought after by discerning collectors and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, the DB6, considered by many to be the last of the 'real' Aston Martins.

**£160,000 - 200,000**

**£180,000 - 230,000**







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*Property of a deceased's estate*

**1976 PORSCHE 911 CARRERA 3.0-LITRE  
TARGA COUPÉ**

Registration no. UVM 578R

Chassis no. 9117610253

- Rare 3.0-litre Carrera Targa
- One of only 30 UK-delivered right-hand drive examples
- Circa 85,223 miles from new
- Highly original







Porsche revived the evocative 'Carrera' name for its top-of-the-range 911 supercar in 1973. Designated 'Carrera RS' (RennSport), the newcomer was intended as a limited edition product for Group 4 GT racing, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was later progressively extended, ending up at 1,590 units. Revised suspension and wider wheels improved the handling, while the Bosch mechanically fuel-injected, 2.7-litre engine's 210 horsepower maximum boosted top speed to within a whisker of 150mph.

The next major development was the arrival of a new 3.0-litre engine, derived from that of the Type 930 Turbo. Introduced in the autumn of 1975 as a 1976 model, the 3.0-litre Carrera was destined for a relatively short life, disappearing when the 911 range was upgraded to 'SC' specification for 1978. Its introduction marked an important development in the 911's production process: the adoption of Thyssen anti-corrosion zinc coating for the steel body panels, which was a vast improvement on what had gone before. Also new was a five-blade cooling fan (replacing the preceding 11-blade unit) which ran faster to improve alternator output. By this time the Carrera was only available with full equipment, the stripped-for-racing version that had been the *raison d'être* of the original RS having been dropped.

Only 3,687 3.0-litre Carreras were built, of which 177 were delivered to the UK in right-hand drive configuration, with only 30 being Targa models like this example.

A 1977 model manufactured in December 1976, this rare right-hand drive 3.0-litre Carrera Targa has the desirable five-speed manual transmission and 'ducktail' rear spoiler options. The accompanying Porsche Certificate of Authenticity also confirms that this well-specified car left the factory equipped with impact absorbers, alloy wheels, sports seats, front spoiler, Bilstein shock absorbers (sporting), coloured windows, and 'Porsche' script in black on the doors.

Acquired by the recently deceased owner in December 2014, the car has covered a little over 1,000 miles while in their care and only some 85,000 in its 41-year lifetime. Servo assistance for the brakes was fitted nine years ago, and the car comes with a large quantity of bills from Porsche specialists. Benefiting from new tyres and new shock absorbers, it is said to drive very well and is described by the vendor as in generally good condition (repainted in 2014) and with excellent engine and mechanicals. Currently MoT'd, this rare and desirable Porsche 911 variant is offered with a quantity of expired MoT certificates, a V5C document, and the aforementioned bills.

**£40,000 - 50,000**  
**€45,000 - 56,000**

## 1993 BENTLEY CONTINENTAL R COUPÉ

Registration no. L798 CVM

Chassis no. SCBZB03C6RCH52021

- *Landmark modern Bentley*
- *One enthusiast owner since 1999*
- *Maintained with no expense spared*
- *Substantial history file*



By the end of the 1970s, Bentleys accounted for a mere 3% of Rolls-Royce Motor Cars' production, clearly a situation that could not be tolerated if the once-famous marque was to avoid extinction. The solution was to seek to re-establish Bentley's credentials as the purveyor of high-performance luxury cars, and in a move calculated to evoke memories of the company's glorious past achievements at Le Mans, the name 'Mulsanne' was chosen for the Rolls-Royce Silver Spirit's counterpart. This strategy would succeed brilliantly. Launched at the Geneva Motor Show in March 1982, the Mulsanne Turbo provoked a rash of headlines in the motoring press hailing the return of the 'Blower Bentley' - the 'Silent Sports Car' was back.

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products, but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance.

Needless to say, this was outstanding, the combination of the 385bhp Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to 6.1 seconds and boosting top speed to 151mph.

This particular Continental R was acquired from Broughtons of Cheltenham by the enthusiast vendor in May 1999 at 55,000 miles having undergone an extensive service prior to purchase (see bill for £5,691 on file). Between 2000 and 2004, the car was maintained by S C Gordon Bentley, followed by Bentley Pangbourne from 2006 to 2010 (see bills totalling circa £38,500). Since then, maintenance has been entrusted to Sargeants of Goudhurst and Frank Dale & Stepsons, who fitted a new radiator and refurbished the interior in 2014. Spellbound Cars of Farnham have maintained the Continental since 2015 (bills total circa £8,500).

A delightfully honest motor car, running and driving well, this elegant modern Bentley is offered with a most impressive history file containing the original sales brochure, sales receipt, warranty documents, owner's manual, and service booklet. Also present is the aforementioned service history, current MoT, a V5C Registration Certificate, and a quantity of expired MoTs dating back to 2000.

It should be noted that although the odometer reading is circa 80,000 miles, this car has actually covered a little over 96,000 miles from new.

**£22,000 - 28,000**  
**£25,000 - 32,000**



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
- 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. Designed by Lyons, that car brought the Swallow name to the attention of the motoring public and paved the way for the stylish SS models of the 1930s. The latter established the enduring pattern for future Jaguars, combining sporting good looks with a better-than-average specification, and all at a bargain price.

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. It should be noted the original engine cylinder block is offered with the car, the engine being fitted with another block during rebuild. The restoration 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.

**£30,000 - 40,000**

**£34,000 - 45,000**



**1954 JAGUAR XK120 SE ROADSTER**

Registration no. VSU 919

Chassis no. 676070

- Left-hand drive
- Restored in the early 1990s
- Only some 1,500 miles covered since restoration
- Bills and photographs available







Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.

This left-hand drive XK120 SE roadster was in poor condition when purchased by the previous owner in Germany in 1989. Its history prior to that date is unknown, though the then indicated mileage of circa 68,000 seemed believable given the car's condition. The accompanying Jaguar dating letter shows that '676070' had been delivered new to Hamburg, Germany finished in Pastel Blue with matching interior trim and French Grey hood.

Over the following three years, the XK was completely stripped and rebuilt with no expense spared by the best available craftsmen under the then owner's supervision at a cost of £45,887, the work being entrusted to various specialists rather than one company. Trimming was entrusted to Suffolk & Turley, recognised as the foremost authority on Jaguar trim, while any body panels required were supplied and fitted by Classic Parts & Panels.

The bodyshell was specially prepared by Cleaning Consultants using plastic media to avoid any damage, following which it was sent to Wimbledon Autos for further preparation prior to repainting by Barrycars of Chessington. All box sections of the chassis and body cavities were protected with Waxoyl.

General mechanical work was undertaken by the previous owner with specialist assistance from Hardy Engineering for the gearbox and rear axle; details of other specialists involved may be found in the history file. Engine work was carried out by a Jaguar engineer working for one of the major restoration companies. Every attempt was made to use original-specification parts, even to the extent of ordering the correct fuel line clips from Holland. Restoration bills and photographs are on file.

Purchased by the current vendor in 1994 soon after the restoration's completion, the car has covered only some 1,500 miles since then and is presented in commensurately good condition. Accompanying documentation consists of a current MoT, V5C Registration certificate, and the aforementioned restoration records.

**£90,000 - 120,000**  
**€100,000 - 140,000**

**1949 LAND ROVER 4X4 STATION WAGON**

Coachwork by Tickford

Registration no. ONU 208

Chassis no. R06200012

- *Rare early coachbuilt Station Wagon variant*
- *Present ownership for 37 years*
- *Restoration completed in 2010*
- *Featured in Classic LRO magazine*



'A Tickford was built for the landed gentry, for hunting and shooting and fishing, to be driven along a few dirty tracks and then brought home to be cleaned by the chauffeur. It's a coachbuilt upmarket, off-road limo for the post-war big spender.' – *Classic LRO* magazine.

Introduced in 1948, the very first Land Rover Station Wagon was built by Newport Pagnell-based coachbuilders, Tickford Ltd; it featured an aluminium-panelled, timber-framed body, and was intended to extend the Landie's appeal beyond the agricultural sector. However, the Station Wagon was treated as a car by the taxation authorities, adding a hefty chunk of Purchase Tax to its already considerable cost. In total, only 641 were sold, with most sent for export, and today this early 'luxury' Land Rover is one of the most sought after variants.

This example was purchased in 1981 by the current vendor, a long-standing Land Rover enthusiast, and painstakingly rebuilt over the course of the next 30 years. 'ONU 208' was bought from a farmer in Wantage, Oxfordshire, in very poor condition and with its original engine missing.

Although the station wagon looked fit only for scrap, its rarity saved it from that fate. Interviewed for an article on its restoration published in *Classic LRO* magazine (April 2011 edition, copy available) the owner recalled: '... I assumed it would be my only chance of ever owning one. That's the way it is with Tickfords, if you want one, you have to take what you're offered.'

Despite its dilapidated condition, the Station Wagon was remarkably complete and original, with enough of this rare model's unique parts surviving to facilitate the reproduction of new replacements. The mahogany body frame was sound, with only two sections requiring renewal, while the chassis was sent away for shot blasting before being repaired. Stripping paint from the aluminium body panels revealed the original colour scheme: light green with ivory white window frames. As there was no engine, a period-correct 2.0-litre unit was acquired, overhauled, and installed together with the rebuilt gearbox. The owner enrolled in an evening class to learn upholstery, enabling him to re-trim the interior himself. This marathon project was finally completed in 2010, and the end result is a credit to the owner's perseverance and skill.

**£30,000 - 40,000**  
**€34,000 - 45,000**



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## 1965 FORD LOTUS CORTINA SPORTS SALOON

Registration no. not UK registered  
Chassis no. BA74EP59154

- *Rare early 'A-Frame' model*
- *Restored in the 1980s and 2010s*
- *Substantial history file*
- *Currently registered in Guernsey*



Delivered new on 1st June 1965, the highly desirable Lotus Cortina offered here is an early coil-sprung 'A-Frame' model featuring the characteristic taller hump in the floor to accommodate the differential (leaf springs and twin radius arms were standard on later cars). The Lotus Cortina Register has confirmed that this car has been inspected and found to be a genuine Lotus Cortina with correct chassis and registration numbers (see letter on file).

Very well known in Lotus Cortina circles, this car used to be the pride and joy of the Mark I Ford Cortina Club's ex-chairman, Mike Pratt. During Mr Pratt's ownership, it was extensively restored over a four-year period in the mid-1980s, and after completion featured in an article published in *Thoroughbred & Classic Cars* (October 1988 edition, copy on file). The most substantial history file contains numerous invoices and photographs recording the car's progression from a bare shell to the finished article, together with bills, V5/V5C documents, MoT certificates, and original letters and paperwork recording details of the six previous owners. A rare original Lotus Cortina owner's handbook and a letter from Lotus's Customer Service Department are present also.

In 2009, the car was purchased by the immediately preceding owner, and a few years later was once again restored to a high standard. Commencing in May 2012, the process was begun by stripping off all exterior trim, windows, badges, and bumpers.

The sills, inner/outer wheelarches, and door skins were then replaced, and the entire bodysell refinished with three coats of primer and three coats of Ford Ermine White. Numerous photographs and a video of the most recent work are recorded on an accompanying USB stick.

The car presents in beautiful condition today, boasting very good panel fit and shiny paintwork, while the original interior features a period-correct Lotus Cortina steering wheel. Very tidy, the boot contains a correct spare wheel and an extremely rare original Lotus Cortina jack and period tools. The engine bay too is very tidy. Said to drive very well, this car has been cherished by knowledgeable Lotus Cortina enthusiasts, who used only original parts during both of the aforementioned restorations. The current vendor purchased the car in 2016, and it is currently registered in Guernsey.

Good specimens of the sought-after early 'A-Frame' Lotus Cortina are increasingly hard to find, and this lovingly restored example is worthy of the closest inspection.

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

**£40,000 - 50,000**

**€45,000 - 56,000**



## 1928 LANCIA LAMBDA 8TH SERIES 2½-LITRE TOURER

Coachwork by Oxford Carriage Company

Registration no. DS 8080

Chassis no. 9343 (see text)

- Present family ownership since the mid-1950s
- Restored in the 1980s
- Winner of the Lancia Motor Club's Hugo Boyd Trophy for restoration
- Engine rebuilt by Peter Gerrish in the 1990s
- Mille Miglia participant in 1993



One of the most gifted automobile engineers of all time, Vincenzo Lancia founded his own company in 1906 having previously been in FIAT's employ as chief test driver. Introduced in 1907, the first Lancia car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Military vehicles, lorries, vans and aero engines followed, the latter enabling Lancia to accrue valuable expertise in the design and construction of 'V'-configuration power plants.

Apart from a solitary six-cylinder model, the relatively unsuccessful Dialfa of 1908/1909, all early Lancias had four-cylinder engines and were only supplied in chassis form, there being no in-house coachworks at this time. Lancia's very first offering, the 18/24hp Alfa, embodied the principles that its maker had come to consider essential: low weight, a high-revving engine, shaft drive, a pressed steel front axle and worm-and-screw steering. New models were introduced on almost a yearly basis – all named after letters of the Greek alphabet – and production increased sufficiently for Lancia to move to larger premises in via Monginevro, Turin in 1911.





Lancia's first V-engined model - the V8 Trikappa sports car - appeared in 1922 but it was the Lambda, launched soon after, that would prove to be of even greater significance. A milestone in automotive history, the revolutionary Lambda was the world's first car to have a stress-bearing body and the first to be powered by a V4 engine. The absence of a separate chassis meant the driver could sit lower, enabling a low aerodynamic body line to be achieved, while Lancia's patented sliding-pillar independent front suspension endowed the Lambda with ride and handling qualities unmatched by anything in its class.

The engine, an overhead-camshaft unit of 2,120cc, was progressively enlarged, arriving at its final 2,570cc, 68bhp configuration in 1928. Production of the Lambda lasted from 1923 to 1931 in nine series. Although not designed with competition in mind, the Lambda in modified form proved extremely capable in that role, one finishing 4th overall at the inaugural Mille Miglia of 1927, a class-winning achievement repeated the following year. By the time production ceased in 1931, a total of some 13,000 Lambdas of all types had been made. Imported in 1928 and originally registered as 'XV 6108', this particular Lambda was purchased by the vendors' father-in-law, the late Ronald Amey, in the mid-1950s from a garage in Gloucestershire (see letter on file).

As purchased, the Lancia had been 'cut and shut', the wheelbase having been shortened in the process of transforming it into a 'Shelsley Walsh Special'. The car was restored in the 1980s, the chassis being returned to the correct length and a new ash-framed aluminium-panelled body (copied from a contemporary Torpedo design) built by the Oxford Carriage Company (C R Culley and Roger Wing). The engine was rebuilt by renowned marque specialist, Peter Gerrish, in the 1990s. Photographs of the restoration are on file. It should be noted that the original chassis number had been lost during repairs; the number quoted above ('9343') being the engine number. Following the rebuild, Ron Amey won the Lancia Motor Club's Hugo Boyd Trophy for the restoration of this car and that of the Lambda faux cabriolet in this sale (Lot 36).

In 1993, 'DS 8080' took part in the Mille Miglia, and the Lambda has participated in various other tours and Lancia Motor Club rallies. The car has not been driven since approximately 2000 and will require re-commissioning before returning to the road. Accompanying paperwork consists of a quantity of an old-style logbook, sundry restoration invoices, and a V5 registration document. A wonderful opportunity to acquire a fine example of one of the most outstanding automotive designs of all time.

**£50,000 - 60,000**  
**€57,000 - 68,000**

## 1955 CHEVROLET BEL AIR COUPÉ

Registration no. 941 UYY

Chassis no. to be advised

- Imported from San Francisco, California in 2017
- 4.6-litre V8 engine
- Automatic transmission
- Front disc brakes fitted



America's best-selling auto maker at the time, Chevrolet did not make any major changes to its post-war line-up until 1949, rationalising the range into two Series - Special (basic) and Deluxe - both of which featured Styleline (notchback) and Fleetline (fastback) body styles. Chevrolet's sole power unit at this time was the famous 'Stovebolt', 216.5ci (3,549cc) overhead-valve six, which had continued unchanged for many years prior to the introduction of GM's Powerglide two-speed automatic transmission in 1951 when a 235.5ci (3.9-litre) version became available.

Originally applied to a two-door hardtop coupé version of the Styleline Deluxe in 1950, the evocative Bel Air name was subsequently used to signify a top-of-the-range luxury trim level, commencing in 1953, rather than a separate and distinct body style. Top of the Chevrolet range, six Bel Airs formed the 1955 line-up, though the bewildering multitude of engine, transmission, and convenience options meant that a customer could order a vehicle direct from the factory that was tailored specifically to his or her taste.

The Bel Air's basic engines comprised the 235.5ci (3,861cc) overhead-valve six and a 283ci (4.6-litre) V8. Power output of the six-cylinder models depended on the transmission specified, and if the stock V8's 162bhp wasn't enough, there was a 'power-pack' option that boosted maximum power to 180bhp. Like all contemporary Chevrolets, the Bel Airs offered style at comparatively modest cost: the V8-engined two-door coupé selling for \$2,166 new.

Americana at its best and one of the most desirable of all standard Chevrolets, this 1955 Bel Air Coupé was purchased last summer when the vendor was in San Francisco. He used it for a few weeks while on holiday there, preferring this charismatic classic to a boring rental car. At the holiday's end, the Chevy was shipped to the UK. Apparently, the dealer it had been purchased from - MyHotCars - had sold the car to a gentleman eight years previously who drove it regularly and then sent it back to them for sale. Once in the UK, the Bel Air was fitted with front disc brakes; the provision of Torque Thrust 15" wheels is the only other notified deviation from factory specification. Described by the private vendor as in generally very good condition, this beautiful 'Classic American' is offered with a V5C Registration Certificate.

**£40,000 - 50,000**

**€45,000 - 57,000**



## 1963 TURNER MKII SPORTS

Registration no. not registered

Chassis no. 62/561

- Restored 2010 onwards
- 1,650cc Ford engine
- Engine rebuilt by Geoff Richardson in 2013
- Only four hours racing since
- FIA HTP valid until end of 2026



Jack Turner started out by making a special for his own use and only became involved in motor manufacturing when he was asked to make others. The first Turner road car was the Sports, seven examples of which were made as 'rolling chassis' kits during 1951/52, leaving customers to source their own engines and bodies. Like the contemporary Cooper and Tojeiro, the Turner used a ladder-type frame chassis with independent suspension all round by means of lower wishbones and transverse leaf springs. Unusually, Turner made his own alloy wheels, supplying them also to Tojeiro.

In 1955 Turner returned to motor manufacturing with a fully developed product – the A30 Sports – which, as its name suggests, used the Austin A30 engine, gearbox and running gear. Sold in kit form like the original model, the A30 Sports boasted a particularly handsome two-seater glassfibre body and was fairly successful, 90 examples finding customers between 1955 and 1957. The successor 950 Sports used the A35 engine and was easily distinguishable by its triangular tail fins. Coventry Climax FWA engines were fitted to some examples.

In 1959 Turner introduced another 'Sports', which retained the existing chassis but featured a striking new bodyshell. BMC's A-Series unit remained the standard engine, with Climax units an option, as were front disc brakes and wire wheels.

The bulk of production was exported, mainly to the USA, and Turners were highly successful in production sports car racing in both North America and Europe. Regarded by many enthusiasts as the definitive Turner, the Sports evolved through Marks II and III before production ceased in 1966, Jack Turner having become too unwell to continue.

This Turner was fully restored in 2009 by WDK of Stockbridge, who have continued to maintain it. Since completion, the car has been raced extensively by the owner father-and-son team, achieving notable successes between 2009 and 2012 at Brands Hatch, Silverstone, Goodwood, Castle Combe, Snetterton, and Thruxton in RAC TT, HSCC, Masters, GT Sports Car Club, and Goodwood Revival meetings. Noteworthy results include 2nd at the Silverstone Classic in 2012; 7th in the Fordwater Trophy at Goodwood Revival in 2012; 2nd in the HSCC/HRS race at Thruxton in 2014; plus many 1st-in-class finishes.

In 2013 the Turner underwent a major upgrade at WDK, including a fully rebuilt engine by Geoff Richardson. The car is offered with FIA HTP (Class GTS II) valid until 31st December 2026.

**£25,000 - 30,000**

**€32,000 - 36,000**

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## 1938 JAGUAR SS100 2½-LITRE ROADSTER

Registration no. EUL 923

Chassis no. 49028

- Previous long-term ownership (1938-2000)
- Four owners from new
- Restored in the late mid/late 1980s
- Formerly owned by the Chairman of Jaguar Cars
- Well maintained
- Fully documented







Launched for 1936, the SS100 was the first real high-performance model produced by SS Cars Limited and used a new Weslake-developed overhead-valve engine in a shortened SS1 chassis. The introduction of the ohv unit was considered to justify the adoption of a new name for the series, SS Cars boss William Lyons later recalling 'I immediately pounced on Jaguar as it had an exciting sound to me.' ('Jaguar' would be adopted as the marque name in 1943, 'SS' having by then acquired a somewhat tarnished reputation.)

'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by 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, the design being the work of Walmsley's partner, one William Lyons. Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet and Standard Sixteen chassis. Marque status arrived in October 1931 with the launch of the SS1, the chassis of which was supplied exclusively to Swallow by Standard, who also provided the six-cylinder sidevalve engine and four-speed gearbox. Although unspectacular in performance, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price.

By the time the SS90 sports car arrived in 1935, William Heynes had joined as Chief Engineer. Based on a shortened SS1 chassis, re-engineered by Heynes, the SS90 again demonstrated Lyons' consummate skill as a stylist, its long bonnet, smoothly flowing wings, cut-away doors and truncated tail making it every inch the epitome of the 1930s sports car. Although good for 90mph, the SS90 was handicapped by the limitations of its sidevalve engine, a deficiency that would soon be rectified by another of Lyons' new recruits, gas-flow consultant Harry Weslake. Launched in 1936 alongside the 2½-Litre saloon, the SS100 Jaguar sports car marked the company's first use of the 'Jaguar' name. Beautifully styled in the manner of its SS90 predecessor, the newcomer employed a shorter, 102"-wheelbase chassis and a revised version of the 2,663cc Standard six which, equipped with Weslake's overhead-valve cylinder head and breathing through twin SU carburettors, now produced 104bhp.

Although a fine touring car, the SS 100 was marketed as primarily for competition work. Its first major success came early, if somewhat unexpectedly, when Tommy Wisdom, crewed by his wife, won the arduous International Alpine Trial in 1936, beating Bugatti and bringing the fledgling marque to the attention of the Continental public. This would be the first of many successful rallying forays, including class wins in the RAC events of 1937 and 1938, and the Alpine (outright) again in 1948. Around 198 2½-Litre and 116 of the later 3½-Litre cars had been made by the time SS 100 production was prematurely ended by the outbreak of war.



Chassis number '48028' was supplied new in 1938 via Henlys, London to its first owner, Mr N Brown. Within twelve months Brown had sold the SS100 to one William Whitfield, who, remarkably, would own the car until 2000, a period of 62 years. The relevant sales invoice, framed and glazed, is included in the sale.

While in Whitfield's ownership the Jaguar was fastidiously maintained, and from 1969 onwards remained garaged until he decided to have it restored in 1985. By that time the original engine had been removed and replaced with another period-correct 2½-litre unit. The comprehensive rebuild was carried out by specialist restorer, Rob Pollock of Downton Engineering, Bournemouth, as detailed in an accompanying six-page report. The work was completed in 1989 and for the succeeding decade or so the SS saw relatively little use.

Some years later, press coverage of this SS100's remarkable story brought it to the attention of Jaguar's former chairman, Sir Nicholas Scheele. Purchased by Sir Nicholas in 2000, the car was despatched to respected marque specialists, Davenport Cars to be fully sorted. Davenport Cars continued to maintain the SS100 apart from during its brief sojourn with the Jaguar Daimler Heritage Trust while its owner was working for Ford in Detroit.

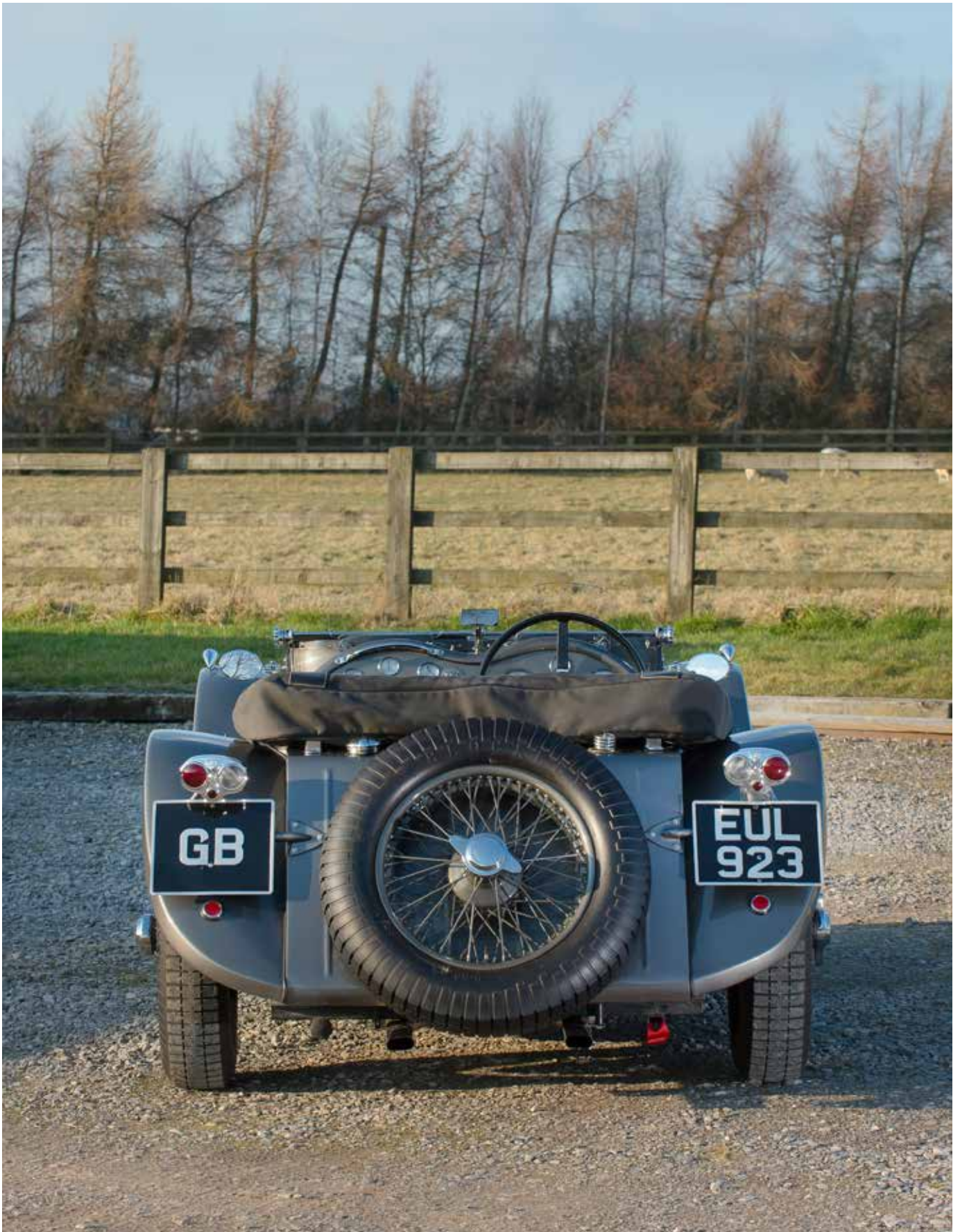
Supporting the car's provenance, accompanying documentation includes various press cuttings and photographs, a Jaguar Daimler Heritage Trust Certificate, a quantity of expired MoTs, service receipts accumulated by both Whitfield and Scheele and V5C documents in their names, while the original owner's handbook is available also. The current (fourth) owner purchased 'EUL 923' at a UK auction in October 2013, since when it has been maintained by Racing Green Cars of Hampshire (see bills for circa £15,000 on file).

Finished in its original Gunmetal Grey with red-piped black leather upholstery and red carpets, this remarkable SS100 - with its history of long-term ownership and subsequent association with a senior Jaguar executive - would grace any collection of fine Jaguar motor cars.

The SS100 was one of the fastest and best-handling sports cars of its day, as its competition record both before and after the war bears witness to. Representing a rare opportunity to acquire an exceptional example of the model that can be said to have started the Jaguar legend, '49028' is eligible for a wide variety of the most prestigious historic motor sport events.

**£250,000 - 300,000**  
**€280,000 - 340,000**







## 2006 LAND ROVER DEFENDER 90 TD5 COUNTY STATION WAGON

Registration no. EA56 SZF

Chassis no. SALLDVB576A726995

- Only circa 21,900 miles from new
- Diesel-engined, manual transmission model
- Exceptionally well specified
- Numerous performance enhancements
- Full service history



Finished in gleaming Bonetti Grey metallic, this beautiful Land Rover Defender County Station Wagon has only covered only 22,900 genuine miles from new and comes with full service history from the same Land Rover specialist. There are seven stamps in the service book, with all expired MoT certificates present confirming the exceptionally low recorded mileage.

One of the last td5 models built, this Defender is to full County Station Wagon specification with numerous desirable options. Its generous specification includes a full Techno cloth interior; six seats (four individual rear seats with seat belts); electric windows; central locking; Sony CD stereo system; black Land Rover carpets throughout; Land Rover rubber mat set including rear load space mat; centre cubby box with cup holders (can be swapped for a seventh seat if required); 12-volt power socket; rear sliding windows; front and rear mud flaps; rear step; Land Rover tow bar and electrics; Land Rover light guards front and rear; A-bar and spotlights; new XS-style Masai side steps; and 16" XS Boost alloy wheels shod with as new General Grabber tyres.

The private vendor described the vehicle as immaculate and is in totally stunning condition throughout – unmolested and never accident damaged - with gleaming/unmarked bodywork, immaculate/as new interior, and a chassis/underside that is as good as new. Even the spare wheel/tyre has never been used.

This car incorporates some highly desirable performance enhancements including a turbo inter-cooler; silicone turbo hoses; full exhaust with ECU re-map; free-flow air filter; silicone top coolant pipe; alloy header; variable-vane turbo and boost controller; performance exhaust manifold with stronger studs; alloy intake pipe; and MAF bypass. All the original parts are included in the sale.

Benefiting from a recent full service, this quite exceptional Defender is offered with MoT to March 2019 (no advisories), a V5C Registration Certificate, and the aforementioned full service history. A wonderful opportunity not to be missed.

**£20,000 - 30,000**

**£23,000 - 34,000**

**No Reserve**



**1986 FERRARI 412GT COUPÉ**

Coachwork by Pininfarina

Registration no. C339 ADL

Chassis no. ZFFYD24B000060943

- *Left-hand drive*
- *Automatic transmission*
- *Present ownership for the last five years*
- *Recent extensive refurbishment*
- *Circa 70,000 kilometres recorded (approximately 43,400 miles)*



Produced between 1985 and 1989, the Ferrari 412 was the final glorious flowering of the '400' series of luxurious four-seaters that had commenced with the introduction of the 365GT/4 2+2 in 1972. Launched at the 1976 Paris Salon, the successor-model 400GT gained a 4.8-litre version of the four-cam V12 engine, but otherwise differed only in detail. Following successful experiments carried out by engineers in the USA the 400 became the first Ferrari to offer automatic transmission as an option. The unit chosen - General Motors' three-speed Hydra-Matic 400 - was widely regarded as the world's best, having been used by Cadillac and subsequently by Rolls-Royce and Jaguar among others. Flagship of the Maranello range, the splendidly equipped 400GT featured self-levelling independent rear suspension, power-assisted steering, electric windows and optional air conditioning. Its arrival reaffirmed Ferrari's determination to compete with the world's finest luxury saloons.

Representing evolution rather than revolution, the 412 debuted at the Geneva Motor Show in 1985. The newcomer enjoyed a small (119cc) capacity increase, anti-lock brakes, revised interior and bumpers colour co-ordinated with the bodywork, while an improved front air dam and raised boot deck reduced the 412's already low co-efficient of drag by around ten percent. By the time production ceased in 1989, Ferrari's finest 2+2 had been in production for a remarkable 17 years, though its exclusivity meant that there were seldom more than 200 sold in any one year.

Ferrari's decision to equip the 400 series with automatic transmission was vindicated by the fact that more than two-thirds of customers took up the option, including the original purchaser of this example. Left-hand drive chassis number '60943' was delivered new in February 1986 to Jedda, Saudi Arabia finished in Bianco Ferrari (Ferrari White) with matching leather interior, its present colour scheme (see Ferrari Classiche letter on file). The following mechanical works have been carried out within the last 500 miles: fitting new fuel pumps, exhaust straps, distributor cap, suspension bush, replacement brake callipers all round, seat switches, new battery, breather hoses, fuel filler flap, and replacement oil filters. The Ferrari has also been treated to a very nice interior re-trim. Around £15,000 has been spent on the car: £5,000 on mechanicals at QV London; £5,000 on the interior re-trim; and £5,000 on a complete re-spray to a very high standard (the paintwork is like glass).

We are advised by the vendor that everything on the car appears to be working, including the air suspension, while both bonnet and boot pop 'on the button', as they should. Said to drive very well, 'C339 ADL' comes with sundry bills, current MoT, a V5C Registration Certificate, and the aforementioned Ferrari Classiche letter.

**£28,000 - 34,000**  
**£32,000 - 38,000**



## THE JOHN DAVISON COLLECTION

John Davison (1949 - 2017), born in Salisbury, was trained in electronic engineering in the University of London. He then worked at the Royal Radar Establishment, Malvern, before being seconded by the Ministry of Defence (MOD) to various electronics companies in southern and eastern England. He was then based at MOD in Monxton, Andover, from 1989 until his retirement. Having been brought up in Walton-on-Thames, not far from the AC factory in Thames Ditton, he maintained a keen interest in AC cars. After cutting his vintage car teeth on a succession of Rileys, he acquired his first AC Ace in the 1970s and expanded his car collection as space allowed. Each was lovingly restored and maintained in as original condition as possible, and in running order.

John was a member of the RAC Timekeeping Advisory Panel, having begun to attend timekeeping events since his early career in Malvern. This combined his professional knowledge of electronics with his hobby in cars. He frequently timed events at Silverstone, Goodwood, Shelsley Walsh and other famous motoring venues. He was Hon Secretary of the AC Owners' Club, 2009 - 2016. He was a keen sailor and navigator, built his own house, and at the time of his death was busily restoring a derelict pump-engine house in Cornwall.



98

### 1915 ROCHET-SCHNEIDER 15HP TYPE 11000 PROJECT

Registration no. not registered

Chassis no. 9889

Rochet-Schneider was one of Les Grands Marques of the Edwardian period in France. The firm was so called because it was initially run by the Rochets, father and son, together with Théophile Schneider of the eponymous armaments manufacturing family. Originally bicycle manufacturers, Société Anonyme des Établissements Rochet-Schneider built its first automobile in 1894, and in 1901 at the Paris Salon exhibited two cars of Panhard configuration. However, by this time the most advanced type of car was the German Mercedes, so for 1903 Rochet-Schneders were redesigned along Mercedes lines. From the introduction of that year's 20/22hp model, Rochet-Schneider's reputation as the builder of strong, fast cars grew rapidly. Offered for restoration, this 15hp Type 11000 is powered by a 2.6-litre four-cylinder sidevalve engine driving via a three-speed gearbox. The car was purchased by John Davison at a UK auction in 1974 having been imported (or re-imported) from Arles, France in 1973 by a Mr D Johnson (photographs on file). The file also contains correspondence with individuals and the VCC Dating Committee concerning the car's identity and history. One line of enquiry suggests that it was originally registered in Ireland (as 'IZ 245') and owned by a Mr Silberstone up to 1924, while another points to its being owned up to 1973 by Francis de Prins of the Royal Automobile Club de Belgique. There is no registration document with this Lot, which is sold strictly as viewed.

**£5,000 - 10,000**

**€5,700 - 11,000**

**No Reserve**





## 1928 AC ROYAL 12HP DROPHEAD COUPÉ WITH DICKEY

Registration no. DP 9220

Chassis no. 31134

- *Current ownership since 2005*
- *Quality vintage light car*
- *Anzani engine*
- *Highly usable*



Although AC's reputation was established by John Weller's famous overhead-camshaft six, its early offerings relied on proprietary four-cylinder engines. The four-cylinder AC chassis featured quarter-elliptic springing front and rear, a three-speed gearbox in unit with the rear axle, and worm final drive. Front wheel brakes were optional at first, standard issue from 1927. Rated at 12hp for taxation purposes, the four-cylinder AC remained in production until 1928, the firm relying exclusively on the Weller six thereafter.

This Anzani-engined AC Royal was purchased by John Davison in February 2005 from Vintage Connections Ltd of Lifton, Devon (selling on behalf of owner Colin Dunn). On file is an interesting letter from a previous owner, Dr Charles Moon, recounting how he bought the AC in 1954 and sold it to a friend, Clive Willoughby, in 1962, buying it back a few years later.

Dr Moon then sold the car to an AC collector, John Moir, in the USA. The AC subsequently passed to one of Mr Moir's employees, a David Steinmann, from whom it was purchased by the aforementioned Colin Dunn and shipped back to the UK.

'DP 9220' is described as in average-to-good condition; the engine runs well but the body's ash frame needs repair in the driver's door area. Sold strictly as viewed, this delightful Vintage-era AC comes with a V5C Registration Certificate and the aforementioned letter.

**£8,000 - 12,000**

**€9,000 - 14,000**



**1958 AC ACE ROADSTER**

Registration no. 102 EPK

Chassis no. AE 413

- A landmark model in its earliest form
- Original AC-engined car
- One of only 21 built in 1958
- Present ownership since circa 1996
- Restored between 2007 and 2015



'Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours.' - *AC Heritage*, Simon Taylor & Peter Burn.

An influential and widely imitated design, the AC Ace (and its Cobra derivative) could trace its origins back to a one-off sports-racer built by chassis engineer John Tojeiro for Cliff Davis in 1952. The success of Davis' Tojeiro sports-racer prompted AC Cars to acquire the rights to the design, which was put into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2.0-litre, long-stroke six. Designed by AC co-founder John Weller, this overhead-camshaft engine had originated in 1919, and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance. Nevertheless, in tuned form the Ace enjoyed great success in production sports car racing, winning its class at the Le Mans 24-Hour Race in 1959.





In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models later became available with the more powerful Bristol engine before production ceased in 1963. Towards the end of production the Ace was also available with the 2.6-litre overhead-valve Ford Zephyr engine installed. Only 223 cars were delivered with the 2.0-litre AC engine compared with 463 Bristol-engined cars and a further 37 Ford-powered examples.

The example offered here – chassis number 'AE 413' - was the second of a small run of five AC-engined Aces completed in the early part of 1958. During this year only 21 were manufactured in total: seven for the home market and 14 being exported. 'AE 413' was finished in Black Pearl and trimmed in red leather, while the original engine was 'CL2321W' (currently 'CL2314'). Ex works on 1st February 1958, the Ace was sold new by Rudds of Worthing to one N D Petit.

It is known that the '102 EPK' belonged to Martyn Alexander Clemence of Weybridge, Surrey (later Littlewick Green, Berkshire) from August 1970 until 1992, and then to Alexander Clemence of Maidenhead, Berkshire (possibly the same individual or a relative) from 1992 until around 1996 when it was purchased by John Davison.

The car was subsequently fully restored by him between 2007 and 2015. Works undertaken include repainting the body and rebuilding the engine, gearbox, and (apparently) the rear axle. In addition, the braking system was renewed and new MWS wire wheels fitted, shod with new tyres. Items requiring attention to complete the restoration include the convertible hood and tonneau cover (the originals are available to use as patterns). There are photographs of the restoration on file but no bills.

A design classic in its earliest and purest form, this beautiful AC Ace is offered with an old-style continuation logbook, V5C Registration Certificate, and an original owner's handbook.

**£90,000 - 120,000**  
**£100,000 - 140,000**



**1984 AC 3000 ME COUPÉ**

Registration no. B22 ETG

Chassis no. ME301RE 0000188

- *Rare example*
- *Ford V6 engine*
- *Current ownership since 1990*
- *Spares package*



Although first mooted in 1974, AC's mid-engined coupé did not appear until 1979. Seeking to produce a smaller, more affordable model, AC boss Derek Hurlock had bought the rights to the Diablo, a mid-engined GT coupé designed by Robin Stables and Peter Bohanna, which had been displayed at the 1973 Olympia Racing Car Show.

By '79, the prototype's Austin Maxi engine/transmission had given way to a 3.0-litre Ford V6 engine, which was mounted transversely amidships and driving via a five-speed synchromesh gearbox of AC's own design. Eighty-two examples of the pretty two-seater 3000 ME were constructed at AC's Thames Ditton works before manufacturing rights passed in 1984 to AC (Scotland) Limited, the latter building another 30 cars.

This rare post-war AC was purchased new in 1984 by Dr M Fouracres of Cheadle Hulme, Cheshire from AC (Scotland) Ltd (original receipt on file). John Davison purchased the car in 1990. There is a quantity of expired MoT certificates on file together with various bills for parts and servicing, including one for a gearbox rebuild in 1997.

'B22 ETG' also comes with an AC 3000ME handbook and a quantity of parts to include a set of gears, wheel bearings, gearbox, and a bell housing. Well maintained and running well, the car is offered with a V5C Registration Certificate.

**£8,000 - 12,000**

**€9,000 - 14,000**



102

## 1937 AC 16HP '2-4-6' COUPÉ WITH DICKEY

Registration no. FPG 97

Chassis no. L554

- *Originally a demonstrator*
- *Current ownership since 1997*
- *Upgraded to a Jaguar engine*
- *AC engine included*



'One of the most charming factory bodies was the 2-4-6 coupé, so named because it could carry two passengers in the front, two on a hammock back seat that could be rolled up to admit more luggage, and two in the dickey.' – '*AC Heritage*', Simon Taylor and Peter Burn.

We are advised that the car offered here was originally a demonstrator owned by AC's chief designer. It subsequently passed into the ownership of J W Bayliss of Middlesex, then E Salmon of Northampton (1940) followed by Kenneth Smith of Northamptonshire (1949). Mr James Wigglesworth of Halifax, West Yorkshire is the next known owner, from whose estate the AC was purchased by Chris Bates. John Davison purchased 'FPG 97' in October 2007 from Classic & Sportscar Centre of Whitby, North Yorkshire (acting for Chris Bates).

A long-term restoration then ensued, which included fitting a 3.4-litre Jaguar XK six-cylinder engine and four-speed gearbox with overdrive, together with a Jaguar steering column. New brake drums have been fitted recently. There is a photographic record of restoration the restoration on file plus hand written notes describing the process.

The original AC engine, gearbox, bell housing, clutch, and flywheel are included in the sale. A real 'wolf in sheep's clothing', this exciting AC/Jaguar hybrid is offered with an old-style continuation logbook, V5C Registration Certificate, and a substantial file of historical documentation.  
**£8,000 - 12,000**  
**€9,000 - 14,000**

END OF COLLECTION



103

**1963 HEINKEL TROJAN 200 MICRO CAR**

Registration no. 527 ERX

Chassis no. 10873

Perhaps the biggest mystery concerning Ernest Heinkel's 'Kabine Cruiser' is how its creator got away with producing a design outwardly so similar to BMW's Isetta. Launched in 1956, the Heinkel used a 175cc (later 198cc) four-stroke single-cylinder engine and, while closely resembling the Isetta, was both lighter and roomier, even providing children's seats in the rear. The Heinkel featured a single front door, fixed steering column, and a canvas sunroof, the latter also functioning as an emergency exit. Unlike some of its competitors, the Heinkel also had a reverse gear, making it a much more practical proposition. Production was discontinued in Germany in 1958 but continued elsewhere, Ireland included, where around 8,000 were built up to 1961. The rights then transferred to Trojan in the UK where the car was marketed as the Trojan 200. This fun little three-wheeler has benefited from ongoing restoration since 2010 and is described by the vendor as in excellent condition. Notably it was scanned by Oxford Diecast, to create their scale replica. New parts fitted recently include a mohair hood, chromed stainless steel bumpers, and chromed engine cover catches. The vendor has owned the car for around five years, since when it has been trailered to the occasional show but barely driven on the road. We are advised that it has covered only 17,600 miles from new. The car is offered with sundry restoration bills and photographs, owner's and workshop manuals, Heinkel Trust/DVLA correspondence, a V5C document, and the aforementioned Oxford Diecast model.

**£10,000 - 14,000**

**€11,000 - 16,000**



104

*From the estate of the late John Young*

**1996 MERCEDES-BENZ 500 SL CONVERTIBLE WITH HARDTOP**

Registration no. N788 HRV

Chassis no. WDB1290672F136603

The new Type 129 body style was used for three different engine types: 6.0-litre V12, 5.0-litre V8, and 3.0-litre straight six. As installed in the 500 SL, the fuel-injected, 32-valve V8 produced 326bhp and delivered stupendous performance, delivering a 0-100km/h (62mph) time of 6.2 seconds and a top speed of 156mph. As one might expect, these new SL luxury sports cars were designed to be world leaders in their class and lavishly equipped in the best Mercedes-Benz tradition. This superb 500 SL Convertible is offered from the estate of the late John Young. A racing driver in the 1950s, John Young was proprietor of one of the UK's largest Mercedes-Benz dealerships, Rose & Young Ltd of Surrey, and a noted Mercedes-Benz connoisseur. This 500 SL is one of the last of his many high-performance Mercedes-Benz motor cars. Powered by the 5.0-litre V8 engine and equipped with automatic transmission, 'N788 HRV' is attractively finished in silver with black interior, and has been fitted with the later turbine-style wheels. It also benefits from the installation of an approved anti-theft device. The silver metallic paintwork is in very good condition and the black canvas hood appears virtually new, while the black leather upholstery and dark grey carpets show little wear. The current odometer reading is 52,715 miles, which, judging by the car's overall condition, could well be correct. Accompanying documentation consists of numerous receipts, a V5C Registration Certificate, MoT to July 2018, and service notes kept by a previous owner up to 1998, while the car also comes complete with owner's manual, service booklet, and radio instructions. Representing exceptional value for money, this rare and exclusive modern Mercedes-Benz is worthy of the closest inspection.

**£8,000 - 11,000**

**€9,000 - 12,000**





105

### 1965 LANCIA FULVIA SPORT ZAGATO COUPÉ

Registration no. EBL 470K

Chassis no. 81865700788X

The introduction of the Fulvia saloon in 1963 maintained Lancia's reputation for innovation in automobile design. The boxy-styled Appia replacement featured an all-new, narrow-angle, overhead-camshaft V4 engine; front wheel drive; independent front suspension by double wishbones; and disc brakes all round. A 2+2 coupe version on a shorter wheelbase was launched in 1965. Though mechanically similar, the newcomer had all the visual presence its progenitor lacked, and came with a 1,216cc engine producing 80bhp. Tuned HF versions provided increased performance, while for the style conscious there was the Sport Zagato with lightweight aerodynamic bodyshell. Introduced in 1967 with the 1,298cc (87bhp) engine, the Zagato was later offered with the 1.6-litre HF unit producing 114bhp. A five-speed gearbox was introduced from 1971, and in its larger-engined form the Sport was good for around 120mph. Production ceased in 1972 after Zagato had manufactured around 7,000 cars. Ex-works HF rally cars aside, the Zagato is the most desirable of all the Fulvias, and while its styling may not be to everyone's taste, it is undeniably one of the most striking designs of the 1960s. Forming part of a family owned collection of Lancias for many years, this rare right-hand drive Fulvia Sport Zagato is an older restoration that would benefit from further renovation. Last driven circa 2016, the car will require servicing prior to active use. Offered with a V5 document and expired MoT (May 2016).

**£5,000 - 8,000**

**€5,700 - 9,000**

**No Reserve**



106

### 1959 BMW ISETTA 300 MICRO CAR

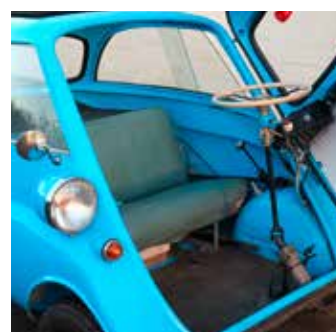
Registration no. NPR 640

Chassis no. A318035

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. 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 single-cylinder four-stroke motorcycle engine of 247cc. 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 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 and 55mpg. Production ceased in 1962. The vendor purchased this left-hand drive three-wheeler Isetta in 2007 and has been improving and restoring it ever since. Works include fitting a new floor; a bare-metal re-spray in original blue; and fitting the engine with new valves for unleaded compatibility. The car is driven circa every two weeks (only when the weather is dry) and usually goes to shows by trailer. Photos of restoration and re-spray are available, and the car also comes with numerous receipts, boxes of Isetta Gazettes, V5C Registration Certificate, and copies of the workshop manual and owner's handbook.

**£10,000 - 14,000**

**€11,000 - 16,000**



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.



107

### 2001 MERCEDES-BENZ CL 600 COUPÉ

Registration no. Y901 GHJ

Chassis no. WDB2153782A015625

A new model designation first introduced for 1992, the CL-Class was a family of luxurious high-performance four-seater coupés based on the S-Class saloon platform but 8" shorter in the wheelbase. After some seven years in production, the conservatively styled 1st Generation Type C140 was replaced in 1999 by the much more modern looking C215, as seen here. Two basic engines were available: a 5.0-litre 302bhp V8 and 5.8-litre 362bhp V12, while tuned AMG variants provided even more power. Equipped with very latest in automotive technology, the CL family boasted fully active suspension and Bi-Xenon HID headlights as well as the usual ABS, climate control, CD stereo, navigation system, heated front seats, electric sunroof, all-leather interior, etc. Five- and seven-speed automatic transmissions were available (there was no manual option). Another interesting feature was 'Active Cylinder Control' (fitted to the V12 cars from 2000-2002) which cut cylinders during gentle driving in the interests of better fuel economy. This 5.8-litre V12-engined CL 600 has covered circa 91,000 miles since delivery. It benefits from new ignition coil packs, new tyres, and a new stainless steel exhaust, all of which were fitted at 86,000 miles, and is described by the private vendor as in generally good condition. Some service history is available, and the car also comes with MoT to November 2018 and a V5C Registration Certificate.

**£8,000 - 12,000**

**€9,000 - 14,000**

**No Reserve**



108

*The 1963 Geneva Motor Show*

### 1963 ROLLS-ROYCE PHANTOM V LIMOUSINE

Coachwork by James Young

Registration no. MPB 348K

Chassis no. 5VA61

Introduced in 1959, Rolls-Royce's Phantom V limousine effectively replaced both the royalty/heads-of-state-only Phantom IV and the Silver Wraith. The latter's relatively short, for a limousine, wheelbase had made it all but impossible for coachbuilders to provide adequate boot space in a comfortable seven-seater automobile, a shortcoming addressed by the Phantom V. Built on a much-modified and strengthened 'Cloud II chassis, the new Phantom measured over six metres in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. A lower axle ratio ensured that, while top speed was a little down on that of its stablemates, though still in excess of 100mph, the new Phantom could all but match them for acceleration. This James Young-bodied Phantom V limousine was displayed at the 1963 Geneva Motor Show, as confirmed by the R-REC chassis cards. Sold to a Mr Müller at the show, it was purchased by the lady vendor's late husband in December 1971. The late owner was always chauffeur driven in his Rolls-Royce, and after his death his wife continued to be chauffeured weekly until 2014. Since then the car has been laid up. The interior has been removed to facilitate refurbishment of the dashboard and door cards, and all parts are believed to be present. Accompanying documentation consists of a V5C document and the aforementioned chassis cards. It is hoped that additional paperwork will be available at the sale. Sold as viewed.

**£10,000 - 15,000**

**€11,000 - 17,000**





**1960 DAIMLER SP250 ROADSTER**

Registration no. 3785 AD

Chassis no. 10752

- One of approximately 550 right-hand drive 'A'-Series cars
- Up-rated to 'B' specification
- Present ownership since 1983
- Fully restored between 2014 and 2016



An unusual departure for a firm more noted for its stately limousines, the SP250 sports car was Daimler's final fling before its acquisition by Jaguar. Aimed at the North American market and launched in 1959, the SP250 employed a separate ladder-type chassis on which sat controversially styled glassfibre coachwork manufactured by Daimler themselves. Four-wheel disc brakes were an unusual feature at the time, but unquestionably the car's biggest virtue was its 2.5-litre V8 engine, designed by the legendary Edward Turner of Triumph motorcycles fame. An outstandingly flexible unit, the smaller of Daimler's two V8s produced 140bhp, an output good enough to propel the SP250 to a top speed of 125mph. In keeping with the demands of its intended market, automatic transmission was available as an option.

The model survived Jaguar's 1960 take-over, benefiting from its new owner's attention that resulted in the much-improved 'B' version. Introduced in April 1961, the SP250 'B' boasted a stiffer chassis and thicker glassfibre coachwork, while its 'C' replacement, introduced in April 1963, differed only in detail. Sadly, the Jaguar E-Type's arrival meant the SP250's days were numbered, and production ceased in 1964.

First registered in 1960, this beautiful SP250 is one of approximately 550 right-hand drive 'A'-Series models built. The present owner acquired the car in 1983, and drove it for three years before an engine problem forced him to take it off the road. The engine was subsequently rebuilt in the 1990s by Graham Harper of Glasgow. The Daimler was stored for some 30 years before a full restoration commenced in October 2014. Entrusted to Malton Coachworks, the rebuild included upgrading the chassis to the improved 'B' specification. Dawson Upholstery (also of Malton) re-trimmed the interior at a cost of £9,730, with the total cost of the restoration exceeding £40,000 (see bills on file).

Only some 500 miles have been covered since the rebuild's completion with a few snagging issues yet to be resolved. It is noted that the overdrive and speedometer are currently inoperative and there are some alignment issues in the opening panels. Finished in stunning light blue with matching leather interior, '3785 AD' is offered with an old-style logbook, current MoT, a V5C Registration Certificate, and the aforementioned restoration bills.

**£28,000 - 36,000**  
**€32,000 - 41,000**

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*The ex-Ayrton Senna, record-setting, Monaco Grand Prix-winning*  
**1993 MCLAREN-FORD MP4-8A FORMULA 1 RACING SINGLE-SEATER**  
Chassis no. 6



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*An invitation to consign*



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Further entries are now invited, to consign your motor car please contact the department.

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*The ex-Richard Shuttleworth, Henry Wessells,  
Donington Grand Prix-winning*

### **1934 ALFA ROMEO TIPO B MONOPOSTO**

Chassis no. 5007







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*'2 VEV' - the Essex Racing Stable  
ex-Le Mans, Goodwood TT, Jim Clark,  
present family ownership since 1971*

**1961 ASTON MARTIN DB4GT ZAGATO**

Chassis no. DB4GT/0183/R







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**1963 JAGUAR E-TYPE LIGHTWEIGHT**  
Sold for \$8,000,000



**1957 BMW 503 CABRIOLET**  
Sold for \$583,000



**1972 FERRARI 365GTS/4 DAYTONA SPIDER**  
Sold for \$2,410,000



**1990 FERRARI F40**  
Sold for \$1,457,500



**1959 AC ACE-BRISTOL**  
Sold for \$451,000



**1965 FERRARI 275 GTB ALLOY LONG-NOSE**  
Sold for \$3,080,000



# QUAIL LODGE AUCTION

CONSIGNMENTS INVITED

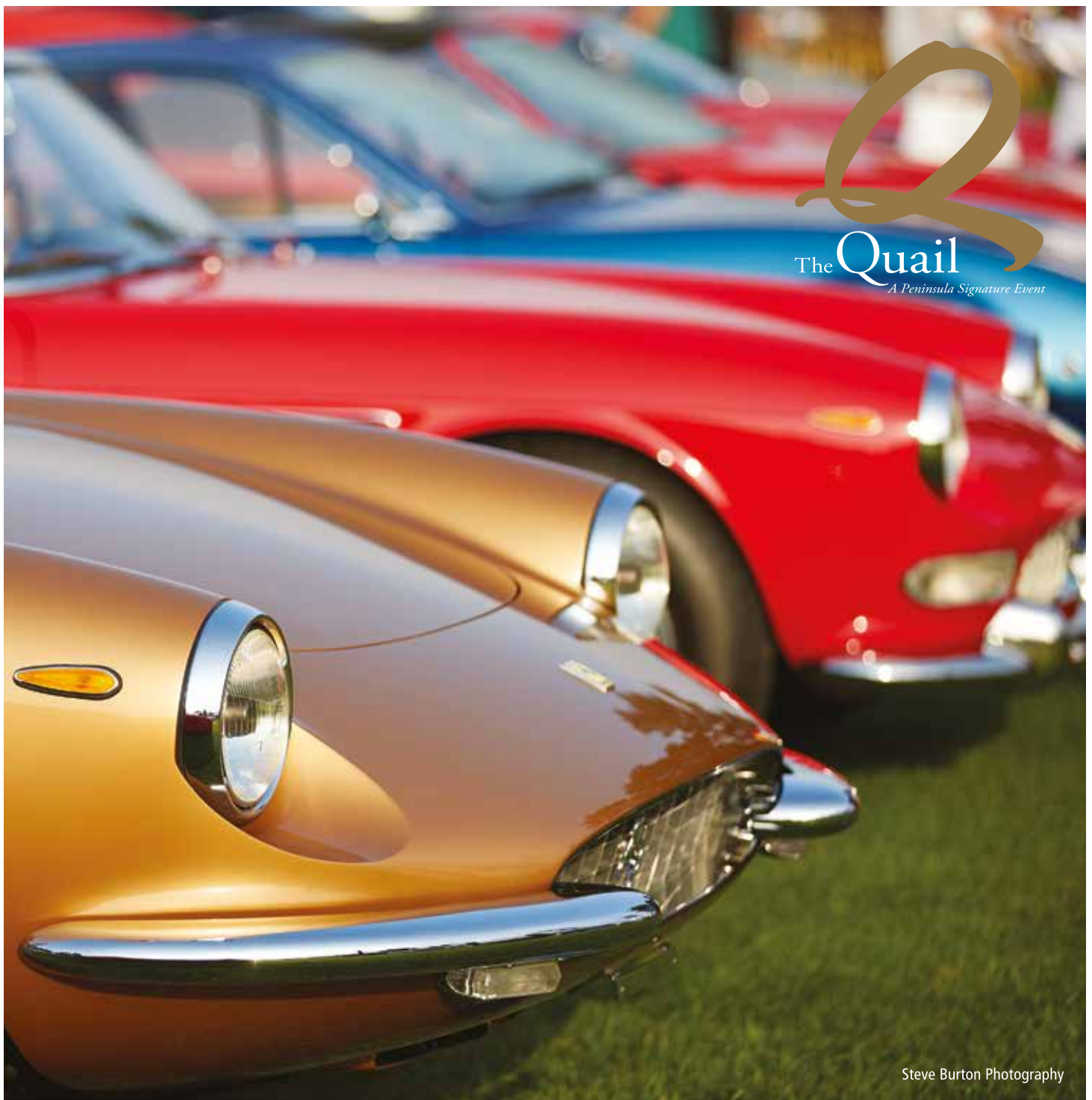


1995 McLAREN F1  
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Steve Burton Photography

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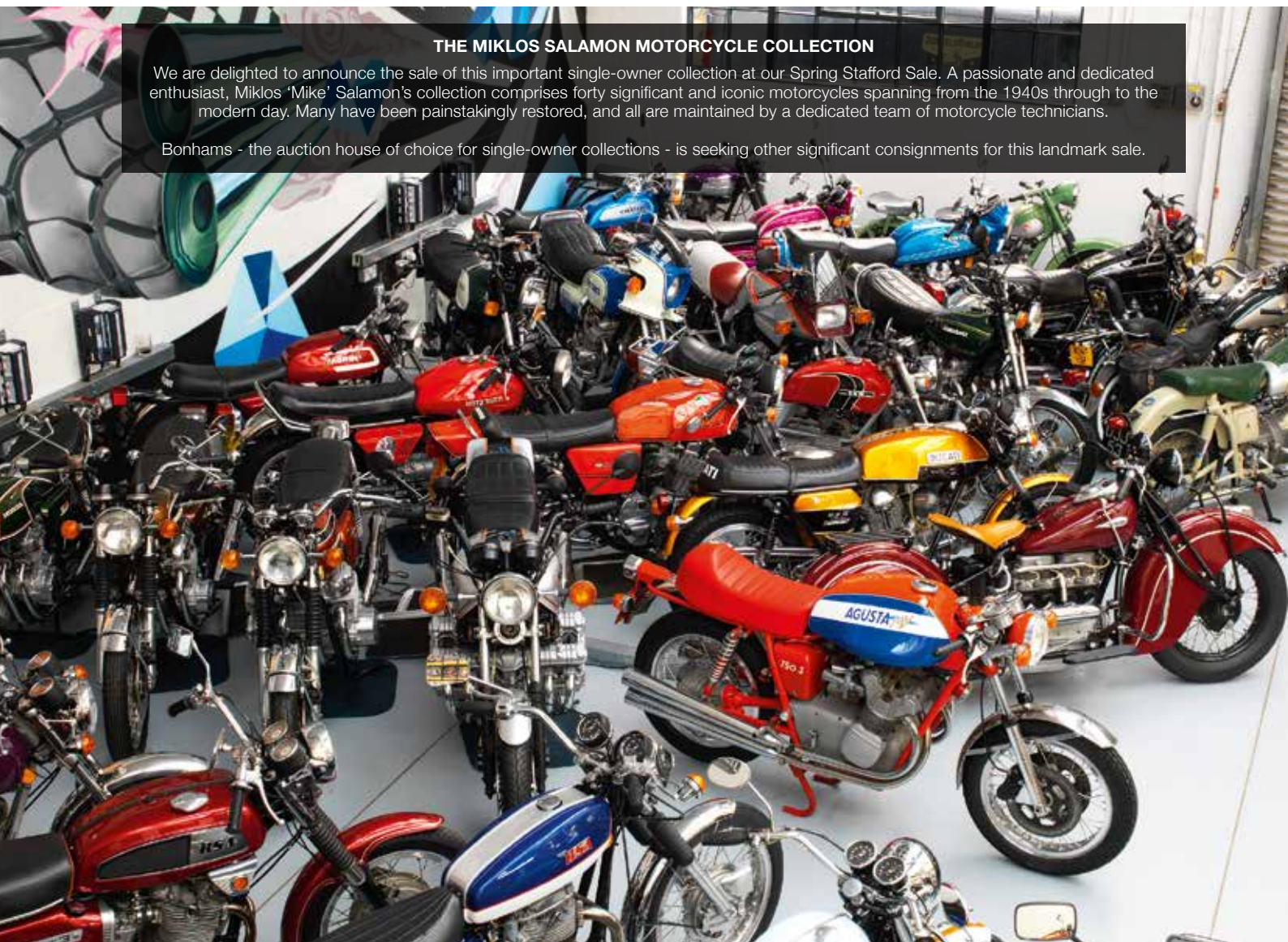
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Bonhams - the auction house of choice for single-owner collections - is seeking other significant consignments for this landmark sale.



# Bonhams

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## THE WALID JUFFALI COLLECTION

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Bishopsgate House, Surrey

The auction of the collection of the late Dr Walid Juffali is to be held at Bishopsgate House and includes: Old Masters, 19th and 20th Century and Contemporary Paintings, Impressionist & Modern Prints, Contemporary and 20th Century Sculpture, English and Continental Furniture and Works of Art, Silver, Glass, Chandeliers, Carpets as well as the contents of the Wine Cellar and Outbuildings.

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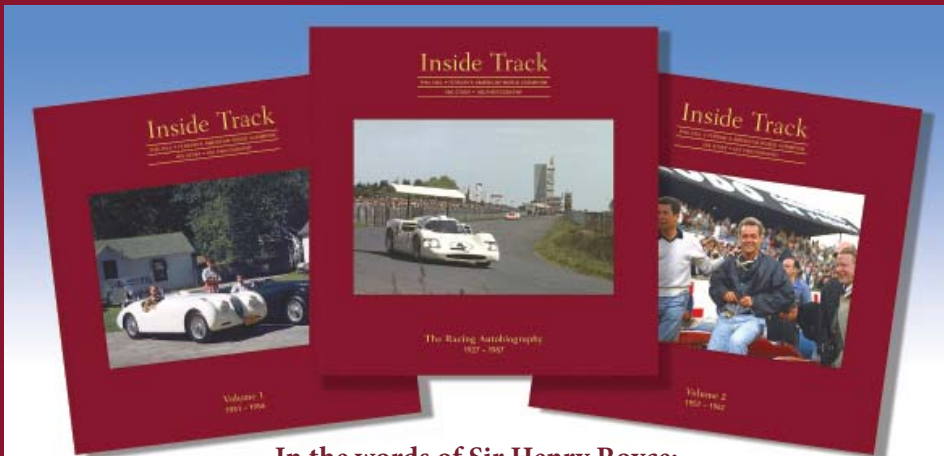
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8 SEPT	ROUND 7	<b>LOTON PARK HILL CLIMB</b>
9 SEPT	ROUND 8	<b>LOTON PARK HILL CLIMB</b>
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Beaulieu



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

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*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.

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*. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

## Bonhams' preferred payment method is by 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.

Payment may also be made by one of the following methods:

**Sterling personal cheque drawn on a UK branch of a bank or building society:** all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

**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; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid by other means.

Credit cards (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

**Note:** only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

## 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 way 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 or 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
		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.	9.2.3	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> .
		7.4	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	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
		<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	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
		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:	9.3.2	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.
		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	9.4	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> .
		8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
		8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
		8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	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.
		8.2	The discretion referred to in paragraph 8.1:	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> .
		8.2.1	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	<b>10</b>	<b>OUR LIABILITY</b>
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		<b>9</b>	<b>FORGERIES</b>	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

## 11 MISCELLANEOUS

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

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

## 12 GOVERNING LAW

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

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* [www.bonhams.com](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.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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I will collect the purchases myself ☐  
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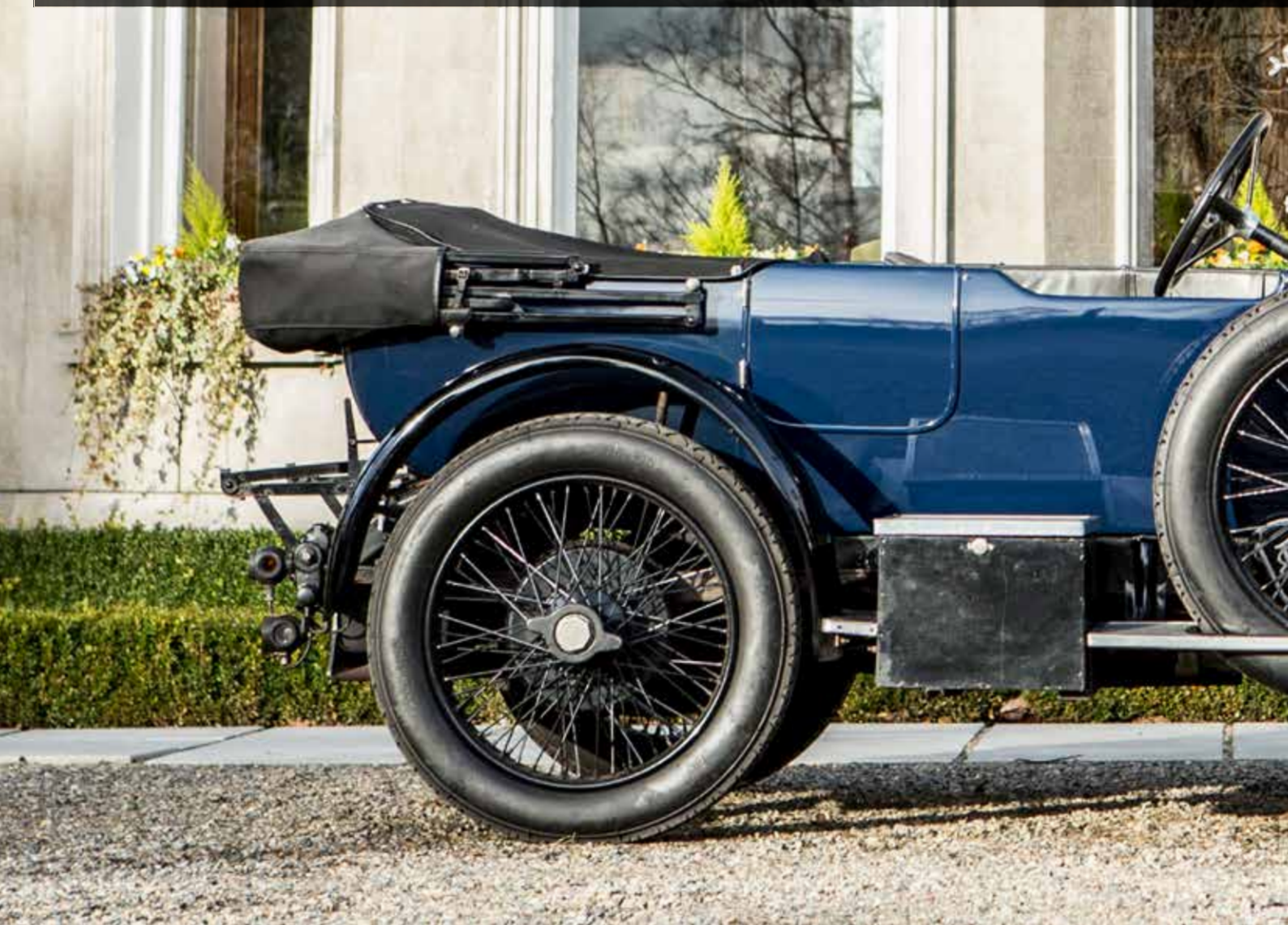
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## MOTOR CAR INDEX

Lot No	Year	Model	Lot No	Year	Model
99	1928	AC Royal 12hp Drophead Coupé with Dickey	40	1975	Bristol 411 'Series 4' Sports Saloon
102	1937	AC 16hp '2-4-6' Coupé with Dickey	28	1947	Cadillac 'Series 62' Sedan
100	1958	AC Ace Roadster	19	1964	Cannon GT Coupé
101	1984	AC 3000 ME Coupé	93	1955	Chevrolet Bel Air
35	c. 1965	Alfa Romeo 1600 GTA Engine	53	1964	Chevrolet Corvair 500 Competition Car
35	1965	Alfa Romeo Giulia Sprint GTA Competition Coupé	69	1949	Connaught L2 2½-litre Sports-racing Two-seater
78	1974	Alfa Romeo Montreal Coupé	31	1937	Cord Model 812 Westchester Sedan
56	1937	Alvis 3½-Litre 'Alvil Continental Tourer'	109	1960	Daimler Dart SP250 Roadster
42	1937	Alvis 4.3-Litre 'Short Chassis' Tourer	81	1972	Datsun 240 Z Coupé
67	1961	Alvis TD21 Sports Saloon	32	1928	Dodge 'Fast Four' 3½-Litre Landauette
43	1927	Amilcar CGS Type S Voiturette	47	1974	Ferrari Dino 246 GT Spider
72	1959	Aston Martin DB Mark III Sports Saloon	65	1983	Ferrari 208 GTB Turbo Coupé
85	1967	Aston Martin DB6 MKI Sports Saloon	97	1986	Ferrari 412GT Coupé
22	1996	Aston Martin DB7 Volante	17	2003	Ferrari 360 Modena Challenge Coupé
41	1965	Attila-Chevrolet Mark III 5.0-Litre Sports-racer	77	2012	Ferrari FF Coupé
49	1954	Austin A30 HRDC 'Academy' Competition Saloon	27	2016	Ferrari F12tdf Berlinetta
84	1953	Bentley R-Type 'SR5' Special Roadster	26	1968	FIAT Dino 2.0 Spider with Hardtop
21	1956	Bentley S1 Saloon	18	1970	FIAT Abarth 595 SS Sports Saloon
63	1960	Bentley S2 Continental Sports Saloon	82	1972	FIAT 500L Saloon
33	1986	Bentley Continental Convertible	48	1943	Ford Jeep 4x4 Light Utility
87	1993	Bentley Continental R Coupé	91	1965	Ford Lotus Cortina Sports Saloon
80	1998	Bentley Continental R Coupé	61	1966	Ford Lotus Cortina Competition Saloon
58	2014	Bentley Continental GT3-R Coupé	79	1968	Ford Bronco 4x4 Pickup Truck
106	1959	BMW Isetta 300 Micro Car	54	1970	Ford Escort RS1600 Rally Car
71	2000	BMW M5 Sports Saloon	75	1980	Ford Escort RS2000 Custom Sports Saloon
59	2000	BMW Z3 Coupé	70	1991	Ford Sierra Sapphire Cosworth 4x4 Rouse Sport
46	2002	BMW Z3M Coupé	103	1963	Heinkel Trojan 200 Micro Car
51	2004	BMW M3 Coupé	95	1938	Jaguar SS100 Roadster





Lot No	Year	Model	Lot No	Year	Model
89	1954	Jaguar XK120 Roadster	57	1961	Mercedes-Benz 190 SL Convertible
50	1960	Jaguar XK150S 3.4-Litre Roadster	60	1982	Mercedes-Benz 608 D Vehicle Transporter
88	1961	Jaguar Mark X Saloon	104	1996	Mercedes-Benz 500 SL Convertible with Hardtop
55	1963	Jaguar E-Type 'Series 1' 3.8-Litre Roadster	107	2001	Mercedes-Benz CL 600 Coupé
34	1965	Jaguar E-Type 'Series 1' 4.2-Litre Roadster	52	2006	Mercedes-Benz SL 65 AMG Convertible
62	1965	Jaguar E-Type 'Series 1' 4.2-Litre Roadster	44	1931	MG Magna F-Type Supercharged Sports
45	1970	Jaguar E-Type 'Series 2' Coupé	29	1956	MG Magnette ZA Competition Saloon
8	1933	Lagonda 4½-Litre M45 Tourer	64	1968	Morgan V8 Roadster
15	1935	Lagonda M45 Pillarless Saloon	1	1931	Morris Minor Special
73	1967	Lamborghini 400GT 2+2 Coupé	16	1975	Porsche 2.7-Litre 914/6 GT Targa Coupé Re-creation
76	1991	Lamborghini Diablo Coupé	86	1976	Porsche 911 Carrera 3.0-Litre Targa Coupé
36	1928	Lancia Lambda 7th-Series Faux Cabriolet	74	1988	Porsche 911 Carrera 3.2-Litre Targa Sport Coupé
92	1928	Lancia Lambda 8th-Series 2½-Litre Tourer	66	1980	Range Rover 4x4 Estate
7	c. 1931	Lancia Lambda 8th-Series Saloon	37	2001	Range Rover 4x4 Estate
6	1935	Lancia Belna Saloon	25	1935	Riley 12/4 Sports Special
3	c. 1940	Lancia Aprilia Saloon	20	1936	Riley 9 Monaco Saloon
11	1954	Lancia Appia Saloon	98	1915	Rochet-Schneider 15hp Type 11000 Project
9	1956	Lancia Aurelia B24 Convertible	68	1939	Rolls-Royce 25/30hp Limousine
105	1965	Lancia Fulvia Sport Zagato Coupé	108	1963	Rolls-Royce Phantom V Limousine
12	1970	Lancia Rallye 1.3 S Coupé	83	1971	Rolls-Royce Phantom VI Limousine
4	1972	Lancia Fulvia HF1600 Coupé	39	1991	Rolls-Royce Corniche III Convertible
10	1979	Lancia Stratos Replica by Hawk	5	1932	Sunbeam 20.9hp Convertible with Dickey
14	1984	Lancia Beta VX Coupé	24	1936	Talbot BG110 Alloy-bodied Tourer
2	1992	Lancia Y10 Hatchback	94	1963	Turner MkII Sports
90	1949	Land Rover 4x4 Station Wagon	23	1921	Vauxhall 30-98 E-Type Velox Tourer
38	1980	Land Rover Series III 4x4 Station Wagon			
96	2006	Land Rover Defender 90 td5 County Station Wagon			
30	1963	Lincoln Continental Presidential Limousine			





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