

Bonhams



Collectors' Motor Cars and Automobilia

Goodwood Revival, Chichester, Sussex | 8 September 2018

**GOODWOOD
REVIVAL
SALE**



PUNLOP



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



GOODWOOD REVIVAL SALE

Collectors' Motor Cars and Automobilia

Saturday 8 September 2018 at 11:00 and 13:00
Chichester, Sussex

VIEWING

Friday 7 September
09:00 to 17:00
Saturday 8 September
from 08:30

SALE

Saturday 8 September:
Automobilia 11:00
Vehicle Registration Numbers
immediately following automobilia
Motor Cars 13:00

SALE NUMBER

24878

CATALOGUE

£30.00 + p&p
(admits two)

REGISTRATION IMPORTANT NOTICE

Please note that all customers, irrespective of any previous activity with Bonhams, are required to complete the Bidder Registration Form in advance of the sale. The form can be found at the back of every catalogue and on our website at www.bonhams.com and should be returned by email or post to the specialist department or to the bids department at bids@bonhams.com

To bid live online and / or leave internet bids please go to www.bonhams.com/auctions/24878 and click on the Register to bid link at the top left of the page.

BIDS

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

Please note that bids should be submitted no later than 4pm on Thursday 6 September. Thereafter bids should be sent directly to bids@bonhams.com

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

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

IMPORTANT INFORMATION

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

ENQUIRIES

Motor Cars
+44 (0) 20 7468 5801
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Automobilia &
Vehicle Registration Numbers
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SPECIALISTS

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ENQUIRIES ON VIEW AND SALE DAYS

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+44 (0) 8700 270 089 fax

CUSTOMER SERVICES

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

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 223
Back cover: Lot 300

PLEASE NOTE

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

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

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

Bonhams 1793 Limited

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

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

Bonhams International Board

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

Bonhams UK Ltd Directors

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

Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, India Phillips,
Peter Rees, John Sandon, Tim Schofield,
Veronique Scorer, Robert Smith, James Stratton,
Ralph Taylor, Charlie Thomas, David Williams,
Michael 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 Automobilia the Buyer's Premium is 25% on the first £175,000 of the Hammer Price, 20% from £175,001 to £3,000,000 of the Hammer Price, and 12.5% on the balance thereafter.

PLEASE NOTE FROM THE 1 SEPTEMBER 2018:
For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 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. 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.

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.

Bonhams' preferred payment method is by bank transfer.

- **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 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:

- **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.

- **Card:** Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

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.

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.

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.

- **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society 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.

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.

VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:
† VAT at 20% on hammer price and buyer's premium
Ω VAT on imported items at 20% on hammer price.
* VAT on imported items at 5% on hammer price.

- Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

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

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.

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine to be changed and as a consequence, the frame and engine numbers to be altered. Buyers must check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine. Buyers must also satisfy themselves whether the physical number stampings on a machine are consistent with original factory stamps for that lot.

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.

Motor Car Presentation

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

Photography

Simon Clay
Tom Wood
Neil Fraser
Roger Dixon (Automobilia)

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.

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

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee 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 together with proof of address if not included on driving licence. e.g utility bill/letter from tax authorities. 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, and faxed/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 60 lots of automobilia per hour and circa 30 vehicles per hour.

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

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 are 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.

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 Olivia Spurrier.

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.

We accept the following methods of payment.

Bonhams' preferred payment method is by bank transfer.

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

Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

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.

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.

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.

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.

Payment by cash

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.

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

PLEASE NOTE FROM THE 1 SEPTEMBER 2018: For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse at 1pm on the day after the sale. Vehicles will be uplifted the night of the sale to local store, clients will be given the address when collecting their invoices or paying for their purchases following the sale.

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.

BONHAMS MOTORING INTERNATIONAL SPECIALIST TEAM

UNITED KINGDOM



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Richard Stafford



Jamie Knight



Malcolm Barber

EUROPE



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner

WEST COAST USA



Jakob Greisen



Mark Osborne



Michael Caimano



Derek Boycks

EAST COAST USA



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Tim Parker

ADDITIONAL CONTACTS

Automobilia & Vehicle Registration Numbers

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toby.wilson@bonhams.com

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Motor Car Presentation

Chris Bailey, Showcase SVS
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Buyers/Sellers Accounts US

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+1 (415) 861 8591 fax

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyer's expense.

Bonhams Guildford office located at:
4 Millmead Guildford, GU2 4BE
Monday to Friday 9am to 1pm and 2pm to 4.30pm and will be available for collection from 10.30am Wednesday 12 September 2018 **by appointment only.**

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

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

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

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

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

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

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

Motor Cars

Vehicles must be collected from the sale venue by 12 noon on Monday 10 September 2018, at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility (please see Guide for Buyers).

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

Removal and Storage of Vehicles

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

Vehicle Removal charges

£260 + VAT per vehicle

Vehicle Storage charges

First 14 days

£20 + VAT per motor car per day

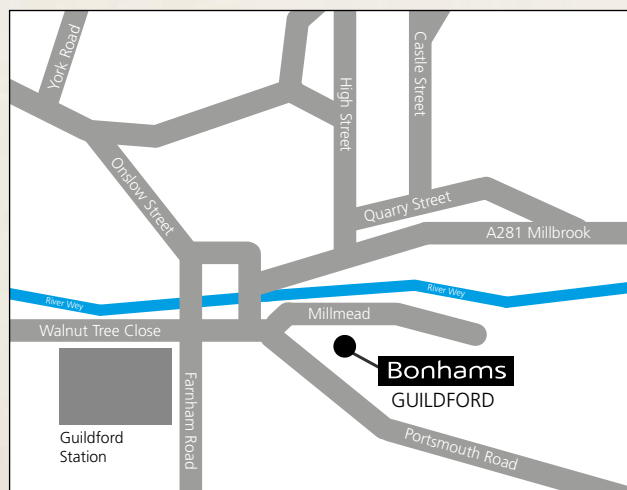
Thereafter

£10 + VAT per motor car per day

Transport and Shipping

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

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



Directions to Goodwood Revival

The Bonhams marquee is located outside of the ticketed event area. To access the 'Over the Road' attractions and the Motor Circuit you will require an event ticket.

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

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

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

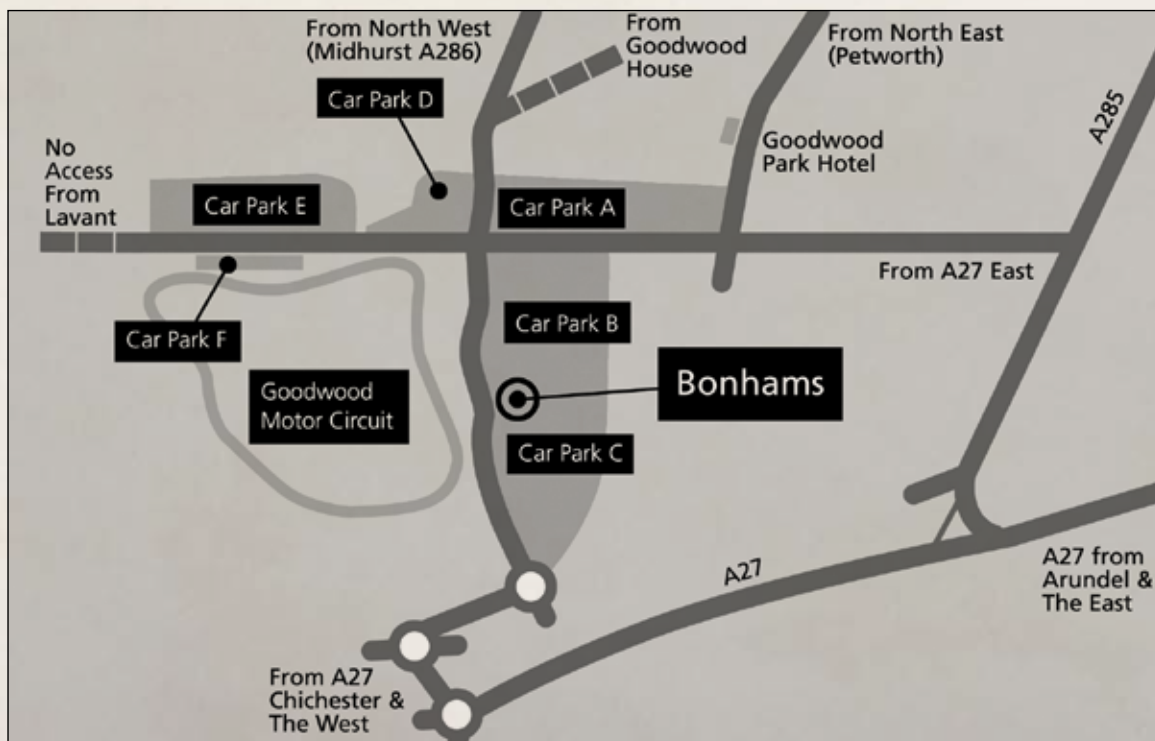
From Southampton and Portsmouth take the A27 eastbound around Chichester until the junction with the A285 Petworth Road. Take the slip road left for Petworth. Continue north along the A285 until the T junction with New Road. From here follow the AA signs and you will be directed to the most appropriate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

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

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

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

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





AUTOMOBILIA INCLUDING THE HEALEY COLLECTION PART II

Lots 1 - 129
at 11.00am

Images of each lot can be found at:
www.bonhams.com/24878



1



2



3



3 (detail)



4

1• **ANTHONY PRITCHARD: THE JAGUAR D-TYPE; A LIMITED EDITION TITLE PUBLISHED BY PALAWAN PRESS,** published 2015, dark-green cloth-bound hard covers, limited edition numbered 174/250, 420 numbered pages, well illustrated, in good clean condition, complete with slipcase and in original carton packaging.

£1,000 - 1,500

€1,100 - 1,700

2 **A RARE BENTLEY EIGHT LITRE INSTRUCTION BOOK,**

8vo, blue cloth covers with wrap around press-stud, 92 numbered pages with lubrication chart fold-out, hand written Chassis No YF5017 inside front cover; together with other instruction books for Delage Light Six 15.7 & 18.2Hp type DR, embossed blue cloth covers; Invincible Talbot for 12Hp, 15-20Hp, 20-30Hp, 20-40Hp and 25-50Hp cars, embossed green cloth covers; Talbot-Darracq 16Hp Type V21, embossed blue cloth covers and Talbot-Darracq Owner's Handbook 8Hp 1922 model, striped brown card covers, each 8vo, used condition.

(5)

£1,000 - 1,400

€1,100 - 1,600

3• **A 1967 FERRARI YEAR BOOK SIGNED BY ENZO FERRARI,**

4to, orange and black printed card covers, (spine loose and re-attached to pages in places), the frontispiece with Enzo Ferrari signature in purple ink.

£1,000 - 1,400

€1,100 - 1,600

4†

A FERRARI 365 GTB/4 'DAYTONA' FULL OWNER'S LEATHER WALLET WITH SPARES LIST AND OWNER'S MANUAL, CIRCA 1972,

the brown leather wallet with pop-stud fastening and with Cavallino logo to corner, some light wear, with watered-silk lined interior, containing a revised original spares list, stud-bound card covers, No.70/72, printed by Copy-Art of Maranello and dated September 1972, in Italian, French and English text, accompanying owner's manual, card covers, No.34, printed in Italy and dated 1969/70, both 8vo, in good order, together with a Warranty Card, yellow card covers, with ink stamped No. 5642/2855 to first page and further stamped with vehicle details and issued to a Berlinetta-bodied RHD 365/ GTB.4, Chassis No. 16039, English text, a 1972 Ferrari Dino Authorized Service Agents booklet, green card covers, and an Operating and Service Rules pamphlet.

(6)

£5,000 - 6,000

€5,600 - 6,700



5



Fangio and Watson in Monaco (archive image not offered for sale with lot 5)

5
A LARGE PHOTOGRAPH DEPICTING DAVID WATSON IN JO BONNIER'S MASERATI TIPO 200SI AT CRYSTAL PALACE 1969, SIGNED BY FANGIO AND OTHERS,
 monochrome, 40 x 50.5cm, signed J M Fangio with named dedication, dated 5/10/70, the other signatures of Nello Ugolini Maserati Team Manager and Count Volpi of Scuderia Serenissima, some loss to surface of photograph.
£1,000 - 1,200
€1,100 - 1,300

From the collection of the late David John Peter Watson, equity card carrying professional driver. Watson worked closely and became great friends with Juan Manuel Fangio while in Monaco. They were filming a biopic that never saw the light of day, which involved Watson having to drive a number of Fangio's cars including the 1956 Championship winning Lancia-Ferrari D50 and the Scuderia Serenissima Ferrari 250TR. The photograph was signed during the filming.



6



7

6
A COLLECTION OF 1950S PERIOD PHOTOGRAPHS OF AUSTIN HEALEY CARS,
 22 monochrome images, majority 6 x 8inch photographs by Donald Page, including Carroll Shelby, Donald Healey and Roy Jackson-Moore with the 1956 Class D Speed Record modified Austin Healey 100 at the Utah Salt Flats, two images of the Special Test Car 'NOJ 391', 'NOJ 392', and others depicting 100S and 100-Six models, including chassis, detail and production line images, some with caption sheets to reverse, all contained in a maroon vinyl BMC Press Information folder.
£1,000 - 1,200
€1,100 - 1,300

7
TEN DRIVER SIGNED PHOTOGRAPHS,
 each monochrome, portrait and race scenes including Jaguar D-Type, comprising six 6" x 4" images, depicting Mike Hawthorn, Duncan Hamilton, Paul Frere, Jack Fairman, Ivor Bueb, Desmond Titterton, and Rob Perry, a 7" x 5" portrait image of Michael Salmon, and two 6" x 8" portrait photographs of Tony Rolt and Norman Dewis, each signed by the respective driver in blue ink.
 (10)
£1,000 - 1,500
€1,100 - 1,700



8

8
THREE SIGNED PHOTOGRAPHS OF MIKE HAWTHORN,
 each monochrome, approximately 4" x 6" images, comprising two portrait images of Hawthorn, signed in blue ball-point, and another depicting Hawthorn in the D-Type Jaguar 'OKV 3' circa 1955, signed by the driver in blue ink.
 (3)
£1,000 - 1,500
€1,100 - 1,700

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.



9



9

9

A 1959 'BARC GOODWOOD INTERNATIONAL 100' RACE POSTER, for the March 30th Easter Monday event for Grand Prix cars, featuring artwork after Roy Nockolds, with fold marks and some light creasing, 76 x 51cm, offered together with a circa 1950 BRM Association exhortation poster depicting the Mk1 Prototype V-16 BRM, 53 x 39cm, and an early 1950s O.R.M.A. (Owen Racing Motor Association) exhortation poster, 51 x 38cm, both with fold marks.

(3)

£1,200 - 1,500

€1,300 - 1,700

10

RONALD SEARLE 1920-2011: 'OIL LEAK', signed, cartoon in pen and ink on board, with dedication "David, Don't look at this with a professional eye! This is just a souvenir of the Monte Carlo jaunt - with best wishes from Ronald 1968", 36 x 47cm, in card mounted display with copies of Searle's artwork designs for the titles of 'Those Daring Young Men in the Jaunty Jalopies' (working title) and scanned images of David Watson clowning with Dudley Moore and some of the film crew.

£1,000 - 1,500

€1,100 - 1,700



9



10

From the collection of the late David John Peter Watson, equity card carrying professional driver. Watson acted as technical adviser and performed some of the driving stunts on the film, doubling for the likes of Tony Curtis, Terry Thomas and even Mireille Darc. The film was released as Monte-Carlo or Bust! in the UK in 1969 and as Those Daring Young Men in the Jaunty Jalopies in the USA.

11 AR

GRAHAM TURNER (1964 -), "JIM CLARK, LOTUS-CORTINA PHK 615D", signed and dated '02, watercolour and gouache on paper, depicting car number 51, winner of the International Motor Show 200 race held at Brands Hatch on 30 October 1966, 24 x 32.3cm, mounted, framed and glazed.

£1,000 - 1,500

€1,100 - 1,700

12 AR

GRAHAM TURNER (1964 -), "JIM CLARK, LOTUS 25", signed and dated '00, watercolour and gouache on paper, depicting car number 20, winner of the 1962 British Grand Prix held at Aintree on 21 July 1962, 24 x 33.5cm, mounted, framed and glazed.

£1,000 - 1,500

€1,100 - 1,700



(archive image not offered for sale with lot 10)



11



12



13

13
GRAHAM TURNER (1964 -), "JIM CLARK, LOTUS 49",
signed and dated '00, watercolour and gouache on paper, depicting car number 5 winner of the 1967 British Grand Prix held at Silverstone on 15 July 1967, 24 x 33cm, mounted, framed and glazed.
£1,000 - 1,500
€1,100 - 1,700

14 AR

ROY NOCKOLDS (1911-1980), 'RAC BRITISH GRAND PRIX SILVERSTONE 1958', A TRIBUTE TO PETER COLLINS,
signed lower left and dated 1959, oil on canvas, race scene depicting Collins in the Scuderia Ferrari Dino 246 leading the field on the way to his third and final Grand Prix victory ahead of Tony Brooks in the Vanwall and team-mate Mike Hawthorn in the Ferrari, 75 x 100cm, in original wooden frame.
£4,000 - 5,000
€4,400 - 5,600



14

Provenance (lot 14):

This original artwork, depicting Collins in his last Grand Prix race before his tragic accident at Nurburgring two weeks later, was, according to information supplied by the vendor, displayed at the Steering Wheel Club, Brick St, in January 1959, and was immediately purchased by Ken Gregory, racing manager to Peter Collins and Stirling Moss, and retained in his office for 40 years until his retirement from racing management, and was then subsequently offered for sale with Brooks Auctioneers (see Lot 116, Olympia and at Brooks London, 4th-7th December 1999). It has, since then, remained in sole private ownership.

15

GREGORY PERCIVAL (BRITISH 1964-), 'ENDEAVOUR', A BRONZE SCULPTURE IN TRIBUTE TO BATTLE OF BRITAIN PILOT SQUADRON LEADER GEOFFREY WELLUM DFC,
a limited edition numbered 019 of 25 examples, completed in 2018, 'lost wax' cast bronze sculpture from the artist's 'Knights of the Sky' sculpture series, depicting Wellum in the cockpit section of his MkIIa Spitfire in flight, the fuselage bearing his Squadron Code 'Q J', each part signed and numbered, measuring 30cm long, mounted to a bronze stem above a stepped slate display base, 40cm high overall, offered together with a Certificate of Issue from the sculptor.

(2)

£1,500 - 2,500
€1,700 - 2,800



15



16

16

**GREGORY PERCIVAL (BRITISH 1964-),
'TALLY-HO!', SCULPTURE OF DOUGLAS
BADER'S 'DOGSBODY' SECTION
616 SQUADRON FLYING FROM RAF
WESTHAMPNETT IN JULY 1941,**

in honour of the brave pilots who flew so gallantly during the Second World War, a limited edition sculpture, signed by the artist and numbered 15 of 25 examples produced, depicting the Spitfires of Douglas Bader, Alan Smith, Johnnie Johnson and Hugh 'Cocky' Dundas, following the call of Bader 'Tally-Ho!', each hand-cast solid bronze Spitfires with a wingspan of 18cm, mounted on clear cast glass resin base to represent the flight trails, measuring 72 x 46 x 35cm overall, offered with certificate of issue from the sculptor.

(2)

£2,000 - 3,000

€2,200 - 3,300



17

17

**A CAST ALUMINIUM SIGN DEPICTING
THE PRE-WAR ASTON MARTIN WINGED
LOGO,**

modern, preliminary casting used as artist's proof for a proposed limited edition, 88cm wide.

£1,000 - 1,500

€1,100 - 1,700



18

18

**A CAST ALUMINIUM SIGN DEPICTING
THE DAVID BROWN ASTON MARTIN
WINGED LOGO,**

modern, preliminary casting used as artist's proof for a proposed limited edition, 88cm wide.

£1,000 - 1,500

€1,100 - 1,700



19

19

**A CAST ALUMINIUM SIGN DEPICTING
THE ASTON MARTIN WINGED LOGO,**

modern, preliminary casting used as artist's proof for a proposed limited edition, 88cm wide.

£1,000 - 1,500

€1,100 - 1,700



20

20

**A CAST ALUMINIUM SIGN DEPICTING
THE BENTLEY WINGED LOGO,**

modern, preliminary casting used as artist's proof for a proposed limited edition, 89cm wide.

£1,000 - 1,500

€1,100 - 1,700



21

21

**A CAST ALUMINIUM SIGN DEPICTING
THE 1961-1963 JAGUAR LOGO,**

modern, preliminary casting used as artist's proof for a proposed limited edition, 57.5cm wide.

£1,000 - 1,500

€1,100 - 1,700



22 (part)



23 (part)

22♦♦

MASERATI 250F SPARES AND ACCESSORIES, FORMERLY THE PROPERTY OF CAMERON MILLAR,

majority original and some replacement parts in various conditions comprising: body and chassis parts: nose cone with enamel badge and trident symbol, new tail panel, other coachwork panels, mirror cowls, body bolts, tags, air box, ball joints, rear spring hanger link, dismantled rear spring leaves, two 17 x 4½K Record Borrani wire spoked wheels; Engine parts: Cam cover, blanking bung, tacho drive, water rails, sump pan, set of used late con rods, four sets of pistons, inlet and exhaust valves, and other items; Transaxle parts: gearcase end cover casting and pattern, Gearcase oil filler cover casting and pattern, gearcase gear change cover and pattern, ZF differential outer, crown wheel and pinion, assorted gears and others, including brake components and assorted prop shaft Hook's joints.

(Qty)

£4,500 - 5,500

€5,000 - 6,100

According to information supplied by the vendor, the bonnet and nose-cone offered with this lot was fitted to a 250F converted in the USA to take a V8 American engine. The car was subsequently restored by Cameron Millar, and the 'Americanised' bonnet and nose-cone were removed. A photocopy of pages from Motor magazine June 14th 1975, featuring an article of Cameron Millar's restoration of the Ex-Stirling Moss Maserati 250F is offered for sale with the lot.

23♦♦

MASERATI 8CTF AND 8CM SPARES AND ACCESSORIES, FORMERLY THE PROPERTY OF CAMERON MILLAR,

majority original and some replacement parts in various conditions comprising: 8CTF nosecone, bonnet panel, other body panels, a radiator by Forcellini, Bolgna; bell housing, clutch, part-machined 8C cast iron type cylinder block, a supercharger, other supercharger castings and parts, camshafts, a scintilla Magneto, valve guides, drive shafts and other parts.

(Qty)

£2,400 - 3,000

€2,700 - 3,300

24

TWO MOTORING ANEROID BAROMETERS, 1920S,

each in nickelled cases for dashboard mounting and with rotating bezels with bevelled lenses, comprising a Negretti & Zambra example, 5cm diameter lens, the other of unknown manufacture, 6cm diameter.

(2)

£1,000 - 1,500

€1,100 - 1,700

25†

AN ENAMELLED SILVER 'ST. CHRISTOPHER' DASHBOARD PLAQUE AND A DOXA DASHBOARD MOUNTING TIMEPIECE,

the St.Christopher plaque depicting the Patron Saint of Travellers in amber and purple coloured guilloché enamel by M.Cosson set in French silver backplate by Emile Langlois of Paris, 50mm diameter, together with a Doxa automatic pocket-watch with white dial, black Arabic numerals subsidiary dial and bevelled lens with winder at 6 o'clock, 65mm diameter, set in a black felt pad and fitted within an angled dashboard mounting polished brass case marked 'Depose +'.

(2)

£1,000 - 1,500

€1,100 - 1,700



24



24



25



26

26†

AN ENAMELLED STERLING SILVER 'ST. CHRISTOPHER' DASHBOARD PLAQUE AND A DOXA DASHBOARD MOUNTING TIMEPIECE,

the St.Christopher plaque depicting the Patron Saint of Travellers in coloured enamels set in sterling silver backplate by Turner & Simpson, hallmarked Birmingham 1932, 58mm wide, together with a Doxa automatic pocket-watch with white dial, black Arabic numerals subsidiary dial and bevelled lens with winder at 6 o'clock, 65mm diameter, set in a black felt pad and fitted within an angled dashboard mounting nickel-plated case marked 'Depose +'.

(2)

£1,000 - 1,500

€1,100 - 1,700



28



28 (detail)



29

27
A SET OF FOUR RUOTE BORRANI
RW3835 WIRE SPOKED WHEELS TO FIT
ASTON MARTIN DB5 AND DB6,
each rim marked 15 x 5½K - RW 3835
RECORD, fitted with 6.70 R 15 916 X Michelin
Radial tyres.

(4)
£2,800 - 3,500
£3,100 - 3,900

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



30



30 (detail)

28
A STEERING WHEEL FORMERLY THE
PROPERTY OF JIM CLARK, 1960S,
three spoke fluted pattern alloy hub with
fitting ring, 16 inch diameter banded wooden
outer rim with eighteen Mother-of-Pearl inlays,
the rear of one spoke scratched 'JC', used
condition with some wear.
£3,000 - 4,000
£3,300 - 4,400

According to information supplied by the vendor this steering wheel was given to his father by Jim Clark as a gift for the vendor.

The vendor's father and uncle owned West Foulden Farm in Berwickshire, which shared a common boundary with Edington Mains, farmed by the Clark Family. The Millars and the Clarks were good neighbours and on friendly terms. The vendor recalls at a Border Tup sale that Jim Clark said to his father "I have something for your boy, I will hand it in". The steering wheel was given to the father and presented to the vendor some time later.

29†
A FERRARI 250LM STEERING WHEEL BY
MONZA,
three-spoke alloy wheel marked Monza to
lower spoke, with stitched black leather grip,
35cm diameter overall.
£3,000 - 4,000
£3,300 - 4,400

30
THE ORIGINAL GRILLE FROM FERRARI
250 GT BERLINETTA CHASSIS NUMBER
2735 AS RACED BY STIRLING MOSS,
INNES IRELAND AND GRAHAM HILL,
alloy construction stamped 2735 (with
corrected stamping of 3 over 2 on third digit),
26.5 x 95.5cm, used.
£2,500 - 3,500
£2,800 - 3,900

According to information supplied by the vendor, after chassis 2735 was crashed at Goodwood in August 1962 it was sent to Italy for restoration and given a characteristic Drogo body. During that month, Gunnar Andersson with his 1961 Mille Miglia winning 250 GT Berlinetta chassis 2439 rolled badly disfiguring all bodywork at Västskulloppe, Falkenberg, Sweden. That car was also sent to Italy to be re-bodied with the surplus body from GTO test mule; the (also Drogo bodied) Breadvan.

The 2439 car was sent back to Andersson of Gothenburg when restored, and later sold. In the early 1980s the then owner, Rein Tomsen, decided to turn Chassis 2439 into a historic racer. When he started the work he found that the grille of his car (2439) looked too big, so he made a smaller version inspired by a rebodied car campaigned by Albert Obrecht at the time. It was then discovered that the 'original' grille that had been removed was stamped 2735! Rein Tomsen, one of the founding members of Ferrariisti Svezia is positive that the grille was put into the car during the restoration and re-body work in Italy in 1962. This theory is entirely plausible because images of the 1962 Goodwood crash show that 2735 was not damaged at the front end. The original smashed 2439 grille was with Gunnar Andersson for many years. Item offered has been stored in Sweden since its last swap and now has a wonderful patina.



31



32

31
A SCARCE 'MOTHER PENN ALL PENNSYLVANIA MOTOR OIL' ENAMEL SIGN, 1930S,
single-sided, in brown and black on white die-cut shape for Dryer Clark & Dryer Oil Company, 61 x 91cm, some chips and loss to enamel.
£1,000 - 1,500
€1,100 - 1,700

The Dryer Clark and Dryer Oil Company was founded in Oklahoma City in 1926.

32
A RARE 'SUNSET GASOLINE' ENAMEL SIGN FOR THE SUNSET PACIFIC OIL COMPANY, CALIFORNIA, 1928-1934,
circular in four colours, single-sided, depicting a setting sun over the ocean, with cameos of a car and an aeroplane, 76cm diameter, some chips and loss.
£1,000 - 1,500
€1,100 - 1,700

33♦♦
AN AVERY HARDOLL MODEL CH1 HAND-CRANKED PETROL PUMP,
restored, finished red with applied Shell lettering to cylinder and 'Shell Motor Oil' pump plate, polished brass cylinder and nozzle on replaced rubber hose, approximately 176cm high.
£1,500 - 2,000
€1,700 - 2,200

34♦♦
A WAYNE HAND-CRANKED 'SKELETON' PETROL PUMP,
restored, Serial no 51110, fitted with delivery gauge and counter, finished in dark green livery with applied decals to show "BP ENERGOL" together with a "BP" pump plate, polished brass body and delivery nozzle, replacement hose, approximately 205cm high.
£1,500 - 2,000
€1,700 - 2,200



33



34



35

35

A RARE '2½ MINUTE' RAF SECTOR CLOCK, 1941,

the silk-screen printed 14 inch dial with inside pointing coloured 2½ minute sectors (hand-painted, very slightly darkened), black 1941 type laurel wreath RAF crest with Arabic numerals, polished brass bezel and correct F W Elliott single chain fusee movement number 16264, dated 1941, key wind aperture to front, the case 47cm diameter overall, the backbox stamped 'MADE BY F.W. ELLIOTT LIMITED 19' (year date digits not stamped), held with four pegs, complete with brass pendulum (detached), winding key and case key.

£4,500 - 5,500

€5,000 - 6,100

See page 284: Lt Col Bob Gardiner: A History of Clocks in the RAF; for a similar 1941 Elliott clock.

36

A WWII ROYAL AIR FORCE LEATHER FLYING HELMET AND GOGGLES,

Air Ministry issue C-Type brown leather helmet, size 7½-7¾, with beige suede lining printed No.3, and 21849, fitted with 10A/13466 earphone units and communication lead with Bakelite connector plug, with original carton box and packing, together with a pair of Air Ministry issue MkVIII pattern flying goggles with leather and suede surround and elasticated strap numbered 1602699.

(3)

£1,000 - 1,500

€1,100 - 1,700



36



37

37

A HAWKER HURRICANE CONTROL COLUMN SPADE GRIP, 1940S,

in matt black paint finish, with composite grip and firing button, type AH 2422 and stamped with other serial numbers, in used condition and with tie-on Service label, of the type used by Battle of Britain pilots, mounted as a display piece on a wooden base, 28cm high overall, offered together with a plated metal figural table lighter in the form of a pre-War aviator in Sidcot-pattern flying suit holding a twin-bladed propeller, the hinged head opening to wick, worn with some loss to plating, 26cm high.

(2)

£1,000 - 1,500

€1,100 - 1,700



37

38

A 'SUPERMARINE SPITFIRE' PRINT AFTER KEITH BLUEMEL SIGNED BY RAF BATTLE OF BRITAIN PILOTS,

limited edition, a profile of the Mk 1A fighter, signed by 23 pilots including Wing Commander Lord Dowding, Paddy Barthropp, Brian Kingcombe, and others, some signatures faded, 37 x 55cm, framed and glazed, with certificate of authenticity with full listing and numbered 116/1000.

(2)

£1,000 - 1,400

€1,100 - 1,600



38



39



40

39

**A 'HAWKER HURRICANE' PRINT AFTER KEITH BLUEMEL
SIGNED BY RAF BATTLE OF BRITAIN PILOTS,**

limited edition, a profile of the Mk 1 fighter, signed by 30 Hurricane pilots including Group Captain Sir Douglas Bader (faded), Harold Bird-Wilson, Denis Crowley-Milling, 'Bob' Stanford Tuck, and others, some signatures faded, 37 x 55cm, framed and glazed, with certificate of authenticity numbered 901/1000.

(2)

£1,000 - 1,400

€1,100 - 1,600

40

**AN 'AVRO LANCASTER' PRINT AFTER KEITH BLUEMEL
SIGNED BY RAF BOMBER COMMAND 'DAMBUSTERS'
PILOTS,**

limited edition, a profile of the bomber, signed by 17 members of 617 Squadron including Arthur 'Bomber' Harris (faded), Leonard Cheshire VC, W.Reid VC, and others, some signatures faded, 37 x 55cm, framed and glazed, with certificate of authenticity numbered 70/1000.

(2)

£1,000 - 1,400

€1,100 - 1,600

41

**A FRAMED DISPLAY OF PRE AND POST-WAR AERO AND
FLYING CLUB CAR BADGES AND PATCHES,**

believed 1930s-1950s, some enamel examples including badges for Tiger Club, Plymouth & District Aero Club, RR Motor Club, Rootes Motor Club Speke, Hawker Blackpool Auto Club, Herts & Essex Aero Club, Royal Air Force Motor Sports Association, Propellers Motor Club, Glamorgan Flying Club, and another unmarked badge, various conditions, together with two cloth patches for SFC 'Per Ardua ad Astra' and Ulster Flying Club, both with gold thread embroidered emblems, a small Reading Aerodrome MC enamel circular disc, and mounted together with a beige canvas pilot's cap and a miniature wooden propeller within a dark green baize-lined blue painted wooden framed and glazed display with hinged door and key, measuring 90 x 65cm overall.

(2)

£1,500 - 1,800

€1,700 - 2,000



41



42



43

42

A FRAMED DISPLAY OF 25 PRE AND POST-WAR CAR CLUB BADGES,

25 assorted car badges, some enamelled examples, comprising W.H.D.C.C. (West Hants & Dorset Car Club), British Trials Drivers Assn, National Motorists Association, Barnet and District Motor Club, Surrey Sporting Motor Club, The Sports Car Club, Romford Enthusiasts Car Club, NSCC (Nottingham Sports Car Club), L.A.W.M.C., E.A.M.S.C., British Kart Club, British Racing & Sports Car Club, Snetterton SMRC, British Motor Racing Marshals Club, BARC, Pembrokeshire Motor Club, 500 Motor Racing Club of Ireland, HCC (Harrow Car Club), The 500 Club, London Motor Club, Silverstone by Gaunt, another motorsport badge by Gaunt, RAC Motorsport Member, Goodwood and Aintree, both by Gaunt, all mounted together within a wooden framed and glazed display with hinged door and green baize lining, the frame measuring 91 x 61cm overall.

£3,000 - 4,000

€3,300 - 4,400

43

A FRAMED DISPLAY OF 26 MAINLY BROOKLANDS AERO CLUB AND BARC MEMBERS' AND GUESTS' ENAMEL LAPEL BADGES, 1920S-1960S,

all mounted in three sections within wooden-framed glazed felt-lined display with hinged door, and comprising:

London Aeroplane Club badges for 1926-7, 1928-9 and 1929-30
Brooklands Aero Club badges for 1936, 1937 and 1939
BARC Member and two Guest badges for 1935
BARC Member and one Guest badges for 1936, 1937 and 1938
BARC Goodwood Member and one Guest badge for 1952
BARC Goodwood Member badge for 1953
BARC Goodwood Member and one Guest badge for 1954
BARC Goodwood Guest badges for 1955 and 1956
BARC Goodwood Member and one Guest badge for 1958
BARC Goodwood Guest badges for 1960 and 1961

each with good enamel and majority with cord or pin fixing where appropriate, some staining to felt mounting in places, the case measuring 87 x 40cm overall.

£1,500 - 2,000

€1,700 - 2,200



44



45



46

44†

AN UNUSUAL 'TWO-HEADED EAGLE' MASCOT, BELIEVED AUSTRIAN,

unsigned, nickelled mascot with fine detailing, depicting the mythical bird as often appears in Austrian heraldic designs, believed to have been formerly fitted to a 1911 Austro-Daimler Prince Henry touring car, 16cm wingspan and mounted on a turned wooden display base.

£1,000 - 1,500

€1,100 - 1,700

45†

A REPLICA 'WHISPER' MASCOT FOR ROLLS-ROYCE AFTER AN ORIGINAL DESIGN BY CHARLES SYKES,

inscribed 'Charles Sykes' to base, nickel-plated bronze mascot depicting a draped female with her dress flowing behind her, 16cm high, mounted on a turned wooden display base.

£2,000 - 2,500

€2,200 - 2,800

46†

A HISPANO-SUIZA 'FLYING STORK' MASCOT BY F.BAZIN, FRENCH, 1920S,

signed to base, nickel-plate bronze, with riveted wing-tip fixing and wing-tips intact, smaller version of the mascot, 18cm long, bolt mounted to correct nickelled radiator cap.

£2,000 - 3,000

€2,200 - 3,300

47†

A 'SPIRIT OF SERENITY' MASCOT BY P.MARTEAU, FRENCH, 1920S,

signed to base, nickel-plated bronze mascot depicting a graceful draped nude female with her robes billowing in the wind, 17.5cm high, mounted on a turned wooden display base.

£2,000 - 3,000

€2,200 - 3,300



47



48



49



50

48†

A 'SPIRIT OF ST. LOUIS' MASCOT BY BOUSQUET, FRENCH, 1927,

signed to underside of right wing, nickelled mascot depicting the Ryan high-wing monoplane with rotating propeller, as flown by Charles Lindbergh during the first non-stop solo New York-Paris Atlantic crossing, the wings decorated in relief with Lindbergh's profile bust medallion and a map of the route, wingspan 14cm, mounted on an early Bakelite radiator cap above a turned wooden display base.

£3,000 - 4,000

€3,300 - 4,400

49†

A FINE ART DECO 'LEAPING GREYHOUND' MASCOT FOR AUTOMOBILES LORRAINE-DIETRICH, BY CASIMIR BRAU, FRENCH, CIRCA 1925,

signed to base, nickel-plated bronze, stylised depiction, larger version of the mascot adopted by the French motorcar manufacturer, 22.5cm long, mounted on a turned wooden display base.

£3,000 - 4,000

€3,300 - 4,400

50†

A RARE AND EARLY 'ST. CHRISTOPHER' MOTORING FIGURINE 'MASCOT' BY CHARLES SYKES, 1899,

signed 'C. Sykes' to rear of tapered square base and inscribed 'St Christopher' to front of base, 'cire perdue' cast figure in bronze with dark patina depicting the patron saint of travellers 'seeking the way' with hooded cloak and staff, 11cm high, fixed to wooden base with believed original mounting stud and bolt.

£4,000 - 5,000

€4,400 - 5,600

This bronze St. Christopher figurine is of the type as believed to have been fitted to the 1899 12Hp Daimler of Member of Parliament John Douglas-Scott-Montagu (1866-1929), 2nd Baron Montagu of Beaulieu, who reportedly drove his Daimler adorned with the St. Christopher figurine, into the yard of the Houses of Parliament in 1899, and believed to be the first time a 'mascot' was fitted to a motorcar.

Further information supplied by research staff at the National Motor Museum at Beaulieu, where Lord Montagu's Daimler is currently displayed, suggests that the 'mascot' may have been fitted to the interior of the car, as there was no convention for the radiator display of mascots at that time.

51†

A FINE AND RARE 'EROTIC FEMALE NUDE' MASCOT BY MAURICE GUIRAUD-RIVIERE, FRENCH, CIRCA 1920,

clear signature to base, nickel-plated bronze mascot with fine detailing, depicting a female nude with her drapery blowing in the wind as she attempts to preserve her modesty, 14.5cm high, mounted on a turned wooden display base.

£5,000 - 6,000

€5,600 - 6,700

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.



52†

**A RARE ART DECO 'LE VENUS NOIRE'
"JOSEPHINE BAKER" MASCOT BY
A. RENEVEY, FRENCH, CIRCA 1926,**

signed to base, polychrome bronze with gilt detailing, depicting a female dancer of African heritage in feather skirt with necklace, bangles and ankle bracelets, 17cm high, mounted on a turned wooden display base.

£5,000 - 6,000

€5,600 - 6,700

It is a popular belief that this mascot depicts the St. Louis born African American dancer and entertainer Josephine Baker (1906-1975), who, after relocating to Paris in 1925, was famed for her erotic performances at the Theatre des Champs-Elysees and at the Folies Bergere, most notably a particular performance known as the 'Danse Sauvage' during which the scantily-clad Baker wore a skirt made of a string of artificial bananas, more commonly referred to as 'The Banana Dance', causing a sensation at the time in Parisian society.



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.

53†

AN ILLUMINATING RADIATOR MOUNT TO SUIT LALIQUE GLASS MASCOTS,

nickel-plated, marked 'Breves Galleries Knightsbridge SW3 Pat No. 309301', fitted with bulb and other connection fittings and complete with bayonet type socket and mounting stud, with quartered orange/green coloured filter plastic disc, with threaded ring surround with inside diameter measuring 68mm, to suit selected larger Lalique pre-War glass mascots including Falcon.

£1,000 - 1,500

€1,100 - 1,700

54†

A RARE 'TETE D'EPERVIER' MASCOT IN OPALESCENT GLASS BY RENE LALIQUE, INTRODUCED 21ST JANUARY 1929,

moulded 'Lalique' with double-tailed 'Q' and 'France' towards rear of base, depicting a hawk's head in opalescent glass with blue/white hue, 6cm high, two internal pin-prick bubbles to base.

£3,000 - 4,000

€3,300 - 4,400

55†

A RARE 'COMETE' GLASS MASCOT BY DAVID GUERON AND EDOUARD CAZAUX, FRENCH, CIRCA 1928,

with relief moulded signature 'Gueron' to lower point, in the form of a six-pointed shooting star of simple geometric form with subtle frosted effect to stylised tail, above a textured glass base, possibly a special commission for a wealthy patron, 15cm high.

£5,000 - 6,000

€5,600 - 6,700



53



54



55

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.



56

56

A 1937 RAC TOURIST TROPHY DONINGTON RACE DRIVER'S ARMBAND, white canvas armband with printed lettering and number 9, worn by French driver Rene Le Begue driving the Talbot Lago T150C to 2nd place, offered together with a pre-War CFA steering wheel with riveted leaf-sprung four-spoke pattern and hard rubber grip, to suit French sports racing cars including Darracq, Talbot-Lago and Delahaye, 46cm diameter, and various early post-War AGACI (Association Générale Automobile des Coureurs Indépendants) collectables comprising an enamelled AGACI member's car badge and lapel badge, an embroidered patch, a desk pennant mounted on a small stand, and a 1950 drivers pocket diary/notebook.

(7)

£1,200 - 1,500
€1,300 - 1,700



58

57†

GIULIO BORSARI'S MASERATI TEAM MECHANICS OVERALLS, USED AT THE 1954 ARGENTINIAN GRAND PRIX,

two-piece overalls by Coppa y Chego of Argentina, in dark blue cotton, the top with angled zip-fastening, with Pirelli embroidered patch above left breast zip-fastening pocket bearing Maserati embroidered patch, the trousers with zipped-waist pockets and Pirelli embroidered patch below left pocket, offered together with an Argentine Airlines tie-on label printed with Borsari's name and destination Buenos Aires, the overalls believed used at the Buenos Aires Grand Prix race at the Autodromo circuit, 17th January 1954, where Fangio drove the 250F to victory for the Maserati Team.

(3)

£1,200 - 1,600
€1,300 - 1,800



60 (part)

58†

A PAIR OF GUERINO BERTOCCHI'S MASERATI TEAM MECHANICS OVERALLS, USED AT THE 1952 ITALIAN GRAND PRIX,

light blue one-piece cotton overalls, with zip-fastening, with button fastening pockets to breast and Pirelli embroidered patch above left pocket, and open pockets to waist, with belt, and offered together with his mechanic's access pin-badge by M.C.M of Milan bearing his number 26 and dated 7th September 1952, used during the XXIII Italian Grand Prix at Monza, as chief mechanic of the Maserati race team, where Jose Froilan Gonzalez drove the Works Maserati A6GCM to 2nd place.

(3)

£1,000 - 1,500
€1,100 - 1,700

59

A PAIR OF MIKA HAKKINEN MCLAREN RACE OVERALLS BY OMP FOR THE 1994 FORMULA 1 SEASON,

Nomex III overalls in red with white piping, with Marlboro McLaren, Peugeot, Shell, Hugo Boss, Tag Heuer and other sponsor's embroidered patches to chest and sleeves, and GoodYear patches to epaulettes, and driver's embroidered name to belt, for the 1994 season Marlboro McLaren Team's Peugeot engined MP4/9.

£1,000 - 1,500
€1,100 - 1,700

60

A PAIR OF LES LESTON 'DUNLOP' COTTON RACE OVERALLS, 1960s,

size 42, one-piece overalls in pale blue with angled zip-fastening and embroidered Dunlop above the breast pocket, with zip-fastening pockets to both thighs and with elasticated cuffs, offered together with a late 1970s Everoak Grand Prix open-face crash helmet with peak, in white and in unused condition, with original carton box (worn), and a National Hydron Inc. clear plastic clip-on adjustable visor.

(4)

£1,000 - 1,500
€1,100 - 1,700



60 (part)

61

A 1934 S.LEWIS CRASH HELMET AND GOGGLES, USED RACING BUGATTIS, the cork-lined size 7 helmet with peak, by S.Lewis's of Carburton St, London, with leather neck protector and chinstrap, painted light blue and in race-worn condition, and a leather-cased pair of Luxor race goggles by E.B.Meyrovitz of Bond St, London, both formerly the property of Bugatti Owner's Club member and Prescott Hill Climb driver, Mr Richard Shakespeare, and including an original 1934 S.Lewis invoice stating Mr Shakespeare as the original recipient of the helmet (also with his handwritten name to label on inside of crown), and the goggles, offered together with a Hogg & Sons carton box.

(Qty)

£1,000 - 1,500

€1,100 - 1,700

Richard W Shakespeare was a member of the Bugatti Owners Club, and proud owner of a Bugatti Type 55. He was also driver of the Club Car, the Ex-King Leopold Type 51 Bugatti, donated to the Club by Ettore Bugatti in 1939, racing it at immediate pre-War club events including 2nd Place in the Class 3 Sports 1,501-3,000cc event at the Prescott Hill Climb 1939. Photocopies of Bugattics and other articles relating to the car and Mr Shakespeare's race accounts are offered with the lot.

62

A POST-WAR HERBERT JOHNSON CRASH HELMET WITH VISOR, 1950S,

the cork-lined helmet with peak, with canvas neck-protector and leather chinstrap, unpainted but with lacquered finish and fitted with clear visor with leather strap and pop-stud fastening to peak, in good general order, offered together with original carton box (lacking label).

(2)

£1,500 - 1,800

€1,700 - 2,000



61



62



64

64



68

65



63



66

63

A SIX PIECE SET OF FERRARI 550 MARANELLO LUGGAGE BY SCHEDONI, ITALY,

to fit 1998 car, all soft black leather embossed 550 Maranello, with red stitching, locks, keys and yellow cloth storage bags, comprising two suitcases, two suit carriers, a Gladstone style vanity case and a shoe bag, used but in good condition.

(Qty)

£2,500 - 3,500

€2,800 - 3,900

64

A VINTAGE LOUIS VUITTON HAT-BOX,

brown leather-cloth case applied with travel labels, with brown leather handle a leather reinforced corners, with brass lock and catches, the lid opening to reveal cream linen lined interior with canvas ribbon lift-out cage, the inside edge of the lid with Louis Vuitton label numbered 761543, measuring 40 x 40 x 30cm, offered together with another hat-box by Paul Truelle of Paris, 1910s, brown leather-cloth case with leather handle and edging, with brass lock and offered with key, with lid bearing maker's plaque to front edge and fall-front opening to interior with olive coloured linen lining, measuring 39 x 33 x 35cm.

(2)

£1,000 - 1,500

€1,100 - 1,700

65

A LOUIS VUITTON LEATHER CASE, CIRCA 1920,

honey leather case with handle, brass reinforced corners, lock and catches, the lid opening to cream linen interior (some light staining), and with Louis Vuitton label and with ink-stamped number 744204 to inside edge of lid, the case with branded monogram initials 'G.S.' to front edge and measuring 50 x 32 x 15cm overall,

£1,000 - 1,200

€1,100 - 1,300



67 (open)



67

66
A LEATHER-CASED LOUIS VUITTON DRESSING/VANITY CASE WITH SILVER FITTINGS, CIRCA 1920,

brown pig-skin case with leather handle, brass lock and catches, opening to black leather-cloth lined interior and purple watered silk lined lid, with compartments fitted with eight assorted bottles and jars with French silver 'Minerva' markings to lids, with clothes brush and shoe brush, also with silver handles, with leather-cloth panel fitted with ivory-handled accoutrements and plastic comb with silver handle, notebook, and two small jewellery cases, the case measuring 47 x 31 x 14cm overall.

£1,500 - 2,000

€1,700 - 2,200

67♦♦

A LARGE AND IMPRESSIVE LOUIS VUITTON STEAMER TRUNK, CIRCA 1920,

LV monogram Vuittonite exterior, with leather edging, brass re-enforced corners, locks and catches, with brass studded wooden battens and heavy leather handles to each end, and with roller-castors to base, the double-front doors opening to interior, the upper level fitted with lift-out beige canvas ribbon frame cage tray and another beige canvas-covered lift-out tray with compartments and two tan canvas hinged lids (one torn and creased), and with leather Louis Vuitton label to front panel, the lower section with three drawers with tan canvas fronts and leather handles, each with waxed canvas cover sheet and canvas ribbons with buckles, the inside of the padded lid with studded ribbon lattice pattern, some wear and scuffs to exterior commensurate with age, the case measuring 111 x 62 x 71cm overall.

£3,000 - 5,000

€3,300 - 5,600

68
A SUITCASE BY HERMES OF PARIS, CIRCA 1935,

cream canvas case with leather handle and reinforced riveted corners, with brass lock and catches, opening to cream linen interior with leather straps with buckles, the case applied with travel labels and measuring 70 x 42 x 20cm, offered with key.

(2)

£1,000 - 1,200

€1,100 - 1,300

69†

A WICKER-CASED 'CORACLE' TEA/ PICNIC SET FOR TWO PERSONS BY G W SCOTT & SONS, CIRCA 1905,

the wicker case with brass handle to lid, with lock and catch, the lid and fall-front opening to interior fitted with wicker-handled copper kettle with burner, wicker-covered glass bottle, a food tin, two ceramic tea-cups held in metal frame, and two rectangular enamel serving plates, with cutlery and Vesta case housed behind leather straps in the lid, the case measuring 32 x 22 x 25cm overall.

£1,000 - 1,500

€1,100 - 1,700



69



70



71



72

**70†
A CHRISTOPHER DRESSER DESIGN
CASED TEA-SET FOR TWO PERSONS,
RETAILED BY LEUCHARS & SONS OF
PARIS, CIRCA 1905,**

textured black leather case with handle, with double-front doors opening to two-tiered suede-lined interior fitted with accessories of English manufacture comprising plated metal kettle with ebony handle, containing tea-caddy, with burner and stand, tea-pot with ebony handle containing sugar bowl and milk jug, and spirit flask, the lower level fitted with a pair of yellow glazed Royal Worcester bone china tea-cups with saucers, with sugar tongs and later replaced tea-spoons fitted in the double doors, the case 29cm wide.

£1,000 - 1,500
€1,100 - 1,700

**71†
A CHRISTOPHER DRESSER DESIGN
CASED TEA-SET FOR TWO PERSONS, BY
CHARLES BOULANGER, RETAILED BY
MAISON MAQUET OF PARIS, CIRCA 1903,**

textured maroon leather case with handle, with hinged lid and double-front doors opening to two-tiered suede-lined interior fitted with gilt wash accessories comprising wicker-handled kettle containing tea-caddy, with burner and stand, tea-pot containing sugar bowl and milk jug, and with spirit flask, the lower level fitted with a pair of Spode bone china gilt-handled tea-cups with saucers, with spoons and sugar tongs housed in the double-doors, the lower edge applied with Maquet of Paris retailer label, the case 29cm wide.

£2,000 - 3,000
€2,200 - 3,300

72† ♦

**A WICKER-CASED PICNIC SET FOR SIX
PERSONS BY FORTNUM & MASON OF
PICCADILLY, CIRCA 1912,**

the wicker case with handles, with locking bar and lid, opening to reveal interior containing a wicker lift-out tray fitted with one large and one smaller enamel based food containers, set of six glass tumblers with wicker covers, and ceramic preserves jar, the base of the set with wicker compartments fitted with one large and three other wicker covered glass bottles, another smaller wicker-covered bottle, two enamel based food containers, six enamel plates, and six smaller enamel side-plates, with cutlery housed behind leather straps in the lid bearing makers plaque, the case measuring 57 x 41 x 32cm overall.

£4,000 - 5,000
€4,400 - 5,600



73

73† ◊

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

black leather-cloth case, with brass handles, lock and catches, with lid and fall-front opening to interior with wicker framework fitted with central wicker-handled kettle in saucepan with burner, spirit flask, two large wicker-covered glass drinks bottles, a smaller glass bottle, a ceramic-based food box, two food tins, a set of four gilt-edged Bisto bone china tea-cups with accompanying saucers, a set of four rectangular enamelled serving plates, ceramic butter and preserves jars with leather straps, four glass beakers in wicker cases, and condiments jars, with cutlery housed behind leather straps in the lid, the case measuring 61 x 22 x 31cm, complete with key.

£4,000 - 5,000

€4,400 - 5,600



74

74† ◊

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

the wicker case with handles to each end, with wicker locking bar and lid opening to interior with maroon lining and wicker compartments fitted with wicker handled kettle with stand and burner, wicker-covered glass bottle, two enamel based food containers, two smaller food tins, six enamelled tea-cups with wicker handles and accompanying saucers, ceramic butter and preserves jars, and set of six stacking glasses in wicker cases, with set of six enamel plates and cutlery housed behind leather straps in the lid, the case measuring 67 x 34 x 19cm overall.

£5,000 - 6,000

€5,600 - 6,700



75

75† ◊

AN IMPRESSIVE WICKER-CASED PICNIC SET FOR SIX PERSONS BY G W SCOTT & SONS, CIRCA 1909,

the wicker case with brass handles to each end, with brass locking bar and lid, opening to reveal interior with wicker framework, fitted with wicker-handled copper and brass kettle with burner and stand, two large wicker-covered glass drinks bottles, a smaller wicker-covered glass bottle, one large and one smaller Coracle brand ceramic based food containers, another food tin, a set of six ceramic tea-cups with saucers, glass tumblers in wicker frames, and a ceramic butter jar, with six enamel plates and cutlery housed behind leather straps in the lid, the case measuring 75 x 42 x 23cm overall.

£5,000 - 6,000

€5,600 - 6,700

76† ◊

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

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

£8,000 - 10,000

€8,900 - 11,000



76



(closed)

77† 00

**A FINE AND IMPRESSIVE WOODEN
CASED FOUR-PERSON PICNIC SET AND
GAMES TABLE COMBINATION BY DREW
& SONS OF PICCADILLY, CIRCA 1909,**

the dark wooden case with polished brass handles, edging, lock, catch and hinges, the lid opening to reveal compartmentalised interior with red leather lining, fitted with full complement of picnic accessories comprising wicker-handled kettle rested in saucepan with folding handles, and burner with pierced decorative design, large vacuum flask by Jsola, a smaller Autotherm flask and wicker-covered glass bottle both contained in red leather pouch, three smaller glass bottles, two condiments jars, a set of four gilt-handled bone china tea-cups stacked in metal frame, an enamel-based food container, a smaller food tin, a set of four nested gilt-lined tumblers, a wicker-covered condiments jar,

and two small condiments tins, with two hinged fold-out side-leaves, one fitted with set of four rectangular enamel plates and tea-spoons, the other with two sets of Duplex Pashas playing cards in red leather cases, a notebook and pencil, all housed behind tan leather straps, and with set of four bone china saucers and cutlery housed in the lid bearing small Ivorine maker's plaque, the case measuring 70 x 34 x 23cm, the lid with two hinged fold-out leaves opening out to form a card table with green baize playing surface and the underside of the case incorporating two sets of fold-down trestle legs forming the games table, and standing 78cm high overall, offered together with two keys.

(3)

£15,000 - 20,000

€17,000 - 22,000





78



81



79



80



82



82



83

78†

A VINTAGE INTERIOR MOUNTING VANITY SET WITH FITTINGS, FRENCH,

wooden veneered case with for interior mounting, fitted with four small glass bottles and jars with gilt caps and amber coloured quilloché enamel caps, an ashtray, leather-backed mirror, and notebook with propelling pencil, the front of the case inset with 8-day timepiece with white dial and Arabic numerals, and winder at 12 o'clock, the case 20.5cm wide.

£1,500 - 2,000

€1,700 - 2,200

79

A FERRARI 275 LONG NOSE DESKPIECE BY DAUM OF PARIS,

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

£1,200 - 1,600

€1,300 - 1,800

80

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

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

(Qty)

£1,000 - 1,200

€1,100 - 1,300

81†

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

comprising 25 motor car emblems for the National Motor Museum at Beaulieu, including Alfa-Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other marques, each finely detailed cloisonné enamel badge, displayed in fitted wooden case with protective Perspex 'title' panel, with accompanying pamphlet and letter from Danbury Mint and a period magazine cutting advertising the set, the case 39 x 30cm.

(4)

£1,000 - 1,500

€1,100 - 1,700



84

82†
TWO RADIATOR DECANTERS FOR BUGATTI AND ROLL-ROYCE BY RUDDSPEED, BRITISH,

each chromed and marked Ruddspeed to rear, the Bugatti example with enamelled badge and radiator cap, 20cm high, the Rolls-Royce example with shuttering, enamelled badge and miniature 'Spirit of Ecstasy' metal mascot, 22cm high.

(2)

£1,000 - 1,500

€1,100 - 1,700

83†
A SET OF SIX ROYAL DOULTON 'SERIES WARE' MOTORING THEMED PLATES BY GEORGE HOLDCROFT, CIRCA 1906,

each hand-coloured under glaze and decorated with an early humorous motoring scene, comprising three larger plates, 26.5cm diameter, titled 'A Nerve Tonic', 'Room for One!', and 'Itch Yer On Guve'nor?', another 26cm diameter, 'Blood Money', and two smaller plates, 24.5cm diameter, 'Deaf', and one lacking printed title known as 'Where Do You 'itch Yer Oss?', each with maker's transfer and impressed marks to underside and five with hand-painted number 'D2406'.

(6)

£1,000 - 1,500

€1,100 - 1,700

84
A 1921 BARC BROOKLANDS 90 M.P.H. SHORT HANDICAP SILVER TROPHY, AWARDED FOR 2ND PLACE IN AN AC CAR,

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

(2)

£1,000 - 1,500

€1,100 - 1,700

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



85



86

85†
A HISPANO-SUIZA 'FLYING STORK' DESKPIECE BY F.BAZIN, FRENCH, CIRCA 1920,

signed to base, un-plated bronze depicting the stork in flight above a stylised cloud formation, with rivet fixings to tip of wings, 21cm long, mounted to original marble base (chip to lower edge).

£3,000 - 4,000

€3,300 - 4,400

86

A 1:10 SCALE MODEL OF THE 1954 GRAND PRIX DE REIMS WINNING MERCEDES W196 "STREAMLINER" BY PATRICE DE CONTO AND BERTRAND BIGAUDET,

kerbside model, mounted and painted by the Belgian model maker Michel Stassart, under display showcase.

£1,100 - 1,300

€1,200 - 1,400



88



87

87

A FINE 1:8 SCALE HANDBUILT MODEL OF A PORSCHE 550 SPYDER BY KARSTEN SCHMIDT, SIGNED BY HERBERT LINGE, kerbside model of the car, resin body, with detailed cockpit and dashboard, solid tyres, the whole finished in silver-coloured race livery with decals and wearing the race number 66, painted in post-race condition, measuring 43cm long, mounted on a display base with title plaque under a Perspex case, (some small marks to inside of case) measuring 64 x 31 x 21cm overall, with certificate of authenticity and with carton packing box.

£2,000 - 2,400

€2,200 - 2,700

88

A FINE 1:8 SCALE SCRATCHBUILT MODEL OF THE 1958 LISTER CHEVROLET 'KNOBBLY' BY JAVAN SMITH, limited edition kerbside model of the iconic car some of which when sent to the United States were converted from Jaguar power to use the "Big Banger" V8 Chevrolet engine in much the same way as Carroll Shelby developed the gentile AC Ace to become the Cobra, with detailed interior and fitted with 'Halibrand' wheels, mounted on a Perspex plinth, overall dimensions 60 x 27 x 22cm, with certificate of authenticity.

(2)

£2,250 - 2,700

€2,500 - 3,000



89



90

89

A FINE 1:8 SCALE SCRATCHBUILT MODEL OF THE 1969 LE MANS WINNING FORD GT40 BY JAVAN SMITH,

limited edition kerbside model (numbered 11/25 examples), of the renowned Ford GT40 Chassis #1075 with six race victories to its credit, but best known for winning the Le Mans 24 Hour race, twice - Pedro Rodriguez and Lucian Bianchi drove 1075 to its first Le Mans win in 1968 and the same car winning again in 1969 in the hands of Jackie Ickx and Jackie Oliver, with detailed interior and visible engine detailing, mounted within an etched Perspex display case, measuring 60 x 27 x 22cm overall, with certificate of authenticity.

(2)

£2,250 - 2,700

€2,500 - 3,000

90

**A FINE 1:8 SCALE SCRATCHBUILT
MODEL OF THE 1959 FERRARI 246F1 BY
JAVAN SMITH,**

limited edition numbered 7 of a revised worldwide edition of 12 examples (down from 25), kerbside model scratch built by Javan Smith at the original request of Tony Brooks, depicting the car known for the driver's most memorable win as a works driver for Scuderia Ferrari - the 1959 French Grand Prix at Reims, with full cockpit detailing and visible V6 engine through the transparent air intake, mounted within an etched Perspex display case, measuring 60 x 27 x 22cm overall, with certificate of authenticity.

(2)

£2,750 - 3,000

€3,100 - 3,300



91

91

AN AUSTIN J40 PEDAL CAR,

chassis no 30409, finished in tartan red, with beige upholstery, chromed brightwork, bonnet lifting to reveal 'engine bay' with spark plugs and cylinder head, headlights and horn wired to battery, 190cm long.

£1,500 - 2,000

€1,700 - 2,200

CHARITY LOT

92

**A BRDC ENVELOPE SIGNED BY 17
DRIVERS AT THE 1969 RAC BRITISH
GRAND PRIX, SILVERSTONE, OFFERED
FOR SALE ON BEHALF OF NARA - THE
BREATHING CHARITY**

the BRDC envelope, with 4d stamp and with Silverstone British Grand Prix postal ink-stamp dated 19-7-69, signed at the 19th Jul race event by 17 drivers, comprising Jackie Stewart, John Surtees, Bruce McLaren, Graham Hill, Denny Hulme, Jack Brabham, Jacky Ickx, Piers Courage, Derek Bell, Pedro Rodriguez, Vic Elford, Chris Amon, Brian Redman, Jackie Oliver, Jochen Rindt, Jo Siffert, and another, offered together with a copy of the race programme where the signatures were obtained.

(2)

£400 - 600

€440 - 670



92

NARA The Breathing Charity provides advice, support and medical equipment to help those with breathing difficulties, their families and carers.

www.naratbc.org.uk

Registered Charity 327033



92

THE HEALEY COLLECTION PART II



THE FOLLOWING LOTS 93 -126 ARE OFFERED FROM THE COLLECTION OF DONALD M HEALEY CBE, HIS SON GEOFFREY HEALEY AND THE HEALEY WORKS AT WARWICK.



93

A 1960S RACING SPRITE MAGNESIUM ALLOY WHEEL,

casting number 02764, 37cm diameter, weathered with old damage to the rim, together with a small black and white photograph showing the wheel in use in Geoffrey Healey's garden as a wall-mounted hose reel.

(2)

£300 - 400

€330 - 440



94

A COLLECTION OF OFFICE RUBBER STAMPS AND DONALD HEALEY'S DYMO TAPE GUN,

seventeen including Jensen Motors (Service) Ltd (4), Per Pro Jensen Motors (Service) Ltd, Healey, per pro Healey Cars Limited, Trebah Gardens Ltd and others, offered with a sheet of paper showing all the stamps, and a Dymo model M-5 tape writer gun with some tape.

(Qty)

£250 - 350

€280 - 390

95

SIX PERSONALISED STATIONARY EMBOSSING DESK STAMPS,

comprising two by Just & Company Limited for 'Healey Cars Limited' and 'The Healey Drivers Club Limited', three by Shaw and Blake Limited, for 'Healey Cine Camera Limited' (baseplate altered to just emboss word Healey), 'Midland Sportscraft Limited' and 'Warwick Travel and Shipping Company Limited', one by Shaw and Sons Ltd for 'Trebah Gardens Limited'.

(6)

£300 - 400

€330 - 440

96

THE 24 HEURES DU MANS PRESENTATION DASHBOARD PLAQUE ISSUED BY AUTOMOBILE CLUB DE L'OUEST IN 1950 FOR X 5,

for the Grand Prix d'Endurance en 24 Heures, engraved Healey X5 1950 3384 km 900, 5.9 x 8.5cm, sold together with a photocopy of a carbon copy letter by G C Healey, dated 31 August 1982, mentioning receiving the plaque from the Automobile Club de L'Ouest.

(Qty)

£500 - 700

€560 - 780

After the 1950 Mille Miglia driven to 9th in class by Donald and Geoffrey Healey, Chassis X5 received a heavily revised body with flared fenders and an aerodynamic fairing behind the driver's seat for the race at Le Mans. Despite suffering suspension damage after a minor collision, drivers Tony Rolt and Duncan Hamilton finished third in the 3,001-5,000 cc (183-305 cu. in.) class and fourth overall, well ahead of Briggs Cunningham's Cadillac-engined "Le Monstre."



95

97

96

97

97

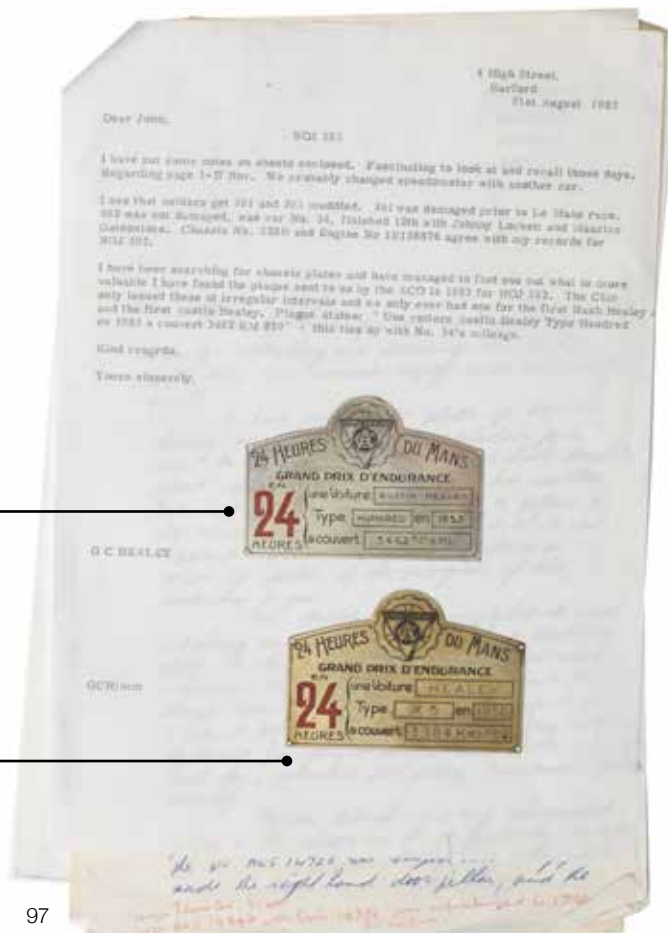
THE 24 HEURES DU MANS PRESENTATION DASHBOARD PLAQUE ISSUED BY AUTOMOBILE CLUB DE L'OUEST IN 1953 FOR NOJ 392,

for the Grand Prix d'Endurance en 24 Heures, engraved Austin Healey Hundred 1953 3462 km 670, 5.9 x 8.5cm, the reverse handwritten in pencil "No34", together with a carbon copy of a letter by G C Healey, dated 31 August 1982, mentioning finding the plaque, and other correspondence with John Gray in Australia.

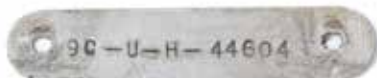
(Qty)

£500 - 700

€560 - 780



Dutch rally star Maurice Gatsonides and racing motor-cyclist Johnny Lockett co-drove chassis number SPL 225B 'NOJ 392', at Le Mans in 1953. It wore start number '34' and Gatsonides/Lockett brought it home in 12th place overall, 2nd in its class having completed no fewer than 2,153 miles in the Le Mans 24-Hours, during which they were timed at 118.2mph along the Mulsanne Straight and averaged a very respectable 89.59mph for the full duration.



98
AN ENAMELLED AUTODROMO DI MONZA PLAQUE, 1955,
in blue and white map form showing the outline of the circuit, 4 x 8cm, the reverse lettered VII. SAR/ACS Ausbildungskurs Lugano-Campione-Monza April 1955, together with an Italian Automobile Club enamel lapel badge and a FIAT lapel badge.
(3)
£250 - 350
€280 - 390

Graduates of the Racing Driver's School training courses held at Monza for the Schweizerischer Autorennsport club (SAR) and Automobile Club Suisse (ACS) in the mid 1950s-60s were presented with enamelled plaques.

99
ASSORTED CHASSIS, ENGINE AND BODY PLATES,
comprising:- Engine plate XSP 1736-2, from the Series A engine in chassis number AN5/47402 1961 'Works' Sprite used at Sebring 4 Hours and driven by Colgate and Hawkins in 1961 24 Hour Le Mans as car number 42; Engine plate 9C-U-H-44604 frog-eye Sprite; Austin Chassis plate HBJ8L/40861 and body plate 3235BJ8 85.811 from 3000 Mk III convertible (previously taped together); Austin Chassis plate HBJ8L/30444 from 3000 Mk III convertible; Austin Chassis Plate C-A2S7L/325723 from Longbridge built left hand drive Austin Mini Cooper Mk I standard 2 door sedan and two unidentified plates AHA 5541 and AN 546439.
(8)
£400 - 500
€440 - 560

100
TWO AMERICAN DASHBOARD PLAQUES PRESENTED TO DONALD HEALEY,
comprising Southern California Timing Association Inc plaque, finished in black painted brass, printed and stamped "This 1953 Austin-Healey owned by Donald Healey has been timed at 131.81 mph at Bonneville date 1953", 5 x 8.7cm; and AAA 1954 Registered Race Car, finished in red on chromed brass, stamped Donald Healey Motor Co Registered number 555 Class S C, 4.4 x 8.9cm.
(2)
£350 - 450
€390 - 500

101
ASSORTED LAPEL BADGES AND PLAQUES,
including White Sprite x 3, Black Sprite, SAE, MG Austin Healey 2 x larger enamel, MG Austin Healey 1 x smaller polished metal, two Geoffrey C Healey tribute plaques and a BRM winged badge.
(11)
£250 - 350
€280 - 390



102



103



107



104



104



104



108



105



105 (part)

102

A 1954 MILLE MIGLIA ENAMEL LAPEL BADGE,

by S. Johnson of Milan, in red and white enamel with pattern of radiating arrows with 'XXI Mille Miglia Coppa Franco Mazotti 1954' lettering to the centre, with button hole fastening, 21mm diameter.

£800 - 1,200

€890 - 1,300

103

A 1955 MILLE MIGLIA ENAMEL LAPEL BADGE,

by S. Johnson of Milan, in red and white enamel with pattern of radiating arrows with 'XXII Mille Miglia 1955' lettering to the centre, with button hole fastening, 21mm diameter.

£800 - 1,000

€890 - 1,100

104

THREE CLUB 1000 MIGLIA MEMBER'S BADGES, 1950S,

each enamelled red arrow with steering wheel design, comprising two lapel badges by S. Johnson of Milan: large arrow lapel engraved G Healey to reverse, 21mm wide; small arrow lapel (with loss to enamel) 9mm wide; and a tie pin (with slight loss to enamel), 9mm wide, the pin 4.5cm long.

(3)

£400 - 600

€440 - 670

105

A MOTORING TROPHY PRESENTED TO DONALD HEALEY,

tall silver-plated fluted award with simple three tiered handles, 29cm high, mounted on a pink marble base once applied with plaque (now missing), together with a 5 x 7 inch black and white photograph of Donald Healey's trophy cabinet at Trebah, depicting this trophy in the lower left of the impressive display.

(2)

£300 - 400

€330 - 440

106

A FILE OF CORRESPONDENCE RELATING TO THE 1959 HEALEY 'SPECIAL LETTERING DEVICE' TRADE MARK AND THE DEVELOPMENT OF A NEW WINGED DEVICE,

includes carbon copies and replies, some with hand-written corrections, relating to the possible abandonment of the use of the device and a change of mind to keep using it because of 100S sales to the USA, together with two trade mark certificates registered in USA and Canada in 1959, and other renewal certificates attached to the correspondence.

(Qty)

£250 - 350

€280 - 390

107

GEOFFREY HEALEY'S 'HUNDRED J & 6' NOTEBOOK,

8vo, hard backed with cloth spine, hand written lists of numbers with remarks, together with a 'Modn Book', 12mo, grey staple bound hand written list of modification numbers and related notes, and other scraps of paper with hand-written calculations and notes including some French text lap chart paper with hand written distance and speed calculations.

(Qty)

£250 - 350

€280 - 390

108

GEOFFREY HEALEY'S 'EXPERIMENTAL CHASSIS RECORD' NOTEBOOK,

8vo, hard backed with cloth spine, inside front cover dated 30.10.62, hand written list of numbers with remarks and further individual pages with more detail, many struck through as SOLD, with a staple bound hand written list of X numbers with modifications and notes, and other scraps of paper with hand-written calculations and notes.

(Qty)

£250 - 350

€280 - 390



109



112



113



114

109 **GEOFFREY HEALEY'S ANTIQUE WRITING SLOPE,**

used by GCH throughout his life and owned by him since childhood, used with leather hinge worn, both slopes loose, opening to reveal contents including a pair of glasses, three GCH business cards, five other club and society membership cards, a pencil and other effects, the 'hidden' drawer opening to right, with boxed set of Siemens complimentary travel dominoes, and matches picked up on his travels, the spaces under the slope with full sheet of Healey 37p stamps (folded), envelopes, and picture of DMH making adjustments to his wind turbine, a press cutting and five Donald Healey business cards.

(Qty)
£250 - 350
€280 - 390

110 **GEOFFREY HEALEY'S LETTS POCKET DIARIES, 1959 TO 1968,**

leather covers embossed with date and name, used, together with other diaries for the period from 1954 to 1973 (incomplete run), together with a notebook used for contact details.

(Qty)
£250 - 350
€280 - 390

111 **NINE SMALL NOTEBOOKS USED BY GEOFFREY HEALEY,**

some numbered, A1 dated 1959 'Sprite ST400 Targa Florio' to A8 'Misc Cars' also started in 1959, some un-numbered or spines worn, each 8vo, some pages loose or detached, together with a paperback notebook, written on first 3 pages and inside back cover, a larger notebook with 'Key Dates', a Duplicate book used for notes and office memos, other notebooks and a 1959 Sebring Racing Team members card (unsigned).

(Qty)
£300 - 400
€330 - 440

112 **DONALD HEALEY'S DIARIES 1946-1949,**

each with hand written notes, used condition, 1948 is self addressed 'Donald Healey, The Cape, Warwick; together with a notebook used by Donald Healey, black card cover, with some pages with neat hand-written notes and observations and engineering information, together with a notebook stamped Humber Limited Coventry PS3 on front cover, vast majority of pages un-written, and a small Christmas card signed Don + Ivy, depicting 192 AC inside.

(7)
£250 - 350
€280 - 390

113 **A 1955 MILLE MIGLIA SILK SCARF,**

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

£400 - 500
€440 - 560

114 **ASSORTED PRINTED EPHEMERA AND MEMENTOS FROM MILLE MIGLIA EVENTS DRIVEN BY DONALD AND GEOFFREY HEALEY,**

comprising 1948 XV Mille Miglia Menu, with seven various signatures to the front cover; 1950 Club 1000 Miglia membership card number 50 for GCH; 3 postmarked XX Mille Miglia postcards and two unused stamps; four XXI 1954 Mille Miglia labels (two 22 x 22cm square, the other two 8.5cm diameter); a numbered 1955 A. C. Brescia Mille Miglia driver's tag, number 632 with matching disc; 1955 Mille Miglia car number 712 (driven by DMH with Jim Cashmore Navigating) control card with five rubber inked stamps; a 1955 Mille Miglia Tabella Orario, 1957 XXIV Mille Miglia press tag and a Mille Miglia pennant; worn and used condition with some loss to paper.

(Qty)
£250 - 350
€280 - 390

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.



115

**115
ASSORTED PRINTED EPHEMERA AND
MEMENTOS FROM LE MANS, TARGA
FLORIO, ALPINE AND MONTE CARLO
RALLY EVENTS ENTERED AND/OR DRIVEN
BY DONALD AND GEOFFREY HEALEY,**

comprising an ACO receipt for fuel for car number 37 and another for fuel from a garage in S. Sarthe (Le Mans 1969); an Invitation to refreshments at Le Mans; a 1969 Le Mans pass, a 1969 Le Mans mini diary by Lucas; a 1968 Le Mans cylinder verification certificate; a Targa Florio envelope; three 1969 Targa Florio stamps; a front cover of a 9th Rallye Automobile Monte Carlo programme; a finisher's photograph of the 1949 XXII Rallye International des Alpes in card cover; and other items including a print of a Westland Healey; a ticket for the Grand Course Automobile Internationale Cairo 1947; Donald Healey's Steering Wheel Club membership card, 1973; and a Donald Healey Jensen Motor Ltd business card.

(Qty)
£250 - 350
€280 - 390

**116
A DRIVER'S IDENTITY BRACELET FROM
50TH TARGA FLORIO, 1966,**

number 26, with chain and catch stamped GM, worn.

£250 - 350
€280 - 390

**117
HEALEY EPHEMERA AND PRINTED
MATTER,**

including Jensen Healey sales brochures and Autocar roadtests; various press cuttings; an MG Austin Healey clipboard containing three cc copies of letters by GCH; a post card to Masters G.B & J Healey from Dad; Donald Healey's aviation magazines 1909-1910 comprising five issues of The Aero and 11 issues of Flight, with covers and advertisements.

(Qty)
£350 - 450
€390 - 500

**118
GERRY COKER'S DESIGN FOR A 100S
MILLE MIGLIA,**

two concept views in pencil on paper, 22.5 x 38cm, foxed, pasted to card, notes handwritten on the card say "100S scheme with cut away wings not used due to increase panel costs", numbered 700311 in lower right corner.

£250 - 350
€280 - 390

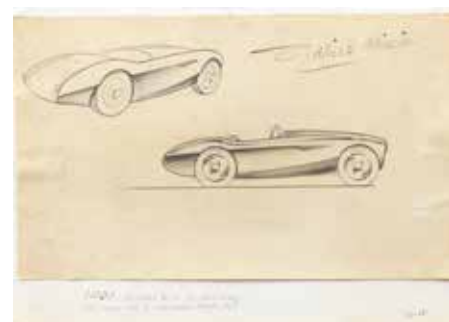
**119
A COLLECTION OF DONALD HEALEY'S
COLOUR PHOTOGRAPHIC SLIDES,
OFFERED FOR SALE WITH FULL
COPYRIGHT TO THE PURCHASER.**

some with boxes with handwritten details by Donald Healey and additional notes by Geoffrey Healey comprising: box numbered '16' (x7 Kodachrome) shows USA 1948 Westland Healey on New York plates 8N87 12; 'Italy 48/49?' (x12 Kodachrome) includes images of GWD 43, GWD 410, 192 AC; 'Mille Miglia 1949' (x18 Kodachrome) includes images of 192 AC; 'Mille + Alpine 1949' (x2 Kodachrome) 1 depicting Healey Silverstone with Alpine plates; 'MM + MC 1955' (x24 Kodachrome) depicting Millie Miglia and Monte Carlo; 'Sebring + Palm Spring Races 1955' (x11 Kodachrome); '100 'S' Mille Miglia (x14 Ilford) with image of OON 441; Trebah March '63 (x4 Kodachrome + x1 Agfa); a box of larger slides 'Healey 3186 13/6 Trebah Gdns' (x8 Ektachrome); assorted unboxed slides including USA Cars + Flamingo 1957 (x5 Kodachrome, x5 Anscochrome x2 Ektachrome); Warwick Early Days (x3 Kodachrome); Salt Flats 54 (x2 Kodachrome); San Francisco '54 (x4 Kodachrome); Mille Miglia (x2 Agfacolour), undated; Boats (x7 Kodachrome x11 Ektachrome) includes two images of Donald Healey water-skiing; and Sebring (x1) depicting Lap counters high chairs in the paddock/car park together with a Kodak slide Carousel to fit Model 550 projector.

(Qty)
£800 - 1,200
€890 - 1,300



115 (detail)



118



119 (part)



120



120 (part)



121

120

DONALD HEALEY'S PERSONAL PHOTOGRAPH SHOWING HIM TEST DRIVING THE 1953 MODIFIED AUSTIN HEALEY '100' CAR AT GAYDON AIRFIELD AND FOUR AAA CERTIFICATES,

6 x 8" monochrome image, showing the 'non-stock' car with head fairing and rear wheel spats, mounted, framed and glazed, some staining and foxing to mount, together with four American Automobile Association certificates of performance awarded to Austin Healey "100" at Bonneville, September 1953, the first for 14 mile 'straightaway' course 'Non-Stock' Austin Healey 100 driven by Donald Healey on 9th September 1953, achieving a time of 15.69 seconds and an average speed of 142.55mph over 1km, and 25.24 seconds and an average speed of 142.64mph over 1 mile from a flying start; the second for Class 'D' records attained by Austin Healey '100' cars around the 9.972 mile circular course at the Utah Salt Flats, the first for the 'Non-Stock' modified Austin Healey 100 driven by Donald Healey, George Eyston, J Gordon Bennett and Bill Spear on 14th September, establishing National distance and time records for 1,000Km, 1,000 miles, 2,000Km, 2,000 miles, 3,000Km, 6-Hours and 12-Hours categories from Flying and Standing starts; the third a similar certificate just for standing start records; and lastly one for an Austin Healey 100 Stock car over a 10.0013 mile circular course on 15 and 16 September for National Class D records at 3000 Mile, 4000Km, 5000Km and 24 Hours for both flying and standing start, drivers Donald Healey, George E. T. Eyston, Jackie Cooper, J Gordon Bennett and Roy Jackson-Moore; each certificate with typed details and results, signed by the relevant officials and bearing the AAA gold-coloured embossed official sticker.

(5)

£1,500 - 2,000

€1,700 - 2,200

This photograph used to hang in Donald Healey's office and later in Geoffrey Healey's office.

121

DONALD HEALEY'S FILE OF PHOTOGRAPHS DEPICTING AUSTIN HEALEY BONNEVILLE "RECORD" CARS AND FOUR AMERICAN AUTOMOBILE ASSOCIATION CERTIFICATES OF PERFORMANCE AWARDED TO AUSTIN HEALEY "100" AT BONNEVILLE, SEPTEMBER 1953,

thirty-nine images from 1953-1956, showing, 100 stock, 100 non-stock and streamlined Austin Healey cars, the AAA certificates for 14 mile 'straightaway' course at the Utah Salt Flats, the first for the 'Non-Stock' Austin Healey 100 driven by Donald Healey on 9th September 1953, achieving a time of 15.69 seconds and an average speed of 142.55mph over 1km, and 25.24 seconds and an average speed of 142.64mph over 1 mile from a flying start; for Class 'D' records attained by Austin Healey '100' cars around the 9.972 mile circular course at the Utah Salt Flats, the first for the 'Non-Stock' modified Austin Healey 100 driven by Donald Healey, George Eyston, J Gordon

Bennett and Bill Spear on 14th September, establishing National distance and time records for 1,000Km, 1,000 miles, 2,000Km, 2,000 miles, 3,000Km, 6-Hours and 12-Hours categories from Flying and Standing starts; another similar certificate just for standing start records; and for an Austin Healey 100 Stock car over a 10.0013 mile circular course on 15 and 16 September for National Class D records at 3000 Mile, 4000Km, 5000Km and 24 Hours for both flying and standing start, drivers Donald Healey, George E. T. Eyston, Jackie Cooper, J Gordon Bennett and Roy Jackson-Moore; each certificate with typed details and results, signed by the relevant officials and bearing the AAA gold-coloured embossed official sticker.

(Qty)

£1,500 - 2,000

€1,700 - 2,200

122

DONALD HEALEY'S FILE OF PHOTOGRAPHS DEPICTING AUSTIN HEALEY RECORD AND RACING CARS AND THREE AMERICAN AUTOMOBILE ASSOCIATION CERTIFICATES OF PERFORMANCE AWARDED TO AUSTIN HEALEY "100" AT BONNEVILLE, SEPTEMBER 1953,

47 photographs in one file, (some loose), a printed list "Austin-Healey '100' summary of record results Bonneville Salt Beds, Utah, USA", the certificates for 14 mile 'straightaway' course at the Utah Salt Flats, 'Non-Stock' Austin Healey 100 driven by Donald Healey on 9th September 1953, achieving a time of 15.69 seconds and an average speed of 142.55mph over 1km, and 25.24 seconds and an average speed of 142.64mph over 1 mile from a flying start; for Class 'D' records attained by Austin Healey '100' cars around the 9.972 mile circular course at the Utah Salt Flats, the first for the 'Non-Stock' modified Austin Healey 100 driven by Donald Healey, George Eyston, J Gordon Bennett and Bill Spear on 14th September, establishing National distance and time records for 1,000Km, 1,000 miles, 2,000Km, 2,000 miles, 3,000Km, 6-Hours and 12-Hours categories from Flying and Standing starts; and for an Austin Healey 100 Stock car over a 10.0013 mile circular course on 15 and 16 September for National Class D records at 3000 Mile, 4000Km, 5000Km and 24 Hours for both flying and standing start, drivers Donald Healey, George E. T. Eyston, Jackie Cooper, J Gordon Bennett and Roy Jackson-Moore; each certificate with typed details and results, signed by the relevant officials and bearing the AAA gold-coloured embossed official sticker.

(Qty)

£1,500 - 2,000

€1,700 - 2,200

123

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

for 14mile 'straightaway' course at the Utah Salt Flats, the first for the 'Non-Stock' Austin Healey 100 driven by Donald Healey on 9th September 1953, achieving a time of 15.69 seconds and an average speed of 142.55mph



122



123

over 1km, and 25.24 seconds and an average speed of 142.64mph over 1 mile from a flying start; for Class 'D' records attained by Austin Healey '100' cars around the 9.972 mile circular course at the Utah Salt Flats, the first for the 'Non-Stock' modified Austin Healey 100 driven by Donald Healey, George Eyston, J Gordon Bennett and Bill Spear on 14th September, establishing National distance and time records for 1,000Km, 1,000 miles, 2,000Km, 2,000 miles, 3,000Km, 6-Hours and 12-Hours categories from Flying and Standing starts; another similar certificate just for standing start

records; and for an Austin Healey 100 Stock car over a 10.0013 mile circular course on 15 and 16 September for National Class D records at 3000 Mile, 4000Km, 5000Km and 24 Hours for both flying and standing start, drivers Donald Healey, George E. T. Eyston, Jackie Cooper, J Gordon Bennett and Roy Jackson-Moore; each certificate with typed details and results, signed by the relevant officials and bearing the AAA gold-coloured embossed official sticker.

(4)

£1,000 - 1,500

€1,100 - 1,700



124 (part)



124 (part)

124

TWO OF DONALD HEALEY'S PERSONAL PHOTOGRAPH AND SCRAP ALBUMS, 1930S-EARLY 1940S,

each cloth covered ring binder with hole punched pages: pages out of chronological order having been used for research purposes, comprising items from 1934-1938 with many personal photographs and images of racing at Donington and Brooklands, rallies, places visited, press cuttings, telegraphs, dinner menus, and a later page of signatures from RAF colleagues, dated 1944.

(2)

£2,000 - 3,000

£2,200 - 3,300



125 (part)



125 (part)

125

THREE DONALD HEALEY MOTOR COMPANY LIMITED PRESS CUTTINGS ALBUMS FOR 1949-1955, AUGUST 1957-FEBRUARY 1958 AND OCTOBER/NOVEMBER 1958;

1949-1955 large red Rexine covered folio, bolt bound spine, comprising card pages pasted or taped-in with dated and sourced newspaper and magazine articles and advertisements, with period photographs and samples of sales literature including Nash-Healey 4 Litre, 2.4 litre Healey Abbott, 2.4 litre Healey Tickford, 3 litre Healey Sports Convertible, 2.4 litre Healey Chassis, 2.4 litre Healey Tickford 2-Door and 4 Light Sports Saloon, Healey "The Fastest Car in the World in series production" depicting the Sportsmobile, Mille Miglia Roadster and saloon, "A Perfect Car in Every Respect" Louis Chiron Healey Silverstone and Austin Healey 100S, together with articles concerning Le Mans, Mille Miglia and Record Breaking, some pages and articles loose or detached including AAA 1953 record certificate, others folded or creased; August 1957-February 1958, large 4to ledger with black covers and red spine, with dated press and magazine articles; October/November 1958, large 4to ledger Maroon Rexine covers and spine, unfinished with some earlier loose articles waiting to be pasted in between the later pages.

(Qty)

£2,000 - 3,000

£2,200 - 3,300



126

DONALD HEALEY'S PHOTOGRAPHIC COLLECTION, AN ARCHIVE OF VARIOUS PERSONAL, PRESS AND PUBLICITY IMAGES INCLUDING MANY TAKEN BY DONALD HEALEY,

over 400 images, majority recently compiled into modern protective folders including:- HEALEY EARLY YEARS, includes image of 1X 'Red Bug'; CHASSIS, includes images of first Healey chassis: WESTLAND, ELLIOT, NASH, SILVERSTONE, includes Silverstone Prototype and two loose images of Nash Healey coachwork designs; UNIDENTIFIED or UNUSUAL, includes slide of WAC 247 experimental car and a colour transparency of WGJ 814 adapted to carry a single scull for sculling champion Stuart Mackenzie; BIG HEALEYS MISC: including 100S at end of production line at Cape, the 1st 100S off to the USA and a colour transparency used as the cover of Geoffrey Healey's book; RECORD BREAKERS: includes images of the stock, non-stock and streamlined cars and Austin Healey Sprite record car in Utah; MILLE MIGLIA, includes image of OON 439 with GCH at wheel and publicity shot of GWD 43 and 192 AC with GCH and DMH; RACES, includes Le Mans, Alpine Rally, Sebring and others including 1951 British Empire Trophy Race, Isle of Man; SPRITES: including colour transparencies; RACING SPRITES: including two packets of photographs taken by DMH; SR: includes an album of images presented to Donald and Geoffrey Healey following Le Mans 1970; JENSEN HEALEY: 3 publicity images; MARINE: 6 boating images; DMH & VARIOUS OTHER PEOPLE: includes posed publicity images and many candid images; STIRLING & DMH: includes images of the two in boats; four wallets of DMH's photographs including Bonneville, Warwick, 100s, and other subjects and three 'Man of Distinction' colour portraits.

(Qty)

£3,000 - 4,000

€3,300 - 4,400



END OF HEALEY COLLECTION PART II

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.

FURTHER PROPERTIES



(archive image not offered for sale with lot 128)

127

GEOFFREY HEALEY'S PLAN/DRAWING CHEST USED AT THE DONALD HEALEY MOTOR COMPANY,

wooden three drawer type, 40 x 85 x 118cm.

£250 - 350

€280 - 390



128

128

DONALD HEALEY'S ROLEX, A STAINLESS STEEL AUTOMATIC BRACELET WATCH OYSTER PERPETUAL AIR-KING, CIRCA 1962,,

reference number 5500, 25-jewel Cal.1530 automatic movement, Silvered dial, applied baton hour markers, outer minute markers, polished baton hands with luminous inserts, centre seconds, brushed and polished tonneau form case, screw down back, inside back date coded I.62, with later fitted brushed 78350 Oyster link bracelet with branded folding clasp, stamped O2, marked Rolex on case, dial and movement, 33mm diameter.

£4,000 - 5,000

€4,400 - 5,600

This watch was Donald Healey's 'everyday' choice, worn by him regularly in his later years and can be seen being worn in many photographs.

VEHICLE REGISTRATION NUMBERS

IMPORTANT NOTICE

Before bidding on Vehicle Registration number lots, interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can be sent to the DVLA by the seller and changed by the DVLA accordingly (This can take between 2 to 8 weeks to process).

When the change has been done and the form has been forwarded to Bonhams and then onward to the buyer it is most important that they ensure that the registration number is assigned to an age appropriate vehicle within 1 month of the date of receipt of the signed and completed V778 listing their nominee details, Bonhams will not be held responsible for the consequences of any buyer/nominee failing to do so.

BUYER'S PREMIUM

Please note that buyer's premium rates on registration numbers are as per the Motor Car section, which will be 15% on the first £500,000 of the hammer price and 12% on the balance thereafter.



129

UK VEHICLE REGISTRATION NUMBER '1 EX',

held on DVLA V778 Retention Document expires 19 October 2027.

£40,000 - 60,000

€44,000 - 67,000

130 - 200

No lots

END OF AUTOMOBILIA SECTION

MOTOR CARS

8 September 2018, 13:00

Images of each lot can be found at
www.bonhams.com/24878





1963 HUFFAKER GENIE MKIV/V SPORTS PROTOTYPE

Chassis no. MKIV.07 (see text)

- One of only ten made (see text)
- One of six known survivors
- Imported from the USA in 2013
- Rare American sports prototype
- Offered for restoration



The Huffaker story starts at the legendary Kjell Qvale's British Motor Car Distributors in San Francisco, where renowned race engineer Joe Huffaker was employed in the Competitions Department. In designing a sports racing car Huffaker went his own way, started from scratch and designed a super-light, fully triangulated chrome-moly spaceframe chassis that weighed just 58 Lbs and among many advanced features offered a front suspension system which eliminated wheel judder and rear sub-frame set-up that could easily be adapted to accept larger capacity, more powerful engines to compete in multiple classes of sports racing.

The 'Genie' weighted in at just 726 Lbs dry, had an 11 gallon alloy fuel tank, excellent handling and braking characteristics all clothed in a pretty fibreglass bodywork in two hinging sections. This placed the Genies at the cutting edge of sports prototype design, worthy successors of the Cooper Monaco types that had so successfully pioneered the mid-engine concept. and for a brief period, Genies were the cars to have and Huffaker became at one time the USA's largest specialist manufacturer of racing cars.

Somewhat confusingly, the first Genie sports race car was known as the MK IV. The latter was designed for the G-Modified category, featuring a spaceframe chassis, glassfibre body, coil-sprung independent suspension, and disc brakes. It was powered by a BMC A-Series engine of 1,100cc. The successor MkV was designed to accommodate the larger Coventry-Climax FWA, Ford, Porsche, Alfa Romeo power units and uniquely one MK VI with a Chevrolet Corvair engine and transaxle.

Subsequent developments were built to accept large-displacement American V8s for the CanAm series, These later V8-engined Genies were competitive at first but ultimately had to give best to the Lolas and all-conquering McLarens. A 1999 letter from Huffaker Racing states that production of the MkIV, MkV, and MkVI amounted to ten, ten, and one respectively, making the car offered here rare indeed. This Genie had been owned in the USA by Paul Merrigan for five years before being purchased in Palm Springs, California in June 2013 and shipped to the UK.

Mr Merrigan had purchased the car intending to rebuild it for SCCA racing, but restoration of an important Maserati A6G took precedence. Unfortunately, Huffaker did not number their early chassis, which became a customs issue when the time came to export this example to the UK. The chassis number 'MKIV.07' was arbitrarily chosen to resolve the matter (UK import duty has been paid). Offered for restoration, this rare American sports prototype comes with two Alfa Romeo four-cylinder twin-cam engines (one 1,300cc the other 1,600cc), a Hewland MK 5 gearbox/transaxle and a comprehensive list of parts and spares in boxes.

Always a family owned business Huffaker Engineering continues today as a successful American race car operation with its base at the Sonoma Racetrack in California. Joe Jnr has succeeded his father and among the many race car projects has enthusiastically embraced the restoration of their historic production Genies, Just six early Genies are known with four being fully or partly restored at the Huffaker facility in recent years.

£14,000 - 18,000

€16,000 - 20,000

No Reserve

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

2003 ASTON MARTIN DB7 GTA COUPÉ

Registration no. LA03 GTA

Chassis no. SCFAB12323K303822

- *Rare DB7 Vantage high-performance variant*
- *One of some 300 made*
- *Automatic transmission*
- *Circa 49,860 miles from new*



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

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

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

Thus the Vantage's hand crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to individual customer requirements. All the usual luxury fittings came as standard, while clients could choose from an extensive list of options.

For the DB7 GT, the V12 engine received a Vanquish-type exhaust system that liberated more power (435bhp), which was transmitted via an AP Racing clutch to the six-speed manual gearbox (the auto 'box GTA kept the 420bhp engine). A lower final drive ratio made the GT quicker off the mark, while upgraded brakes ensured that it had stopping power to match. Elsewhere there were changes to the suspension, steering, wheels, and bodywork: the latter gaining bonnet vents and a boot spoiler while the under-tray was reshaped.

One of only some 300 GT/GTA models built, this automatic example was purchased by the current vendor in 2017, together with a manual transmission example, from independent Aston Martin specialists, McGurk Performance Cars. The DB7 was serviced and MoT'd by McGurk prior to delivery and since then has been looked after by the vendor's personal mechanic. Little used and sold only because the vendor is thinning out his collection, this exciting Aston Martin supercar is offered with current MoT and a V5C Registration Certificate.

£38,000 - 50,000

€42,000 - 56,000

1944 WILLYS JEEP 4X4 MILITARY VEHICLE

Registration no. 485 XUK

Chassis no. MB318198

- The world's most popular military vehicle
- Professionally restored over the last ten years
- Engine and gearbox rebuilt in 2015
- Painted in US Eighth Air Force markings



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 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. Produced by the million, the ubiquitous Jeep saw service in every theatre of WW2 and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

This Jeep's data plate shows a delivery date of 21st April 1944 while the V5C document records the date of first registration as 1st January 1944, an obvious mistake as, being a military vehicle, it would not have required civilian registration. Its history from 1944 to 2008 is not known.

On 1st July 2008 the Jeep was acquired for his own use by David Roe, an experienced restorer of military vehicles. It was then that it was first registered in the UK. Mr Roe restored the bodywork and rewired the electrics using period-correct cabling, converting the system to 12 volts. After the vendor acquired the Jeep in August 2015, the gearbox failed and was rebuilt by Jeep specialists Jeffrey Engineering. It was then discovered that the cylinder block (dated 1942 and probably a service replacement) was frost damaged and unserviceable. Jeffrey Engineering then completely rebuilt the engine using another 1942 block, and also fitted a new carburettor. Since then the Jeep has been used regularly, proving trouble free. It is painted in the markings of the US Eighth Air Force, which was based at Goodwood for part of WW2.

Offered with restoration invoices (only for the work done under the current ownership), this expertly restored Jeep would be ideal period transport for next year's Goodwood Revival meeting.

£20,000 - 25,000

€22,000 - 28,000

1951 DAVID BROWN T.V.O CROPMASTER TRACTOR

Registration no. NTU 195

(believed to be original but not presently V5 registered or recorded on DVLA computer)

Chassis no. P37180

- One of David Brown's most successful tractors
- Present ownership since February 2014
- Fully restored immediately prior to present ownership
- Little used and in excellent condition



Perhaps best known for his ownership of Aston Martin from 1947 to 1972, Sir David Brown had become managing director of the family firm, David Brown & Sons, in 1931. The company had been founded in 1860 by his grandfather, also called David, as pattern makers in Huddersfield, West Yorkshire, where it remains to this day. By the end of the 19th Century, the firm was specialising in the manufacture of machine-cut gears and other precision-engineered components. David Brown became Managing Director following his father Percy Brown's death in 1931.

Trading as David Brown Tractors Ltd, the company first turned to the manufacture of tractors in 1936 in collaboration with inventor Harry Ferguson, building the Ferguson-Brown tractor at a plant in Meltham Mills, West Yorkshire. However, Messrs Brown and Ferguson disagreed over design details and went their separate ways. Ferguson then entered into what would turn out to be an acrimonious partnership with the Ford Motor Company, leaving Brown to design his own tractor, the VAK1 or 'Cropmaster', during WW2. Brown eventually sold over 7,700 of his new VAK1 heavy tractor and became a wealthy man.

In the post-war era, David Brown Ltd was one of the UK's largest tractor manufacturers. Following the acquisition of Aston Martin in 1947, these two elements of the family business became closely linked, sharing facilities and management; indeed, the manufacturing of Aston Martin cars was overseen by the tractor division's chief engineer, Bert Ashfield, while engine design and production was based at Meltham. But its owner's subsidisation of his beloved Aston Martin could not be sustained forever. When the sports car maker was sold in 1972, the tractor division was bought by Tenneco International, which eventually re-badged its products as 'Case', another tractor manufacturer it owned.

Definitely a cut above the average 'Fergie' and guaranteed to excite the more-knowledgeable enthusiasts at your local agricultural show, or even at Aston Martin gatherings, this David Brown Cropmaster is powered by a four-cylinder petrol engine driving via a three-speed gearbox. It can be switched to run on paraffin once the engine is hot. The Cropmaster was acquired by the current vendor in February 2014, having been restored by the previous owner immediately prior to purchase. Since acquisition it has been kept on display, seeing little use, and is presented in commensurately excellent condition. It should be noted that there is no V5 registration document with this Lot and that the registration 'NTU 195' (believed original) is not recorded on the DVLA computer.

£8,000 - 10,000

£8,900 - 11,000

The **SHIELD** Collection



1959 AUSTIN-HEALEY SPRITE MARK I ROADSTER

Registration no. WFO 262

Chassis no. AN5/23833

- Landmark British sports car
- Professionally restored in the late 1980s/early 1990s
- Present ownership since 1999
- Generally very good condition



Having forged strong links with BMC in the process of developing the successful Austin-Healey 100, Donald Healey turned his attention to designing a smaller version intended to make sports car motoring affordable to a wider sector of the market. Raiding the BMC parts bin for suitable components, Healey used the Austin A35's 948cc A-Series engine, gearbox, front suspension, and rear axle, though he chose to up-rate the rest of the running gear by using Morris Minor rack-and-pinion steering and an MG master cylinder for the hydraulic brakes (the A35's rears were mechanical). Equipped with twin SU carburetors, the engine produced 43bhp, which was good enough for a top speed of around 86mph.

Although its power train and running gear were entirely conventional, as well as thoroughly tried and tested, Healey's new baby was notable for its state-of-the-art unitary construction body/chassis. Christened 'Sprite', the new sports car entered production at MG's Abingdon factory in March 1958 featuring a distinctive forward-hinging bonnet/wings topped by two fixed 'Frog Eye' headlamps, thus ensuring instant recognition and the now-familiar nickname.

Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which was not really surprising as there was nothing competing with it either on price or performance.

A very nice example of the much loved 'Frog Eye' Sprite that brought affordable sports car motoring to so many enthusiasts, this example was professionally restored in the late 1980s/early 1990s by Mr John Skeggs before passing into his wife's ownership in December 1995. Its previous ownership history can only be traced back as far as March 1977 when the Sprite, then registered 'RCH 900', was owned by a Mr David Hollis of Anstey Heights, Leicester. The current vendor purchased the car from Mrs Skeggs in May 1999. Described by the private vendor as in generally very good condition, this charming 'Frog Eye' is offered with copies of old V5 registration documents, a current V5C Registration Certificate, and an old-style continuation logbook (issued March 1977).

£7,000 - 10,000**€7,900 - 11,000****No Reserve**

1957 LAND ROVER 'SERIES I' 4X4 UTILITY

Registration no. SXF 679

Chassis no. 111701995

- Originally supplied to the Home Office Civil Defence
- Petrol engine
- Professionally restored in 2014
- Present ownership since 2015



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.

Built between 1949 and 1958, the Series I Land Rover was available in no fewer than five different wheelbase lengths ranging from 80" to 109". The original 1.6-litre petrol engine was soon superseded by a 2.0-litre unit (for 1952) and the company set about developing its own diesel, which was first offered in 1956.

Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today. 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.

This petrol-engined Series I on the 88" wheelbase chassis was built in December 1956 and despatched to Halesowen Engineering Company Ltd, Halesowen in March 1957. It was supplied to the Home Office Civil Defence department as part of the last 'SXF' batch ordered and was sold off a few years later as the Civil Defence programme was being wound down. The vehicle was professionally restored in 2014 while in the hands of the previous owner, Richard Lawton of Kirriemuir, Dundee and was sold to the current vendor in July 2015. Presented in beautiful condition, the vehicle is offered with restoration invoices, a BMIT Certificate, copy old V5 and current V5C registration documents.

£25,000 - 35,000

€28,000 - 39,000

1929 WILLYS-KNIGHT MODEL 70B SALOON

Registration no. DS 9932

Chassis no. 70B-93823

- *Knight sleeve-valve engine*
- *Delivered new to New Zealand*
- *Restored in New Zealand*
- *Present ownership since 2001*
- *Four folders of history*



The original Overland car was developed in the early 1900s by the Standard Wheel Company, of Terre Haut, Indiana, and the latter had already changed hands once before John North Willys, a New York auto dealer and major Overland customer, arrived to rescue it from oblivion in 1907. Building four-cylinder cars only from 1910, the revitalised company went from strength to strength, production increasing steadily until by the start of WWI only Ford could claim a higher output.

Willys first put his own name on an automobile in 1914 when he adopted Charles Knight's sleeve-valve engine to create a new car - the Willys-Knight. The Knight engine's chief virtue of near-silent operation proved an effective selling point for Willys' new model, which within a few years had established itself as a successful contender in the medium-price market sector, selling 50,000-plus units per annum at its peak in the early 1920s. Models with four, eight, and six cylinders were offered initially, before the six became the sole Willys-Knight from 1926 onwards. The longest-lived of the many Knight-engined cars, the latter continued in production until the end of 1933, when the last of these charismatic automobiles left the Toledo, Ohio plant.

This six-cylinder Willys-Knight saloon was sold new in New Zealand in June 1929 to one Wilfred Langford Minson and comes with its original registration document listing a further seven owners (including motor dealers) up to August 1964. The car was still in NZ as late as the 1980s, as evidenced by documentation on file, and was restored in that country before making its way to the UK. The previous owner, Anthony Power of Hawbridge, Cheshire acquired the Willys-Knight in July 1992. 'DS 9932' has belonged to the current vendor since August 2001.

The vendor advises us that the car is in generally good/very good condition, the engine pulling well and emitting no smoke when warm, and that it will cruise happily at 50mph all day. The dynamo has been rewound and changed from three-wire to two-wire, and the electrics further upgraded with an electronic voltage regulator and LED bulbs. Described as very useable in all weathers and a very comfortable ride, this rare Willys-Knight is offered with a V5C registration document and four folders of history relating to its life and restoration in New Zealand (inspection recommended).

£20,000 - 30,000

€22,000 - 34,000

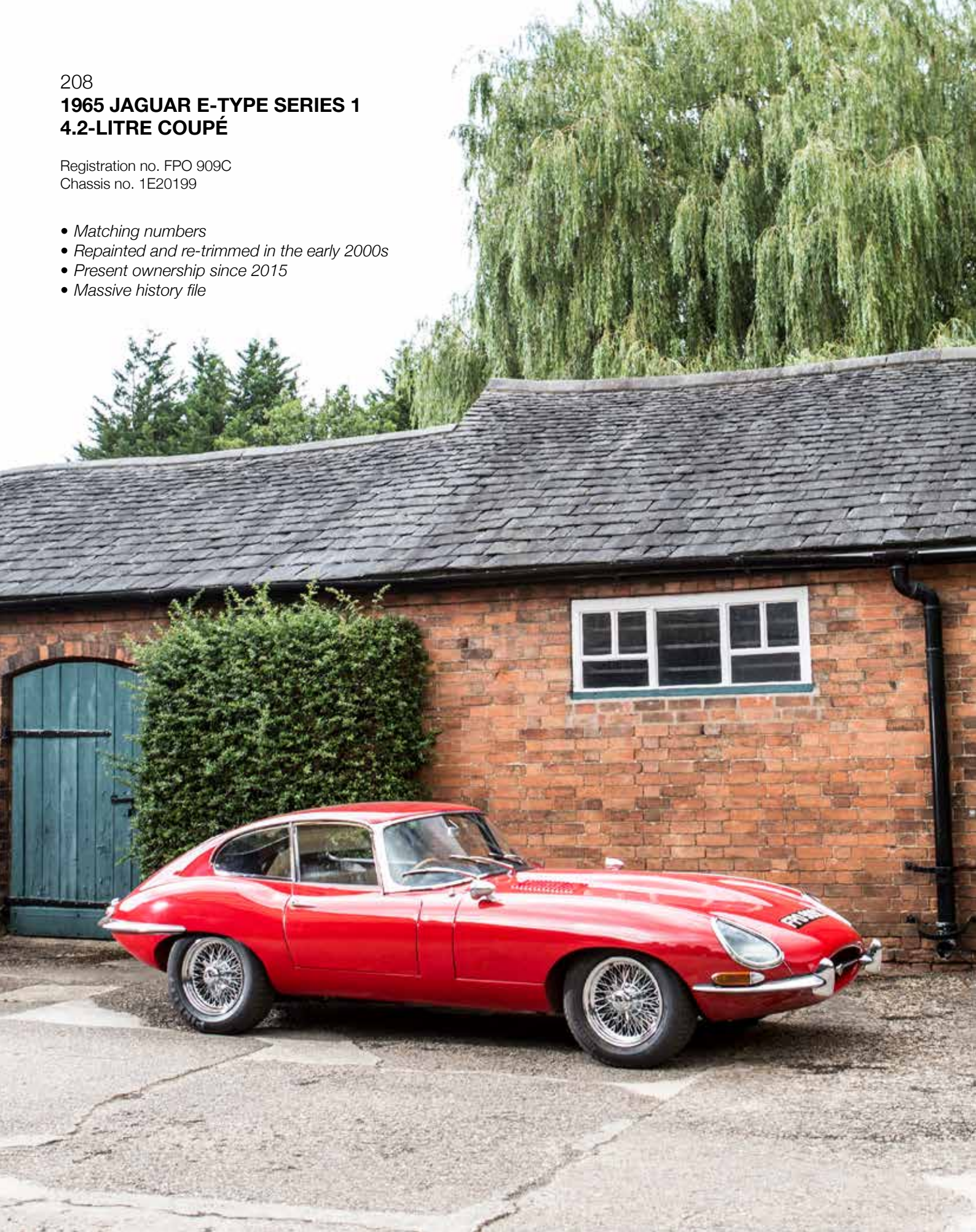
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1965 JAGUAR E-TYPE SERIES 1 4.2-LITRE COUPÉ

Registration no. FPO 909C

Chassis no. 1E20199

- *Matching numbers*
- *Repainted and re-trimmed in the early 2000s*
- *Present ownership since 2015*
- *Massive history file*





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 design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

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

By the time E-Type production ceased in 1975, 72,507 of all types had been made, of which only 1,957 were right-hand drive 4.2-litre coupés like this example, which was supplied new in February 1965 via Bookberrys Garage to first owner P A Adouan of Malaya Garage, Billingshurst. The accompanying JDHT Certificate shows that the car was originally finished in Carmen Red with black-piped grey interior trim, while a letter on file states that it is believed to have once belonged to Welsh international footballer, Dean Saunders.

In the early 2000s, the E-Type was repainted in the then owner's preferred Jaguar Signal Red, the interior being re-trimmed in red-piped black leather at the same time (photographs on file). The current owner purchased 'FPO 909C' in July 2015. Described by the private vendor as in generally good condition with 'very good' engine, this beautiful E-Type coupé comes with a current V5C registration document and a most substantial history file containing an old-style continuation logbook, numerous bills, expired MoTs, old tax discs, photographs, etc.

£60,000 - 80,000

€67,000 - 90,000

209

1924 BENTLEY 3-LITRE TOURER

Registration no. XU 205

Chassis no. 589

- *Original registration mark and engine*
- *In long-term BDC-member single ownership (1962-2000)*
- *Present ownership since 2000*
- *Well known in BDC circles*
- *Carefully maintained*
- *Substantial history file*





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

W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½" then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, has become the archetypal Vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis. Identified by the Red Label on its radiator, the Speed Model differed by having twin SU 'sloper' carburettors, a higher compression ratio, different camshaft and the close-ratio A-type gearbox, the latter being standard equipment prior to 1927 when the C-type 'box was adopted. These engine changes increased maximum power from the standard 70 to 80bhp and raised top speed to an impressive 90mph. Other enhancements included the larger (11-gallon) fuel tank and (usually) André Hartford shock absorbers. Bentley made approximately 1,600 3-Litre models, the majority of which was bodied by Vanden Plas with either open tourer or saloon coachwork.

Chassis number '589', registered 'XU 205' was completed in April 1924 and first owned by one W H B Moorehead. The car still retains its original engine, '591'. How long its first owner kept the Bentley is not known.



Nevertheless, a photograph reproduced in the Bentley Drivers' Club's magazine shows 'XU 205' in Londonderry on VE Day, 1945 while in the ownership of the Heywood family (see copy and correspondence on file). Further BDC correspondence reveals that Members Lists record 'XU 205' as owned in August 1948 by Mr J V Sandbach of Sutton Coldfield, followed by Mr G C Pyle of Coventry (January 1955 list) and Maxwell Gilbert of Moseley (1963 list). The Bentley's next owner, Bob Ward, bought the car from Maxwell Gilbert in 1962, when he was 22 years old, and would keep it for the next 38 years. The Vanden Plas replica body dates from his period of ownership.

'XU 205' had been laid up for some considerable time when acquired, and with the assistance of fellow BDC Midland Region members, Bob Ward had it back on the road within two years. Bob Ward's 3-Litre would be campaigned extensively over the course of the succeeding decades, becoming very well known in BDC circles. He recalled: 'In the 60s and 70s XU 205 attended many, many BDC meetings both local and national...

'When my wife and I were first married we went everywhere in XU 205 including trips abroad, holidays in Cornwall, visits to her family in Norway and every BDC meeting we could find.

'In 38 years XU 205 has never let me down on the road. I guess this is due to the fact that when work was needed no expense was spared.'

In December 2000, Bob Ward offered the Bentley for sale at auction and it was purchased by the current vendor. The catalogue description at that time stated that the pistons had been replaced two years previously and that the car was fitted with a rare 6½-Litre rear axle. Since then the dynamo has been changed from three-wire to two-wire; an electronic voltage regulator fitted; and 12-volt LED lighting adopted. We are advised that the battery now charges when all the lights are on. The vendor describes the Bentley as in generally good condition - with a very good engine displaying excellent oil pressure - and says that it drives well.

As one would expect from a car that has been cherished and carefully maintained for the last 50-plus years, 'XU 205' comes with a most substantial history file (inspection recommended). A wonderful opportunity to acquire a well maintained 'W O' Bentley, benefiting from long-term BDC-member ownership.

£200,000 - 250,000
€280,000 - 340,000



1961 JAGUAR MARK 2 3.8-LITRE SALOON

Registration no. XSU 313

Chassis no. 204592DN

- *The Jaguar Mark 2 in its ultimate 3.8-litre/overdrive configuration*
- *Restored in the 1980s*
- *Present ownership since 1991*
- *Totally reliable in the present ownership*



'One of the most impressive sights today is the rapid and purposeful progress of a Mark 2 Jaguar on a motorway, eating up the miles in the fast lane. Like the nose of a bullet, the rounded frontal shape looks right for high speed, and the sheer velocity attained is usually exhilarating.' - *Autocar*.

One of the most readily recognised cars of the 1960s thanks in part to countless appearances in films and on television, Jaguar's seminal Mark 2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Its immediate predecessor - the 'Mark 1' - had been introduced in 1956 and is of historic significance, being the Coventry firm's first unitary construction saloon car.

The Mk2 offered better all-round visibility courtesy of larger windows, while the Mk1's rear wheel spats disappeared and the rear track was widened, which improved both roll-resistance and stability. The dashboard was redesigned with the speedometer and rev counter relocated in front of the driver, the six toggle switches and four minor gauges being set across the centre.

Independent front suspension was by wishbone and coil springs, with a leaf-sprung live axle at the rear. This, combined with superior Dunlop disc brakes all round and a choice of 2.4, 3.4, or 3.8-litre XK engines, provided the discerning, enthusiast driver with one of the finest sports saloons available in the 1960s. In its ultimate, 3.8-litre, overdrive-equipped form, the Mk2 could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today's standards. Although there was a slight performance penalty with the optional Borg-Warner automatic transmission installed, the '3.8' in this form was an increasingly popular choice, particularly in the North American market.

Representing the Jaguar Mark 2 in its ultimate 3.8-litre/overdrive configuration, this example was first registered to the current vendor in April 1991 having been extensively restored in the 1980s. He advises us that the Jaguar has given him much pleasure and never let him down. Described as in generally good condition, the car is offered with old/current V5C documents. The sensible addition of an electronic voltage regulator is the only notified deviation from factory specification.

£25,000 - 35,000

€28,000 - 39,000

END OF COLLECTION

FURTHER PROPERTIES

211

1968 ALFA ROMEO 1300 JUNIOR

Coachwork by Pininfarina

Registration no. EHN 312H

Chassis no. AR1695021

- *Iconic Alfa Romeo soft-top*
- *Original right-hand drive UK model*
- *One of only 179 RHD Spider Juniors*
- *Well documented*
- *Alfa Romeo Owners' Club concours winner*



A modern classic by Pininfarina, the simple yet elegant spider bodywork premiered on the 1966 Duetto would prove enduringly popular after a rather critical initial reception, lasting well into the 1990s. Under the skin, the Duetto's mechanicals were essentially those of the 105-Series Giulia saloon, featuring independent front suspension, a coil-suspended live rear axle and four-wheel disc brakes. The power unit was the 1.6-litre, 109bhp version of Alfa's classic double-overhead-camshaft four as installed in the Giulia Sprint GTV. Performance fully matched the Duetto's stunning looks, with 60mph reachable in around 11 seconds and a top speed of 116mph. The model achieved worldwide public recognition after starring alongside Dustin Hoffman in the film, *The Graduate* but was produced for only two years before being superseded by the 1.8-litre '1750' Spyder Veloce in 1967. A year later, Alfa Romeo took the opportunity to offer a version of the Spider powered by the 1.3-litre Giulietta engine: the 1300 Junior. Cheaper than the larger Spider yet only some 7mph slower, the 1300 Junior came with an 89bhp engine offering superior fuel economy and occupied a more favourable taxation category, thus extending the possibility of Alfa Romeo ownership to a wider market.

According to Alfa Romeo Automobili Storico, this Spider Junior was manufactured in right-hand drive configuration on 16th July 1968 and sold on the 1st August '68 to Alfa Romeo, London, UK. The original colour scheme was Bianco Spino with nero skai interior, the same as it is today.

During the previous owner's custodianship of 11 years, much restoration work was carried out on this obviously cherished Alfa. Some measure of this car's quality may be gained from its record in concours competitions, which includes class wins in the Alfa Romeo Owners' Club concours in 2009 and 2012, and being judged Overall Concours Champion by the AROC in 2015.

The current vendor bought the Alfa from Southwood Motor Company in May 2016; a full service, replacing numerous minor components, and fitting new front tyres being carried out as part of that purchase. The car is presented in outstanding condition both mechanically and cosmetically, and is said to drive beautifully too. Exceptionally well documented, it comes with a most substantial history file containing the aforementioned Alfa Romeo authentication, sundry restoration invoices and photographs, UK V5C document, MoT to May 2019, and details of all works carried out over the last 35 years. With only 179 right-hand drive Spider Juniors manufactured, of which relatively few survive, 'EHN 312H' represents a wonderful opportunity to acquire one of these rare and desirable Italian sports cars.

£28,000 - 35,000

€31,000 - 39,000

1962 VOLKSWAGEN TYPE 2 'SPLIT SCREEN' CAMPER VAN

Registration no. 661 XUL
Chassis no. 958756

- Desirable 'Split Screen' model
- Restored prior to acquisition in 2016
- 1,600cc engine
- Well specified bespoke interior



As readily recognisable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities. The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed.

By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide. The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined.

The most obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'. Power units grew in size from 1.6 to 2.0 litres before production ceased in 1978 with the introduction of the third generation.

Painted in a stunning Baby Blue and white, this right-hand drive, 13-window, split-screen camper van was purchased by the current vendor in 2016 having already been fully restored by the previous owner. Noteworthy features include a 1,600cc air-cooled engine; rack-and-pinion steering; all new window and door rubbers; full width 'rock 'n roll' bed; full leather upholstery throughout; and a bespoke interior which includes an oven and sink. There is also a 'leisure' battery with split-charge relay and trickle charger integrated with the 240-volt mains hook up. Offered with current MoT and a V5C document, this beautiful VW camper is the perfect way to enjoy the Goodwood Revival and other prestigious motor sports events.

£38,000 - 45,000
€42,000 - 50,000

213
NO LOT

214

The ex-Rodney Banting/Stockbridge Racing

1965 COOPER-COSWORTH FORD T76 FORMULA THREE RACING SINGLE SEATER

Chassis no. F3-16-65

- *Potentially Goodwood eligible*
- *Period Monaco entrant*
- *International race winner*
- *Iconic design*



Here we are privileged to offer one of the last of the highly-successful – indeed in the late-1950s revolutionary – Cooper single-seater racing cars as manufactured in Great Britain far into the 1960s. This 1965-built Cooper-Ford Type 76 was supplied new to the Stockbridge Racing team in Hampshire, England, a partnership between contemporarily aspiring drivers John Fenning and Rodney Banting. The team specified additional front-suspension radius rod locating members – subsequently adopted by nearly all T76s – and two extra instruments on the dash panels, displaying oil temperature and fuel pressure.

In Formula 3 racing, 1965 saw 61 major races held, of which the Coopers won three. The Stockbridge Racing team-mates Rodney Banting and John Fenning finished most notably first and second on the demanding circuit at Cascais in Portugal, and later in the year the bearded Fenning won at Knutstorp in Sweden, where team-mate Banting finished 4th. In fact we understand that the car now offered here is the ex-Rodney Banting Stockbridge Racing machine, in which the Hampshire driver won that Cascais event.

Rodney Banting (1941-1996) did not appear very often within Formula 3 racing that year, but he was evidently a most capable driver although the car displayed occasional reliability issues – something absolutely not unusual within 1-litre 'screamer' Formula 3 racing for the little production-based engines – in this case the well-proven Cosworth-Ford MAE.

Rodney Banting's 1965 International Formula 3 racing season included the following appearances in this Cooper T76: Zolder GP, 4th overall in Final - 3rd in Heat 2; Monaco GP F3 - Final Rtd – Heat 2 finished 4th; La Chatre, 3rd overall; Cascais, Portugal - FIRST; Knutstorp, 4th - 2nd in Heat 2; Karlskoga, Sweden - 3rd.

As presented today this ex-Stockbridge Racing team, ex-Rodney Banting Cooper T76 is described by the vendor as being in generally "very good" condition, and other than specified above with no post-period modifications from accepted works standard.

After the 1965 racing season the car was sold to Sweden where for three subsequent years it was campaigned by Roland Lowgren. During that period we understand that the cylinder head was modified to breath through a downdraught Weber carburettor "to keep up with the Brabhams, Lotuses and the Tecno of Ronnie Peterson...". We are advised that the present vendor acquired the car as long ago as 1987, and that he has restored it to as close to original specification as possible – while using assorted new parts provided by leading specialists Geoff Richardson and Hoole Racing.

Back in period the Cooper T76 featured revised front suspension rocker-arm leverage operating on a ratio of 2:1 instead of 3:1, which promoted improved damper life and more precise control. Anti-squat geometry was removed from the rear suspension while adjustable Armstrong telescopic dampers replaced the inverted non-adjustable type used in the Type 72 cars. The damper-foot also picked-up further inboard on the lower wishbone suspension member to set the damper barrel more vertical. Long front suspension radius rods trailed from the outboard ends of the front rocker arms to anchorages abreast the dash panel on the top chassis frame longerons, reacting braking forces more efficiently into the chassis frame. Adjustable anti-roll bars became standard both front and rear. After Jackie Stewart's fantastic exploits in the 1964 Cooper-BMC T72s, the Cooper order book bulged with interest in 19 new T76 cars including the outstanding example now offered here.

£30,000 - 40,000
€33,000 - 44,000

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.

215 N

Jaguar XK Challenge-winning, ex-Le Mans Classic

1955 JAGUAR XK140 COMPETITION COUPÉ

Registration no. SOM 213

Chassis no. 804394

- Built by Trevor Groom for the 2001 season
- Successfully campaigned throughout the UK and Europe
- Highly competitive
- Present ownership since 2008





This well-known and hugely successful XK140 was converted for competition purposes by highly respected XK specialist, Trevor Groom, and made its racing debut, driven by him, in the 2001 Jaguar XK Challenge. Chosen for its solid and rust-free chassis, '804394' was initially built to comply with the Challenge's 'Class A' regulations for mildly modified cars, with preparation being limited to a thorough going over and fitting disc brakes all round. Soon afterwards, twin 2" SU carburettors replaced the original 1 1/4" items, while later in the season a high-compression cylinder head - polished and ported and fitted with 1 1/4" valves - was installed. Other improvements at this time included a straight-through stainless steel exhaust system plus an alloy header tank and radiator complete with special cowlings to improve airflow. The engine is mated to a standard four-speed gearbox with overdrive. Augmented by AVO adjustable shock absorbers, the front torsion bars and rear leaf springs remained standard but with the suspension modified to achieve as low a ride height as possible.

The competitiveness of this driver/car pairing was demonstrated at its first wet race at Castle Combe where 'SOM 213' finished 2nd overall and set the fastest lap, which was followed by 2nd overall in another wet race at Cadwell Park, despite competing against a full grid of modified 'Class B' and fully modified 'Class C' XKs. Those and other good results saw Trevor finish 2nd in class in the Challenge in only a first season of racing. 'SOM 213' was then track-tested for *Classic Jaguar World* magazine (February 2002 edition) by Paul Chudecki. Capitalising on his successful debut season, Trevor went on to secure to overall victory in the XK Challenge in 2002.

With further detail modifications, including adjustable torsion bars, a competition overdrive unit, 3.3:1 limited-slip differential, and wire rather than disc wheels, the car moved up to 'Class B' and won that category outright the following year. Since then it has been raced extensively at major events including the Le Mans Classic in both 2004 and 2006 when it was the first XK in its category to take the flag. The XK has also competed successfully elsewhere in Europe, notably at Spa Francorchamps, Zandvoort, Croix, and Phoenix Park, as well as in other national and international events.

The current vendor purchased the car at a UK auction in 2008. It was acquired for his daughters to race but they found the car too heavy to handle and it has remained unused for the last ten years, being stored and maintained by his personal mechanic. The only modification has been to make the seats adjustable.

Finished in dark grey metallic with red interior, this highly competitive XK140 comes complete with FIA and HTP papers; photographs of the Le Mans Classic and Brands Hatch; and a UK V5C registration document. An historic racing Jaguar that can also be enjoyed on the road, it represents an opportunity to acquire a highly developed XK140 competition car eligible and ideal for numerous historic motor sports events worldwide. An opportunity not to be missed.

£60,000 - 90,000
£67,000 - 100,000

216

1937 BENTLEY 4¼-LITRE 'WOODIE' SHOOTING BRAKE

Coachwork by Vincent's of Reading

Registration no. DLO 934

Chassis no. B142JD

- Originally a Vanden Plas-bodied tourer
- Re-bodied as a shooting brake circa 1950
- Matching chassis, engine, and registration numbers
- Present ownership since 2003
- Expertly maintained with no expense spared



Although Rolls-Royce's acquisition of Bentley Motors in 1931 had robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby' Bentleys continued the marque's sporting associations, but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

Based on the contemporary Rolls-Royce 20/25, the 3½-Litre Bentley was slightly shorter in the wheelbase at 10' 6" and employed a tuned (115bhp), twin-SU-carburettor version of the former's 3,669cc overhead-valve six-cylinder engine. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless high performance in almost absolute silence. 'The Silent Sports Car', as it was quickly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

By the end of the 1930s the 'Derby' Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings.

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.



This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio and a more 'sporting' camshaft. Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes.

It was the construction of modern highways in Continental Europe, enabling cars to travel at sustained high speeds, that had prompted the introduction of the Hall's Metal bearings and would lead eventually to the adoption of on an 'overdrive' gearbox and improved lubrication system on Bentley's peerless Grand Routier, improvements which coincided with the introduction of the 'M'-series cars in 1938. The result was one of the most pleasing of pre-war touring cars.

This most unusual and striking four-door Derby Bentley carries 'woodie' shooting brake coachwork by Vincent's of Reading. Founded in 1805, William Vincent Ltd bodied its first automobile in 1899 and was a regular exhibitor at the Olympia motor shows into the mid-1930s. According to Nick Walker ('A-Z of British Coachbuilders') Vincent's 'clientele was the provincial upper classes and minor aristocracy who wanted a landaulet, limousine or saloon that reflected their station in life'. When demand for such vehicles slackened, Vincent's turned increasingly to commercial body making while continuing to manufacture horse-boxes, a company speciality for many years.

Chassis number 'B142JD' was originally bodied as an all-weather tourer by Vanden Plas. The Bentley was registered as 'DLO 934' (a London number) and first owned by one Frederick Hughes. The shooting brake conversion was carried out by Vincent's in 1949/1950. The current vendor first saw the Bentley at the Pebble Beach auction some 20 years ago when it was bought by Roger Saul, founder of the Mulberry fashion house. The Bentley was kept for several years at his hotel near Bath, Somerset where it was used to convey guests on fishing trips. The current vendor purchased the car in March 2003 after visiting the hotel.

Since then, the Bentley has benefited from considerable refurbishment with no expense spared, most of the work being carried out in Germany by one of that country's leading marque specialists, Werner Mork. Works undertaken include fitting a new cylinder head and con-rods; overhauling the engine, rear axle, carburettors, front brakes, and electrics; and fitting a new radiator core, wiper motor, fuel pump, exhaust system, etc. Related bills on file and the car also comes with a (copy) UK V5 registration document.

Possessing unique yet highly practical coachwork, 'B142JD' is a rare and significant representative of one of most exclusive and desirable of all Post-Vintage British Thoroughbreds: The Derby Bentley.

£100,000 - 125,000
€110,000 - 140,000

217

1964 FERRARI 250 GT LUSO BERLINETTA

Coachwork by Pininfarina/Scaglietti

Registration no. KPK 250K

Chassis no. 5565 GT

- *Pininfarina styling at its finest*
- *One of the most beautiful of all Ferrari road cars*
- *One of only 350 made*
- *Delivered new to Germany*
- *Present ownership for 46 years*
- *Extensive history file*





Arguably the most beautiful product ever to carry the Maranello marque's prancing horse emblem, the 250 GT Lusso debuted at the Paris Salon in October 1962. Styled by Pininfarina and built by Scaglietti, the Lusso (Luxury) combined racetrack looks with new standards of passenger comfort. Beautifully proportioned, it blended a low-slung nose, reminiscent of that of the SWB *Berlinetta*, with sculpted Kamm tail by means of some of the most exquisite lines yet seen on an automobile. Slim pillars and wide expanses of glass not only enhanced the car's outward appearance, but made for excellent visibility and a pleasantly light and airy interior.

The Lusso's immediate antecedent had been the 250 GT *Berlinetta* SWB. Introduced at the Paris Salon in 1959, the latter was a true dual-purpose car, arguably more capable than any Ferrari before or since of coping equally well with the conflicting demands of racetrack and highway. The 'SWB' (Short Wheel Base) designation arose from a chassis that, at 2,400mm, was 200mm shorter than the standard 250 GT's. Specifications could be varied to suit individual customers' requirements for either road or track, models supplied for competition use having lightweight aluminium-alloy bodies, while the Lusso road version enjoyed a fully-trimmed interior and softer springing.

However, Ferrari's policy of building a single, dual-purpose race/road model did not survive long into the 1960s, the diverging requirements of the two markets necessitating greater specialisation in the form of the competition-only 250 GTO and Gran Turismo 250 GT Lusso. Built on a short-wheelbase chassis similar to that of the 250 GT SWB and 250 GTO, the Lusso was powered by Colombo's light and compact 3.0-litre V12 engine. Breathing through three twin-choke Weber carburettors, the all-aluminium, two-cam unit produced 240bhp at 7,500rpm, giving the Lusso a top speed of 150mph (240km/h) and a useful 0-100mph (0-160km/h) acceleration time of 19.5 seconds. An important milestone in the Maranello marque's history, the 250 GT Lusso was the last of the long-running 250 series and a most fitting finale to this most remarkable family of Ferrari road cars.

One of only 350 250 GT Lusso models made, left-hand drive chassis number '5565' is the 280th car completed and was supplied new to the official German importer Auto Becker in Düsseldorf. It was delivered from the factory finished in Grigio Argento (silver-grey) with Nero (black) interior.

Driving up the Stelvio pass in 1973



The Ferrari's first owner is not known, but in 1971 it is known to have belonged to an employee of the Porsche factory in Stuttgart. In 1972, '5565' was imported into the UK by B R Pond and registered as 'KPK 250K', and later that same year passed into the ownership of the current vendor.

A Ferrari enthusiast since he saw Froilan Gonzales driving one of Maranello's twelve-cylinder Grand Prix cars at Silverstone in 1951, the vendor had long wanted a V12 Ferrari that would evoke those sporting memories while at the same time being a thoroughly practical and reliable road car. It had to be not difficult to maintain, appealing to both eye and ear, and a pleasure to drive whatever the circumstances.

This 1964 250 GT Lusso *Berlinetta* seemed to fulfil his requirements then and has continued to do so for the last 46 years, being enthusiastically campaigned throughout Continental Europe and the UK, including attending the inaugural Goodwood Festival of Speed in 1993. There have been many return visits since, while in 1985, journalist Richard Bremner had driven '5565' at the Surrey track for an article in *Motor* magazine.

The Motor article is just one of the many detailed records contained within the most extensive history file. There were other memorable outings to the original Nürburgring circuit for a club race, and to Mas du Clos in France to race with the Ferrari Owners Club. '5565' has also made the obligatory pilgrimage to Maranello where Il Commendatore, Enzo Ferrari, made several complimentary remarks via a translator.

As this was a car to be driven - often over considerable distances - rather than simply polished and admired, various modifications were incorporated with help of David Clarke and Rob Houghton of marque specialists, Graypaul. These include fitting air scoops for the front brakes (invaluable for circuit use); replacing the original bronze valve guides with iron; installing 'perfect circle' valve stem seals (eliminating the smoky exhaust); fitting carburettor air trumpets and Snap exhaust tailpipes; adding a hand throttle for low-speed manoeuvring when cold; and up-rating the Koni damper settings.





Additional items added by the owner are transistor-assisted ignition incorporating adjustable rev limiters; two separate security switches; Blaupunkt Frankfurt radio and tall retractable aerial; compass (under interior mirror); and a battery master switch. The octagonal centre-lock wheel nuts were added when the vendor was engaging in the occasional competitive outing. Later on, Tony Merrick of GTO Engineering supplied a set of his specially developed roller rockers for the valve gear.

In more recent years, any work that the engineer vendor has been unable to carry out himself has been entrusted to Phil Stafford of Rosneath Engineering. This car has been driven regularly and maintained in optimum condition in dehumidified storage. It is in good running condition, with delightfully patinated interior, and Bonhams is advised that it drives beautifully. As one would expect after 46 years in the care of such an enthusiastic and fastidious owner, '5525' comes with truly massive history file (inspection recommended).

Over the course of the last 46 years, '5565' has become very well known in UK Ferrari circles, and in 2008 the vendor contributed an article about his ownership of the Lusso for the FOC's magazine (copy on file). Summing up his experiences behind the wheel, he observed that 'even if high-speed dashes across the UK and Europe are more a happy memory than a carefree practicality, the Lusso, even at today's constrained speeds, still looks the same, makes the same noises, exudes the same irreplaceable smell from its well nourished leather. It gives the same feel of the road, retains the same silky steering, and of course, they can't - aren't allowed to - make them like that any more!'

Soon after the car's launch, *Road & Track* declared that the 250 GT Lusso was 'Ferrari's most beautiful car; a classic...' and the passage of time has not altered that assessment one iota. Offered from long-term enthusiast ownership, and fully documented for the last 46 years, this much-loved example is worthy of the closest inspection.

£1,000,000 - 1,500,000
€1,100,000 - 1,700,000



Running second at Mas du Clos, 1978

218 N

**1965 FORD MUSTANG 289CI
COMPETITION COUPE**

Registration no. to be advised
Chassis no. to be advised

- *Iconic American classic*
- *One-owner car imported from California in 2002*
- *Built by Steve Smith of Vibration Free*
- *Completed in 2008*
- *Spa 6-Hour and Nürburgring Oldtimer GP competitor*
- *FIA papers (issued 2008)*



Fully prepared for FIA endurance events, this Mustang benefits from the following modifications:

- Suspension lowered, up-rated and Poly-bushed with double adjustable shock absorbers
- Heavy duty front spindles and bearings
- Shelby castor kit and front anti-roll bar
- Kelsey Hayes four-pot brake callipers with short distance pistons to accept long distance pads
- Brake linings and pads to competition specification
- Andy Robinson rear axle with 3.55:1 Gripper differential
- Four-speed gearbox with Hurst shifter
- Borg & Beck clutch assembly
- FIA-compliant competition specification engine, dynamometer tested at 396bhp
- 80-litre foam filled fuel tank
- Five-row high-capacity copper radiator with remote header tank
- Electric cooling fan
- Hi-po cast-iron exhaust manifolds
- 3" twin stainless steel exhaust system with crossover and effective silencers
- Willans five-point harnesses (x2)
- Hand-held fire extinguisher
- Racetech gauge pack
- Twin lambda gauges
- 35psi oil pressure warning light
- Quad PIAA driving lights



This Mustang was first supplied to a fortunate young man on his 17th birthday and resided in California until 2002. During these 37 years he covered 77,000 miles in the car, which retains its original owner's registration book and instructions. In 2002 the Mustang was imported into the UK by Steve Smith of Vibration Free as the basis for creating a competition car suitable for historic endurance racing. There is a substantial history file charting the build and preparation.

Built from a rust-free bodyshell, this Mustang was fully stripped and seam welded before it was delivered to Andy Robinson Race Cars for an FIA specification roll cage to be welded in. The 'shell was then finished in Guardsman Blue metallic with white 'Daytona' stripes. The car is fitted with a set of Minilite 15" alloy wheels shod with Avon Sport 205/70/R15 tyres.

The 289ci (4,727cc) V8 engine has been built to the correct FIA specification and is producing 396bhp. It has an all-steel billet bottom end with forged racing pistons and MLS head gaskets. There is a Tim Adams camshaft and valve train. The fuel system incorporates an 80-litre foam-filled tank that feeds the Holley mechanical fuel pump and Holley Performance 650 double-pumper carburettor through braided hoses. To keep everything cool there is a high-capacity five row, copper radiator with remote header and bleeds to rear of heads, electric fan and new heater matrix.

The engine was refreshed after the 2009 Spa meeting with new bearings, rings and gaskets. The transmission comprises a four-speed gearbox with Hurst shifter, and a 3.55:1-ratio rear axle. At an engine speed of 6,500 revs this gives a top speed of 145mph.

The car retains its original Deluxe interior with Pony upholstery, rear seats, radio, centre console, interior lights, and has had a new wool carpets fitted. It also boasts tinted windows, a functioning heater, and remote operated wing mirror. Everything works as intended, right down to the interior lights.

It took six years to build this car, which since completion has been a regular competitor in the Spa 6-Hour endurance race, lapping the circuit in 3 minutes 9 seconds, and it has also competed in the Nürburgring Oldtimer Grand Prix. No expense has been spared in creating a very reliable and fast long-distance competition weapon while retaining many of this iconic muscle car's original features. Fully road legal, this beautiful Mustang comes with FIA papers (issued July 2008).

£60,000 - 90,000
£67,000 - 100,000

1968 BENTLEY BENTLEY T-SERIES TWO-DOOR SALOON

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. RRX 4F

Chassis no. CBH3734

- One of only 98 built
- Only two private owners from new
- Matching numbers
- Recent re-commissioning by JD Classics



Rolls-Royce's adoption of unitary construction for its new Silver Shadow and T-Series Bentley necessitated the reorganisation of in-house coachbuilder H J Mulliner, Park Ward to meet the challenge of producing new designs on the Shadow floorpan. The variety of body styles offered was limited to just two - a two-door saloon or similar drophead coupé - the former arriving in March 1966 and the latter in September the following year. Some of the frontal panels were shared with the standard four-door saloon, but otherwise the new bodysells were unique, featuring a distinctive dipping upper wing line with parallel crease, and revised, more rounded posterior.

Despite a price some 50% greater than the standard saloon's, demand was strong right from the start, a state of affairs that resulted in the introduction of the outwardly similar Corniche in 1971. At this time, the Bentley marque's image suffered from its not being sufficiently differentiated from that of Rolls-Royce, a situation that would not be remedied until the introduction of the Mulsanne Turbo in the 1980s.

The result was greatly reduced sales, making a Bentley of this period a much rarer car than the equivalent Rolls-Royce. For example: between 1967 and 1971, 571 Mulliner, Park Ward-bodied Rolls-Royce Silver Shadow two-door saloons were manufactured compared to a mere 98 of the Bentley version! Today, however, the revival of the Bentley marque has seen a commensurate upsurge in demand for these rare and exclusive T-Series models.

Much rarer and arguably far more handsome than the Rolls-Royce version, this beautiful Bentley T-series two-door saloon has had only two private owners from new: the first for 20 years and the second for 27 years. The Bentley underwent a bare metal re-spray and engine re-commissioning in the late 1980s, and more recently has benefited from further improvements including paintwork and re-commissioning at JD Classics in 2018 (bills on file). It is finished in Black Cherry with red-piped black leather interior trim, and currently displays a total of 96,649 miles on the odometer. The accompanying history file contains many invoices for ongoing maintenance undertaken while the Bentley was with its previous owner, and the car also comes with an original handbook, a V5C document, and current MoT.

£30,000 - 40,000

€34,000 - 45,000

220

Ex-RAF, Fighter Command

1951 LAND ROVER SERIES I 80" UTILITY

Registration no. GAS 176 (Former Service No. 41 AA 31)

Chassis no. 26102934

- Ordered new by the RAF
- Restored by marque specialist
- Well documented history
- Current ownership since 2012



'GAS' as it has been affectionately known by recent owners was ordered new from Rover Co. Ltd. by the Royal Air Force, being built at the end of 1951 and delivered to them on the 1st January 1952, as confirmed by copies of the Ministry of Defence files which detail its 17-year roster of service work, deciphered by expert John Mastrangelo. On 8th January it joined the 14th Maintenance Unit at RAF Carlisle in Cumberland, being moved over to War Reserve Fighter Command on 18th June 1952, where it would serve until February 1959. Its work then became with the Technical Training Command for the next 12 months, after which it moved to Southern Air Command in February 1960. At this juncture, the Land Rover was equipped to Truck Glider Retrieval setup and joined Fighter Command on 26th May 1960. The following Spring, its last post became with Flying Training Command, on 23rd March 1961, who kept it in service for the next 8 years. Throughout this period it was registered as '41 AA 31'. According to those papers, the car was 'de-mobbed' in 1969, being sent to the Ministry of Defence Disposal Site in July that year. It should be noted that MOD service Land Rovers, unlike farm equipment were important working tools that were maintained so that they could always be on call and ready to use.

The '80' was discovered in the early 2000s, still retaining its correct MOD plates, and original engine, but in a tired state and subsequently restored in a sympathetic fashion, this work being charted through a photographic record.

The present owner acquired GAS in 2012 and after a couple of years of infrequent use decided to commission a refurbishment to bring the car to a more accurate representation of the model in its MOD form. The Land Rover was entrusted to highly regarded aficionado Julian Shoolheifer who personally handled all of the work. The body was stripped and repainted in a toned-down matt finish, the seats replaced in correct fabric blue material, original two-piece wheels which accompanied the car were restored and put back on it. Period Lucas trafficators were sourced and fitted to the top of the windscreen and made operational (after a fashion). Through the course of the work, Mr. Shoolheifer reviewed the car and found it to be extremely good and is quoted as rating the chassis to be unusually solid compared with some of the harder lives that these cars can have received. Following the aesthetic work on the car, a further period of mechanical sorting was undertaken, the brakes were fully overhauled, clutch thrust bearing replaced.

As a result of the cosmetic and mechanical work, the RAF 'Rover presents cleanly and is reported by its owner and the restorer to drive very smoothly. It is accompanied with a BMIHT certificate, copies of MOD records and copious invoices for its two restorations. Early Land Rovers such as this have the wonderful benefit of versatility of being able to take the full 'tilt' off and drive enthusiastically and to carry 7 passengers in 'relative' comfort. There can be very few left which can claim period Fighter Command usage or the originality of this example.

£25,000 - 35,000
€28,000 - 39,000

221

1937 JAGUAR SS100 3½-LITRE ROADSTER

Registration no. CAK 253

Chassis no. 39007

- *Matching numbers (see text)*
- *Known ownership history*
- *Present family ownership for the last 53 years*
- *Professionally restored between 2008 and 2012*
- *Circa 1,000 miles since the rebuild*





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.



One of the earliest of the 3½-Litre cars, chassis number '39007' was supplied new on 1st December 1937 via Appleyards of Leeds. A change of engine, from '514E' to 'M536E', is recorded on an accompanying registration application dated 1st December 1937, so presumably was carried out at the factory. The first owner was Keith Wilkins Rospin of Valley Mill, Bradford. Mentioned in Andrew Whyte's book *Jaguar*, this SS100 competed at the SS Car Club's Donington Meeting in 1938 (William Lyons was one of the competitors) lapping at 66.25mph. Also on file is a photograph of 'CAK 253' competing in the Scottish Rally.

The Jaguar was later owned by a Bill Fraser of Glasgow and then from 1959 to 1963 by an Andrew Couper, another Glasgow resident. It was then passed, briefly, to an unnamed owner in Bawtry, South Yorkshire and in July 1965 was sold in 'barn find' condition to Mike Rouse, who kept the car until his death in November 2007.

The SS100 then passed to his brother, the current vendor. The latter then proceeded to have the car professionally restored, entrusting the task to renowned marque specialists Davenport's of Biggleswade. The restoration took some four years to complete (2008-2012) and cost around £130,000 (bills on file). Only some 1,000 miles have been covered since the rebuild's completion and the car remains in excellent condition having been serviced annually. The only notified deviations from factory specification are flashing indicators, an electric radiator fan, and a five-speed gearbox conversion (the original gearbox was unusable).

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 example of the model that can be said to have started the Jaguar legend, '39007' is eligible for a wide variety of the most prestigious historic motor sports events.

£400,000 - 500,000

€440,000 - 560,000



222

**1974 JAGUAR E-TYPE SERIES III V12
COMMEMORATIVE ROADSTER**

Chassis no. 1S2835

- *Number 14 of a final limited edition of 50 V12 Roadsters*
- *One of only 19 manual transmission cars*
- *Delivered new in the UK*
- *Two owners from new (present owner since 1977)*
- *Circa 28,000 miles from new*
- *Registered in Germany*





Testing the E-Type Series III back in 1972, *Road & Track* magazine reckoned the new V12 power unit, 'a sheer delight, by itself almost worth the price of admission. The V12 is a lovely piece of machinery, lovely to listen to and lovely to behold. The exhaust has that hurried sound characteristic of a multiple-cylinder engine where the many explosions per revolution make it sound as if it's running faster than an engine with fewer cylinders. The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range.'

This superior refinement would have counted for little had the Series III proved slower than its predecessors, but the new V12 engine was more than powerful enough to offset the weight gain over the preceding 4.2-litre XK six and ensure that performance was undiminished. Weighing only 80lb more than the cast-iron-block six that it replaced, the all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed well in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car.

Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar. Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

The rare and exclusive E-Type offered here is one of 50 special V12 roadsters built to commemorate the end of the model's production in 1974. The chassis number sequence commenced at '2822' and ended with '2872', all bar one of the 50 cars being finished in black. Its accompanying Jaguar Heritage Trust Certificate reveals that this E-Type was distributed by Henlys and sold via H R Owen, London. The original registration was 'XYE 535N'.

First registered on 27th October 1975 to one W H Joodall, chassis number '1S2835' is one of only 19 manual transmission cars in this series. In April 1977 (at 3,000 miles), the car passed to current (second) owner and has remained in the same ownership in Germany for the last 41 years. Presented in accident-free, un-restored, and outstandingly original condition this most collectible of V12 E-Types is offered with a German Fahrzeugbrief.

£160,000 - 190,000
€180,000 - 210,000

223

**1964 SHELBY COBRA 289CI
COMPETITION ROADSTER**

Chassis no. CSX 2430

- *One of only 32 factory-built competition Cobras*
- *First raced by 'Gentleman' Tom Payne*
- *Restored by Shelby authority Bill Murray*
- *Displayed at the Shelby American Collection for almost 25 years*
- *Eligible for Tour Auto, Le Mans Classic, Goodwood Revival, etc*



1 (main)
Tom Payne, Tourist Trophy,
Nassau, Bahamas, 1964.
(image part of lot)

2
'Gentleman' Tom Payne
with 'CSX 2430'.
(image part of lot)

RACING HISTORY FROM 1964 TO 1984

8/1/64	Payne	Lynndale Farms, Wisconsin (SCCA race)	DNF
8/9/64	Payne	Meadowdale, Illinois (USRRC Race)	3rd
8/30/64	Payne	Mid-Ohio (USRRC Race)	3rd
9/27/64	Payne	Greenwood, Indiana (SCCA Divisional)	1st
11/29/64	Payne	Nassau, Bahamas, Tourist Trophy	5th OA, 2nd in GT
12/4/64	Payne	Nassau, Bahamas, Governor's Trophy	9th OA
12/6/64	Payne	Nassau, Bahamas, Trophy Race	1st in GT
7/4/65	Payne	Mont Tremblant, Quebec	1st in GT
9/5/65	Gerber/Yeager	Road America 500 (USRRC Race)	5th in GT
9/19/65	Payne	Mont Tremblant, Quebec	7th OA
9/25/65	Payne	Mosport Grand Prix	11th OA
12/5/65	Grossman	Nassau, Bahamas, Trophy Race	5th OA, 1st in GT
26/3/66	Cuomo-Salo-Addison	Sebring 12 Hour Race	15th
28/10/84	Carroll Shelby	Texas Race, Green Valley Raceway	2nd

The car offered here, chassis number 'CSX 2430', is a one of the rarest of all Cobras: a 'Factory-Prepared Competition Car', the latter being the designation of cars prepared to full-race specification by Shelby for the use of favoured privateers, in this case 'Gentleman' Tom Payne. Taken together with the ultimate 'Cobra Factory Team Cars' raced by Shelby American, only 32 of these ultra-desirable works specials were made.

A resident of Ann Arbor, Michigan, Tom Payne was a successful businessman with a passion for motor racing, competing in cars as diverse as an Arnolt-Bristol, Porsche 550, and Formula Junior single-seaters. At one meeting he arrived too late to change into his racing overalls, so drove wearing his business suit and tie, hence the 'Gentleman' nickname. At an SCCA meeting in Michigan he bagged a drive in the Cobra belonging to Dan Gerber and was instantly taken with the car. Within a short while he and Gerber had entered into a business partnership, opening a Ford dealership that later became a Shelby sales point. Payne ordered his first Cobra - 'CSX 2430' - a couple of months later.



2

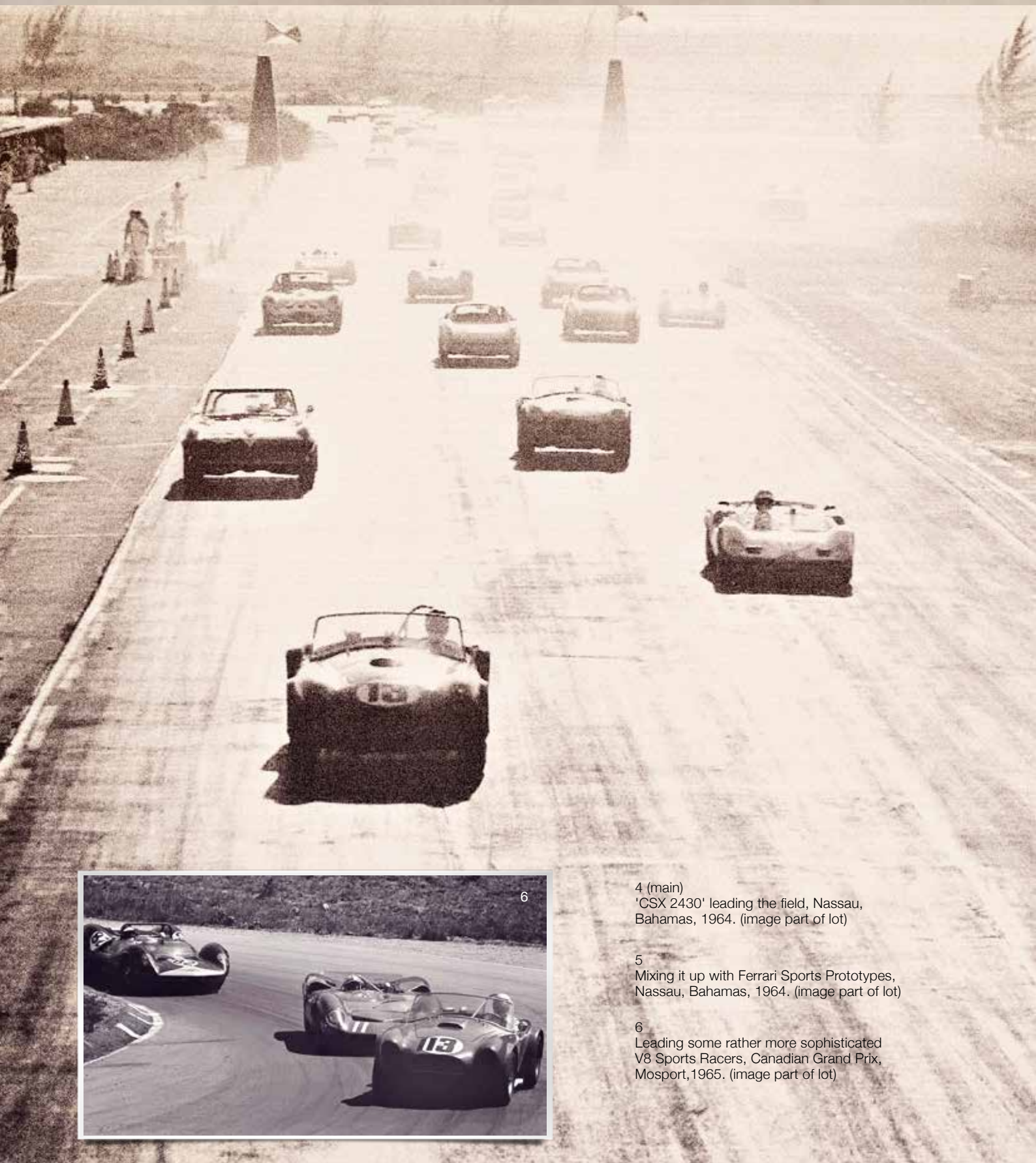






Payne's order was approved by Jacques Passino, vice president of Ford's Special Vehicle Division, whereupon Shelby American began work on the car at its facility in Riverside, California. Shelby built Payne's Cobra to the same specification as the factory team cars, so 'CSX 2430' came equipped with a bonnet scoop, chromed roll bar, Halibrand alloy wheels (6½" front/8½" rear), flared wheelarches, Koni shock absorbers, front/rear anti-roll bars, competition brakes, 'quick' jacking points, side-exit exhausts, twin long-range fuel tanks, Monza fuel filler cap, racing seat, Sun rev counter, fuel pressure gauge, differential cooler, electric fuel pump, aluminium header tank, and an engine oil cooler. Powering the Cobra was a 289ci (4,727cc) small-block Ford V8 engine built to full-race specification with high-compression (12.0:1) cylinder heads and a quartet of twin-choke Weber carburettors. Maximum power output was around the 400bhp mark.





4 (main)
'CSX 2430' leading the field, Nassau,
Bahamas, 1964. (image part of lot)

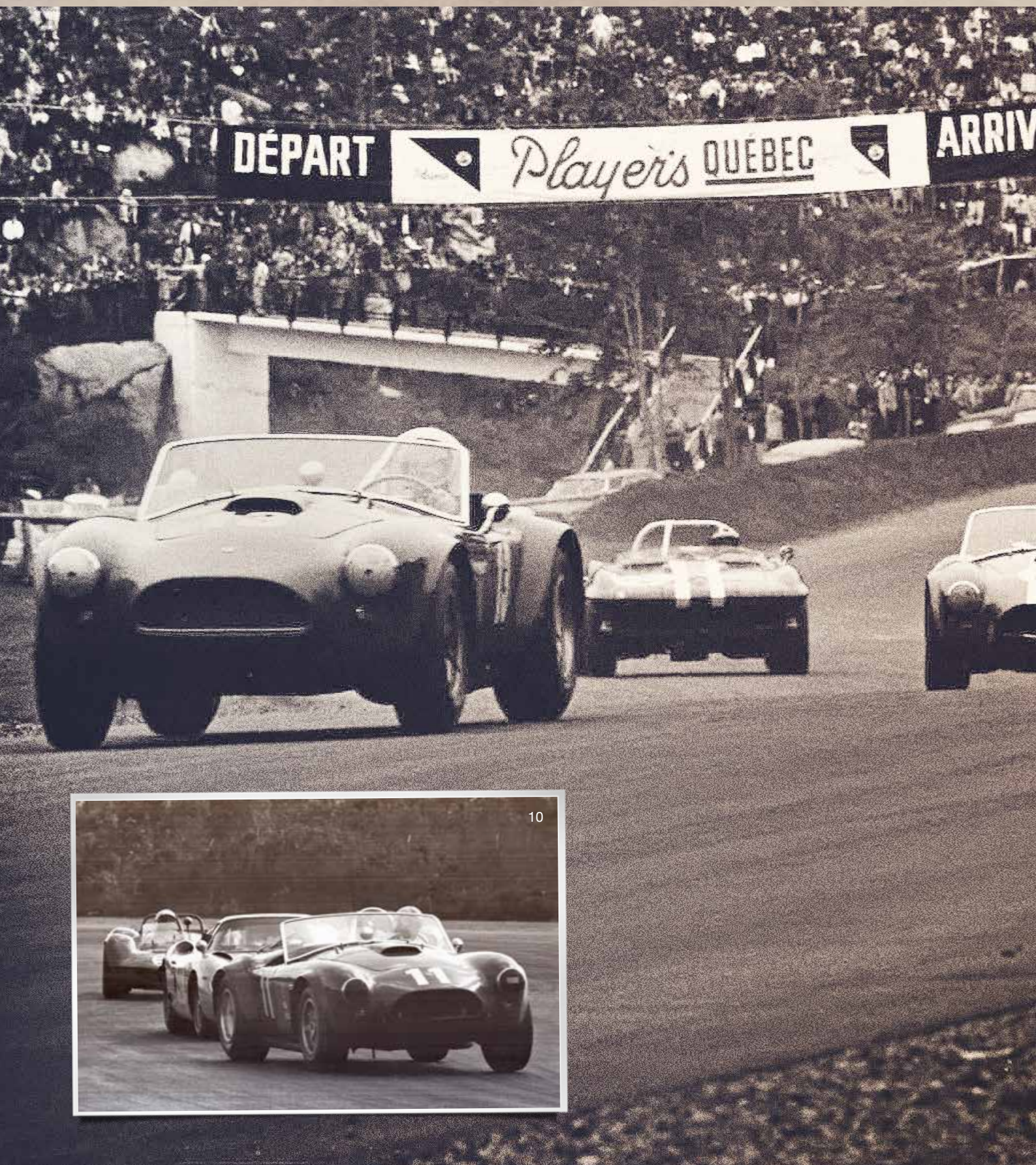
5
Mixing it up with Ferrari Sports Prototypes,
Nassau, Bahamas, 1964. (image part of lot)

6
Leading some rather more sophisticated
V8 Sports Racers, Canadian Grand Prix,
Mosport, 1965. (image part of lot)



Delivered in the summer of '64, 'CSX 2430' remained Ford's property and from the start of the 1965 season was run as a factory-sponsored Shelby American entry. With Payne driving, the Cobra made its competitive debut at the SCCA's Lynndale Farms, Wisconsin meeting on 28th June 1964 and was campaigned throughout the Mid West for the remainder of the '64 season, consistently finishing on the podium. During November, a successful trip to Nassau in the Bahamas saw the Payne/Cobra combination finish 2nd in class in the Preliminary Nassau Tourist Trophy, 5th overall in the Nassau Tourist Trophy, 9th overall in the Governor's Trophy, and 1st in class in the Nassau Trophy Race. In these Nassau races Payne found himself sharing the grid with likes of Roger Penske, Bruce McLaren, Pedro Rodriguez, Bob Grossman, Walt Hansgen, Phil Hill, and A J Foyt – many of them driving out-and-out racing prototypes - so his performances in a road-based GT car are some indication of just how good a driver he was.

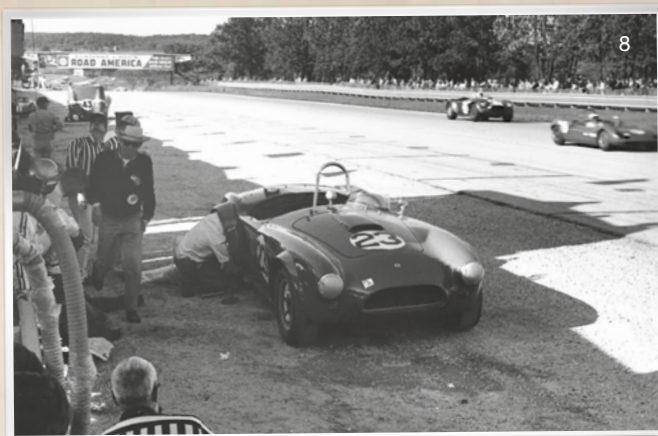




10



7 (main)
'CSX 2430' leading a horde of Cobras,
Mont Tremblant, 1965. (image part of lot)



8 & 9
'CSX 2430' at rest, Road America, 1965
(image part of lot)

10
Showing Ferrari Sporting Prototypes the
way home yet again, Trophy Race, Nassau,
Bahamas, 1965. (image part of lot)





Entered by Shelby American, Payne campaigned 'CSX 2430' extensively throughout the 1965 season while at the same time enjoying the occasional outing in a Shelby Cobra Daytona Coupé. He also took the Cobra roadster back to Nassau in November, finishing 3rd overall in the Nassau Tourist Trophy and 2nd overall in the Preliminary Nassau Tourist Trophy. The famed Bob Grossman then got behind the wheel for the Nassau Trophy, finishing 5th overall and 1st in class in a race won by Hap Sharp's Chaparral.

'CSX 2430' then passed into the ownership of John Addison and was raced by him throughout 1966, while next owner Dan Schlames competed with the Cobra at various SCCA meetings in 1967. In the mid-1980s, 'CSX 2430' was owned and raced successfully by Rick Nagel, who won the Texas Vintage Challenge with the Cobra in 1984. This Cobra's owners are listed in the *Shelby American World Registry*, which also records that 'CSX 2430' is the last Cobra to be raced by Carroll Shelby, who drove it in the Texas Can-Am Challenge in 1984.

In 1985, Nagel sold the Cobra to Steven Volk, principal of the Shelby American Collection in Boulder, Colorado, who commissioned the highly regarded marque specialist Bill Murray to carry out a full restoration. Apart from some minor accident damage, inevitable with an extensively campaigned competition car, the Cobra was found to be in highly original and in very good condition once stripped of its paint.

Importantly, the original chassis plate was found to be still in place together with identifying stamps to various components such as the doorframes and the bonnet and boot latches. Not only restored to concours condition, the Cobra was also prepared by Bill Murray for historic racing, which meant incorporating a five-point safety harness, upgraded fuel system (including a fuel cell), different exhaust, and adjustable 'A'-arms. These modern updates have since been removed but are included in the sale.

'CSX 2430' remained on display at the Shelby American Collection for almost 25 years following the restoration's completion. It is featured in Frank Barrett and Boyd Jaynes' book, *Shelby Cars in Detail*, and also appears in *Shelby Cobra* by Dave Friedman, *AC Cobra* by Rinsey Mills, and *Cobra – The First 40 Years* by Trevor Legate.

Offered for sale from a prominent private collection, the Cobra was purchased by the current vendor at a UK auction in 2014. Possessing impeccable provenance, and a proven front-runner during its early and subsequent historic careers, this expertly restored, factory-specification competition Cobra is the ideal entrant for high-profile events such as the Tour Auto, Le Mans Classic and, of course, the Goodwood Revival.

£1,200,000 - 1,500,000
€1,300,000 - 1,700,000



11
Sebring 12 Hour Race, 1966



1951 ALLARD J2 ROADSTER

Registration no. YWG 315

Chassis no. 99J1974

- *Classic Anglo-American sports racer*
- *Delivered new in California*
- *Highly eligible*
- *Straight forward to maintain*



Using a crashed Ford V8 coupe on to which he had grafted the body from a Grand Prix Bugatti, Sydney Allard constructed one of the most unlikely of all pre-war trials specials. However, the Allard Special's lightweight construction and relatively powerful American V8 engine, although not the first such combination, demonstrated the formula's potential and provided the inspiration for future imitators including Carroll Shelby, who acknowledged Allard's influence on the Cobra.

After WW2, Allard progressed from specials-builder to motor manufacturer, though the latter activity was really little more than a means of financing the company's competition programme. Despite its small size and limited resources, Allard's achievements were legion in the immediate post-war years, Sydney himself finishing 3rd at the 1950 Le Mans in a J2 sports-racer and winning the Monte Carlo Rally outright in a P1 saloon. Allard's 3rd place at Le Mans should not be underestimated, for he and co-driver Tom Cole had been lying 2nd ahead of works Aston Martins, Ferraris and Jaguars when the bottom two gears of the three-speed gearbox broke. Such was the flexibility of the American V8 that they were able to continue to a class-winning finish using only top gear.

Introduced in 1950, the competition-orientated J2 two-seater employed Allard's trademark independently suspended 'split' front axle and a De Dion rear end with inboard brakes.

Like the vast majority of production Allards, the J2 used Ford/Mercury components, these being readily obtainable from Ford in the UK. However, importing engines, such as Cadillac's powerful new overhead-valve V8, into Britain was prohibitively expensive so it was not unusual for cars exported to the USA to be fitted with the customer's choice of engine on arrival. With one of the larger of these installed the Allard J2 was more than a match for any contemporary sports car in a straight line, Jaguar's XK120 included. The majority of J2s produced ended up in the USA where they were raced with considerable success, dominating SCCA events.

This Allard J2 was delivered new to the California Sports Company in San Francisco in March 1951 and purchased by Californian George Dietz. The car was fitted with a Cadillac V8 engine and finished in Bugatti Blue with matching interior. An army officer, Dietz was posted to Japan in 1975; he sold the car to a Japanese owner when he was posted back to the USA. The Allard had one further owner in Japan before being bought by the current owner and imported into the UK in September 2015.

Reliable, easy to maintain and delivering plenty of 'grunt', this charismatic Anglo-American sports-racer is offered with import paperwork and a UK V5C Registration Certificate, spare engine parts and comes ready to participate in a wide variety of historic motor sport events.

£110,000 - 130,000

€120,000 - 140,000



1960 AUSTIN HEALEY 'SEBRING' SPRITE MK1 COMPETITION COUPÉ

Registration no. 4646 UE

Chassis no. AN5/46168

- Originally registered to the Donald Healey Motor Co
- New aluminium-alloy body by Craig Chapman
- 1,275cc A-Series race engine
- Not used in competition since completion
- FIA HTP papers
- Eligible for Goodwood, HRDC, and GT racing



During 1961 and 1962, well-known international racing driver (and 1959 British Rally Champion) John Sprinzel produced his own Williams & Pritchard-bodied Sebring Sprite coupés. Of the ten believed constructed, only six are known to survive worldwide, and this style of bodywork has remained popular among Sprite enthusiasts ever since.

This particular car is built on the fully restored bodyshell of a genuine 1960 'frog eye' Sprite Mk1, '4646 UE', which was first registered to the Donald Healey Motor Company, Warwick and is subsequently registered on the Sebring Sprite Register (www.sebringssprite.com) as a standard body Sebring Sprite. Its accompanying BMIHT Certificate reveals that the car was originally finished in Iris Blue with matching trim and black convertible top. A heater, laminated windscreen, rev counter, windscreen washers, tonneau cover, front bumpers, and a locking petrol cap are listed as factory fitted equipment.

The car's total restoration and transformation into a full-race Sebring Coupé was carried out during 2013-2018 using an aluminium-alloy body built by Craig Chapman. All mechanical components have either been replaced or restored. Since FIA HTP papers were obtained on 1st June 2018, when the car was fitted with a period-correct 960cc A-Series engine, it has been updated to HRDC 'Grand Touring Greats' specification, a category that uses the same regulations as set out by Goodwood for such cars when running in the 'Fordwater Trophy' at the Revival meeting.

Specification highlights include a 1,275cc A-Series Howley-built race engine and a new Peter May close-ratio, straight-cut gearbox. The former features a 45mm Weber side-draught carburettor on swan-neck inlet manifold; new Manifold 'Stage 3' exhaust manifold and race system; new Aldon competition distributor; new Peter May competition clutch and flywheel; new Powerlite starter; and a new high-performance alternator. The refurbished rear axle assembly incorporates a new Evolution limited-slip differential and new Peter May EN40B steel half-shafts, and is carried on new Peter May upgraded springs.

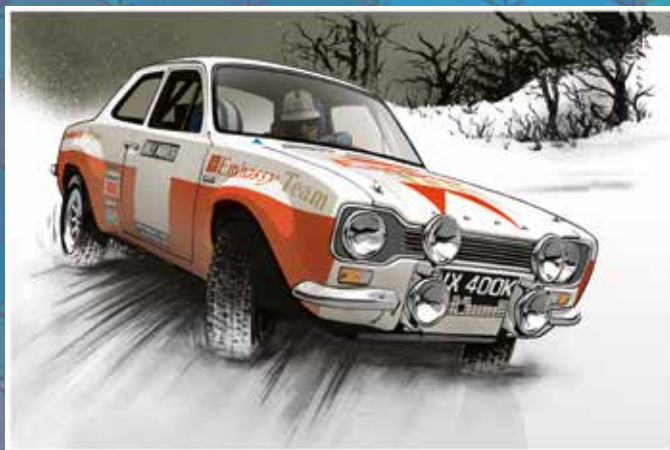
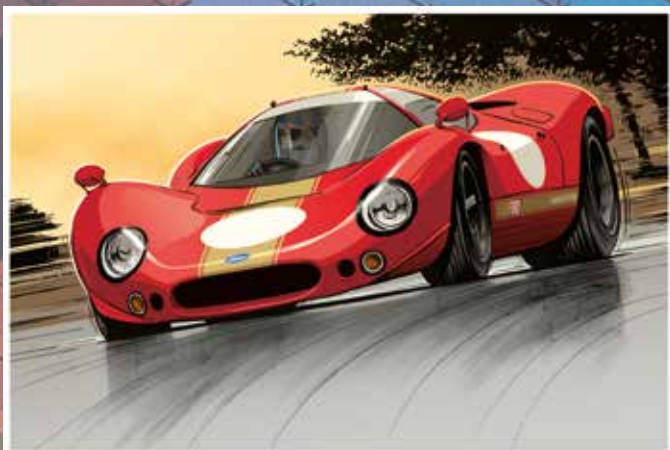
The front suspension has been rebuilt using new wishbones and refurbished dampers, upgraded Peter May front springs and anti-roll bar, and negative-camber top trunnions. Brakes are to full Sebring specification at the front (using a Sebring pedal box) and Wolseley 1500 at the rear. MWS 5" competition wire wheels are fitted, shod with Dunlop CR65 L-Section historic race tyres. Other noteworthy features include a CCK full roll cage and a new modified electrical wiring loom.

Accompanying documentation consists of a copy of the original logbook, sundry restoration invoices, and the aforementioned FIA HTP papers. Not used in competition since being restored, this pristine Sebring Sprite is recorded in the Sebring Register and would be eligible for Goodwood, HRDC, and GT racing.

£45,000 - 55,000
€50,000 - 61,000



The following 6 lots are offered on behalf of the 'N' Collection, property of industrialist, motor racing historian and gentleman racing driver Mr Claude Nahum.



226 *

1962 JAGUAR E-TYPE 3.8-LITRE LIGHTWEIGHT LOW-DRAG COMPETITION COUPÉ

Coachwork by Lynx

Registration no. PAS 695 (see text)

Chassis no. 885969

- Built by Lynx for the current vendor
- Four years in the making
- Crosthwaite & Gardiner alloy-block engine
- Lynx five-speed gearbox
- Circa 935 miles since completion

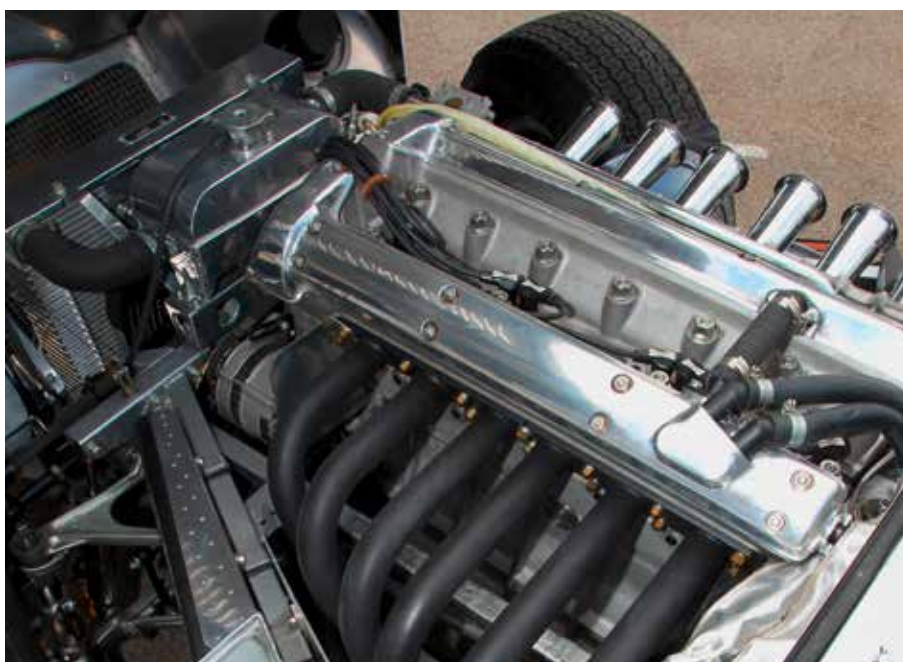


Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs). In fact, all 12 lightweight E-Types constructed in period were built from scratch with aluminium bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence, albeit with an 'S' chassis number prefix.

This was not the first occasion that a low-drag body had been tried on the E-Type; Jaguar's Experimental Department had built one in 1962 but the project was shelved. To create the 1963 lightweight version, the E-Type's steel monocoque tub and outer body panels were remanufactured in aluminium and the engine dry-sumped and fitted with an alloy cylinder block, 'wide-angle' head and Lucas mechanical fuel injection, producing in excess of 300bhp. The production four-speed gearbox was used initially before a ZF five-speed unit was adopted towards the end of 1963. '4 WPD', the works development E-Type racer campaigned by John Coombs and driven by Graham Hill, was converted to lightweight specification and served as the prototype.

The 12 cars built by the factory were intended for the use of competition orientated Jaguar dealers or specially selected private entrants. Two of them, campaigned by Peter Lindner (Jaguar's Frankfurt distributor) and Peter Lumsden, were fitted with a revised, low-drag tail section devised by aerodynamicist Malcolm Sayer, the man responsible for the standard production E-Type.



This move to a more aerodynamic design had been prompted by the fact that although the GTOs had proved beatable on British short circuits, on faster tracks and in events of longer duration they decisively held the upper hand.

The best result obtained at international level by a low-drag E-Type was achieved by Dick Protheroe's ex-works experimental E-Type racer (the solitary prototype of 1962), which triumphed at Reims in the face of stiff GTO opposition, albeit in a race of only 25 laps. Sadly, the lightweight and low-drag E-Types failed to fulfil their potential in the endurance classics, though the car did prove able to take on and beat the Ferrari GTOs at shorter distances. Today, copies of this rare competition variant are among the most popular and sought after of all E-Type replicas.

Based on a US-market left-hand drive coupé, this pristine example was built by renowned marque specialists Lynx for the current vendor over a four-year period and has covered circa 935 miles since completion. It was built to very high specification, complete with a Crosthwaite & Gardiner engine incorporating an alloy cylinder block and Lucas slide-throttle fuel injection, which drives via a Lynx T5 five-speed gearbox.

Accompanying documentation consists of a JDHT Heritage Certificate; FIA HTP (dated 2007); an old-style V5 registration document (although the car has been Swiss domiciled for some years, so the registration number may need to be re-applied for); and a dynamometer printout recording a maximum power output of 348bhp. With so few miles covered, this beautiful Low-Drag E-Type is virtually like new; it has not run for some time but will be in running condition by time of sale. A rare opportunity.

Please note that should this vehicle remain in the UK local import taxes of 5% will be added to the hammer price.

£180,000 - 220,000
€200,000 - 250,000

227 *

The ex-Roger Clark, Timo Makinen, Hannu Mikkola, Andrew Cowan, Dieter Glemser

1971 FORD ESCORT MK1 RS1600 WORKS RALLY CAR

Registration no. PVX 400K
Chassis no. BBATLM59964

- One of three built for the 1971 RAC Rally
- Known competition record
- Five-speed ZF gearbox
- Atlas-type disc-braked rear axle
- Present ownership since 2007
- Recent engine top-end rebuild



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, though the engine was, in fact, homologated at 1,601cc to enable future enlargement up to the 2-litre class capacity limit. Enlarged at first to 1.8 litres, with outputs varying between 205 and 220bhp depending on the type of event, the engine was first homologated as a 2.0-litre unit in 1972 and in works trim produced 235-240bhp. In this 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.

'PVX 400K' is the last of 21 RS1600 works cars registered during 1971 and one of only eight that are believed to still exist. It is one of three built for an assault on the 1971 RAC Rally and was allocated to Roger Clark. The other two cars, registered 'PVX 398K' and 'PVX 399K', were driven by Timo Makinen and Hannu Mikkola respectively. The team was sponsored by Wills Tobacco and carried the livery of its Embassy brand. In the event, Clark and his co-driver Jim Porter could manage only 11th place, handicapped by a faulty gearbox and a defective fuel gauge that caused them to run out of fuel, but nevertheless had demonstrated its true potential by setting the fastest time on two of the stages.



'PVX 400K' with Roger Clark/Jim Porter aboard on its way to 11th overall, RAC Rally, 1971 (Image part of lot)



At Boreham over the succeeding winter, 'PVX 400K' was upgraded with a ZF five-speed gearbox, with appropriately modified bodyshell, and assigned to Timo Makinen as a 'recce car' ahead of the forthcoming Monte Carlo Rally. 'PVX 400K' was back in competitive action in June for the Scottish Rally driven by Andrew Cowan and Johnstone Syer as part of three-car team. Repainted in the blue/white livery of The Scotsman newspaper, 'PVX 400K' finished in a creditable 6th place overall. The Escort did not fare so well on its next outing at the Olympia Rally where, driven by Dieter Glemser and Klaus Kaiser, it was rolled and forced to retire.

On the 1972 RAC Rally, 'PVX 400K' was crewed by Timo Makinen and Henry Liddon, and for this event was fitted with a Brian Hart 2.0-litre alloy-block engine rather than its customary 1,800cc Cosworth BDA unit. Back in Embassy livery, the Escort fared no better than on its first RAC outing, retiring with wheel stud failure. 'PVX 400K' made its next and last works outing in 1973 as Hannu Mikkola's 'recce car' on that year's East African Safari Rally.

Back in the UK, 'PVX 400K' was sold into private ownership, changing hands a few times before undergoing a sympathetic restoration in the mid-1990s. This included an engine rebuild by Terry Hoyle around a new 1,800cc BDA cylinder block, and bodywork refurbishment at around the same time by Getrac, who in 1999 fitted a new Atlas-type rear axle assembly complete with disc brakes. Further works included a gearbox overhaul by BJW Transmissions, and a change of cam belt by Anderson Racing Engines, both in early 2000. 'PVX 400K' competed in various historic events that same year but since then has seen relatively little use.

In 2005, Roy Hatfield purchased the Escort from a UK auction, selling it to the current vendor in 2007. Since then the car has been used sparingly, the last event contested being the 2017 Eifel Rally Festival when it was demonstrated by Hannu Mikkola.

During the current ownership 'PVX 400K' has been to David Sutton (circa 2010) having a new roll cage fitted; the glass replaced by modern triplex; and various other works (see invoices on file). More recently, the vendor's personal mechanic has given the engine a top-end rebuild, which included the fitting of a new cam belt, since when only track days and the above demonstration have been undertaken. The car comes with a history file containing FIA HTP papers (dated 2000); an RAC Competition Logbook; a V5C Registration Certificate; and a quantity of invoices for work done on over the years for various owners. There are also numerous press cuttings; copies of the 1971 RAC Rally and 1972 RSAC Rally programmes; an Andrew Cowan-signed photograph; and a copy of Classic Ford magazine featuring 'PVX 400K' on the front cover.

A wonderful opportunity to acquire a genuine works Ford Escort with in-period competition history, driven by some of the greatest rally drivers of its era.

Please note that should this vehicle remain in the UK local import taxes of 5% will be added to the hammer price.

£75,000 - 100,000

€84,000 - 110,000

228 *

The ex-Peter and Anthony Archer

**1962 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE
SEMI-LIGHTWEIGHT COMPETITION COUPÉ**

Registration no. Not UK Registered

Chassis no. 861039

- Extensive in-period competition history
- Known ownership history
- Present ownership since 2002
- Rebuilt Lynx 3.8-litre race engine and new bladder fuel tank
- A front runner in the 'Peter Auto 60s Endurance Series'



'861039' with Peter Archer behind the wheel rounds Druids corner, Brands Hatch
(Image part of lot)



The car offered here, originally UK registered '336 PAR', has enjoyed an illustrious racing career, being campaigned throughout the late 1960s and into 1970 by brothers Peter and Anthony Archer. This E-Type competed in some 34 events over four seasons, with 1st place overall finishes at Silverstone in June 1968; Oulton Park in October 1969; and Mallory Park in April 1970 in addition to many class victories and other podium finishes (details on file).

'861039' was modified extensively by the Archers, incorporating lightened doors and tailgate; Perspex windows; extended rear wheel arches; wider wheels and tyres; lowered suspension; and up-rated brakes. The engine received racing specification pistons and valves, and triple Weber carburetors. Having changed hands, the E-Type was used in the 1970s for drag racing by Maurice Morry, setting records at Weston-super-Mare and Santa Pod.

In 1988, '861039' was sold to new owner John C Brown and extensively restored to the specification in which it had been raced by the Archers. Its restoration finished in 1991, the E-Type was sold soon afterwards to the next owner, the well known collector and manager of the rock band Genesis, Tony Smith, who raced it during the 1991/1992 period. In 1992, the E-Type was acquired by fashion photographer Alistair Cowin.

From the mid-1990s to the early 2000s, '336 PAR' was in Germany being raced by Frank Hensel. The car passed into the current vendor's hands in 2002, since when it has been used regularly by the owner and his friend in the 'Peter Auto 60s Endurance Series'. '861039' has always been one of the most competitive E-Types in this series, usually finishing as 1st or 2nd E Type. The vendor first raced the car in 2013 and last raced it in 2017. A freshly rebuilt Lynx 3.8-litre race engine was being installed when Bonhams visited the cars workshop, and the car is also fitted with a new bladder fuel tank.

The history file contains the car's FIA HTP (expires in 2019); Jaguar Daimler dating letter; old programmes and lists of race results; a German Fahrzeugbrief is offered with the car. This is a competitive historic racing weapon that comes with bills totalling circa 155,000 Swiss Francs and many others in Pounds Sterling, testifying to the owner's no expense spared approach to its upkeep.

Please note that should this vehicle remain in the UK local import taxes of 5% will be added to the hammer price.

£100,000 - 130,000

€110,000 - 150,000

229 *

The ex-Alan Mann Racing Team

**1968-69-TYPE FORD P68 'F3L' GROUP 6
ENDURANCE RACING COUPÉ**

Chassis no. 002

- The ultimate Ford sports prototype
- Groundbreaking F1 derived design
- Subject to recent no expense spared restoration
- Hugely competitive in historic racing



The Bruce McLaren/Mike Spence entry being frantically prepared for its sensational debut, whilst the drivers look on, BOAC 500, Brands Hatch, 1968 (Image part of lot)





The McLaren/Spence entry, leaves a Works Porsche 907 breathless in its wake, BOAC 500, Brands Hatch, 1968 (Image part of lot)



Anyone who was lucky enough to witness qualifying for the 1968 Spa 1,000 Kilometres race will recall Australian driver Frank Gardner's shattering pole position lap in by far the most shapely and exotic-looking car in the entire entry – Alan Mann Racing's bright-red, gold-striped Ford P68 'F3L' Coupe. In fact Frank Gardner's pole position lap time at Spa-Francorchamps not only demoted Spa specialist Jacky Ickx's Gulf-JWA team Ford GT40 into second place on the grid, it would also have placed the shapely P68 Coupe car on the third row of the Formula 1 Belgian Grand Prix starting grid – despite the extra 300lbs that the endurance-racing Coupe must have weighed...

Similarly, anyone who saw that same year's RAC Tourist Trophy race first-hand at Oulton Park in England will recall the dazzling early performance of this startling-looking, lightweight and compact Coupe design with its Formula 1-derived 3-litre Cosworth-Ford DFV V8 engine, as driven there by rising British Formula 1 star Richard Attwood...

He had also qualified the car on pole position, in his case 0.4second faster than rival Jo Bonnier's 5-litre Lola-Chevrolet T70GT, and as 'Autosport' magazine reported: "Attwood's tyre-smoking start was magnificent...and the Ford had quite an impressive lead at the end of lap 1 as it screamed out of Deer's Leap...". The new Ford was going like an absolute rocket, building an ever-increasing lead over its larger-engined rivals, including Paul Hawkins's Ford GT40, David Piper's Ferrari P3/4 and the Bonnier and Denny Hulme Lola-Chevrolet T70GTs.

However, after 10 laps Richard Attwood brought the car into the pits to complain of sudden bad handling. Investigation revealed that the differential had broken, and after one despairing exploratory lap the car had to be retired from the Tourist Trophy race.

Three of the Alan Mann Racing Ford P68 or 'F3L' Coupes were constructed, of which we are delighted to offer this well-presented example as the furthest developed, and potentially the most capable of renewed success within the Historic racing world.

In the late Alan Mann's wonderful book '*Alan Mann: A Life of Change*', co-authored with Tony Dron, the British Ford-specialist private entrant recalled how: "At the end of 1966 Len Bailey started a new design for us called the P68, otherwise known as the F3L. These names could be decoded easily enough as 'Ford 3-litre Prototype for 1968'. Having won Le Mans comprehensively with an immense show of force, Ford of America suddenly pulled out of prototype sports car racing after 1967. But, working with Ford of Britain, we pressed ahead with an entirely new, very different car. This was done with the full blessing of Harley Copp, Ford's worldwide Director of Engineering.

"Our advanced concept envisaged a very slippery prototype racing sports car with the famous Cosworth-Ford DFV engine, which had made its Grand Prix debut in 1967 and was already the dominant engine in Formula 1.



Only we and Lotus had access to the DFV at that stage. However, the designer of the Cosworth engine, Keith Duckworth, made it quite clear from the start that he didn't like sports cars...

"Maurice Gomm produced the partially stressed bodywork for the F3L, and it was beautifully made. Everything was packed very tightly within the F3L's body, making it extremely difficult to work on anything inside it. As we weren't given permission by Cosworth to stress the engine for endurance racing, we had to continue the chassis around the engine in the back and consequently the exhaust pipes were far too close to everything around them. To save space, the engine coolant ran through pipes built into the chassis, to and from the front-mounted radiator...

"Running a DFV in that application, as we discovered step by painful step, was very different from its use in a Formula 1 car. What we didn't understand in those early days was that, being enclosed, the timing gear at the front of the engine was getting hotter than usual, causing the little quill shaft to twist. When operated at too high a temperature it would fail, but it took some time before anybody realised why these failures were occurring.

"In testing we could run the car for about an hour at Goodwood and then the engine would stop. It would then be sent back to Cosworth and that meant we had to wait another two weeks while it was rebuilt to the standard specification, which of course would simply lead to another identical failure.... We had only one engine at first and we never did get a spare during the whole 1968 season...

"Another major difficulty with the F3L design was that it was extremely hard to get the very curved windscreens made without seriously distorting the view out of the cockpit. That alone made it tricky enough to drive the car precisely, but we discovered other problems in testing at Goodwood.... It proved to be a bit spooky to drive...Mike Spence...came down to Goodwood to test the F3L...and the first thing he said was that the steering rack was moving. The mechanics were deeply offended.... so we checked it out properly and confirmed that it was not loose.

"Mike, however, knew he was on to something and he then told me to hold a front wheel while he waggled the steering wheel. That got to the bottom of it. The rack was obviously firmly bolted to the chassis but we could see the whole assembly flexing.

"Mike also wanted an effective rear spoiler, a suggestion that upset Len Bailey as the increased drag of a spoiler was against his ideas on aerodynamics. Len was convinced he had come up with a shape that would hold the back down without the penalty of increased drag.

"By the time Mike Spence came to test the car we had already added a small wrap-around spoiler, mounted low at the rear, and it had a slotted, vertical attachment so that the height of the lip could be adjusted. Eventually...we did as Mike requested and raised the back of that spoiler for maximum effect. Mike immediately got down to 1 min 16 sec, a very fast time round Goodwood and nearly 4 seconds quicker than we'd been going before that..."



The McLaren/Spence entry turning into Druids, BOAC 500, Brands Hatch, 1968 (Image part of lot)

Alan Mann's driver line up for the F3L was meant to be Jim Clark and Graham Hill in one team car with Bruce McLaren and Denny Hulme in the sister entry. However, calendar clashes with Team Lotus Formula 1 demands on the former World Champion pairing made this impossible. The P68 project was being funded by Goodyear, Castrol and Ford and in preparation for the model's racing debut in the 1968 BOAC 1,000 race at Brands Hatch having only one engine confined the actual entry to just a single car, and Mann teamed Bruce McLaren with Mike Spence in it.

After a troubled start McLaren led this P68 debut race, leaving the works Porsche team in his wake until a long pit stop delayed matters. But the terrific heat from the Ford's cramped exhaust system overheated the drive-shaft rubber doughnut joints, and one broke, forcing Mike Spence to retire.

For the ADAC 1,000Kms event at the Nurburgring, Alan Mann Racing entered two F3Ls for Frank Gardner/Richard Attwood and Chris Irwin/Pedro Rodriguez.

During practice Brabham Formula 1 newcomer Chris Irwin began lapping fantastically quickly in his F3L on a damp track only to crash horribly at the Flugplatz hump...after apparently striking a hare at high-speed which disrupted the front of the bodywork, creating catastrophic aerodynamic lift. He suffered career-ending head injuries but fearless co-driver Pedro Rodriguez announced he was keen to deputise in the other team car if either Attwood or Gardner did not fancy the challenge.

In fact Richard Attwood drove but had his car's front brake pads come adrift on the opening lap. After a puncture and a door flying open the car lapped rapidly until its ignition black box failed and while Richard was investigating the problem at trackside a backmarker Alfa Romeo collided with the shapely Ford, causing final retirement.

The RAC TT then followed at Oulton Park, with Attwood driving the sole surviving F3L – the Irwin wreck being stored under a tarpaulin at the Alan Mann Racing workshop in Byfleet, Surrey.

In the Martini 300 Trophy race at Silverstone, Frank Gardner then drove the F3L and was only narrowly pipped for pole position by Denny Hulme in Sid Taylor's big V8-engined Lola-Chevrolet T70. Regardless, Gardner and the F3L led that race for the first 41 laps, 120 miles, until a DFV engine camshaft broke.

For the Spa 1,000Kms in Belgium, Frank Gardner then qualified the F3L on that spectacularly impressive pole position, fully 4secs faster than Jacky Ickx's Gulf-JW team Ford GT40. But torrential rain engulfed the circuit as the race started and Gardner retired the F3L after the opening lap with its electrics completely flooded.



In his book Alan Mann quoted Richard Attwood as follows: "He maintains to this day that, although it lacked downforce, the (Ford P68's) basic handling was very good and he tells me that he really enjoyed driving it in 1968. He points out that it was astonishingly fast and he also reminded me recently that, in every race it did in 1968, the F3L was on pole, led the race or set the fastest race lap. Those facts speak for themselves in Richard's way of thinking, and he feels that the car has been criticized too harshly ever since..."

Into 1969 an open-cockpit P69 variant was developed which was entered for that year's BOAC race at Brands Hatch alongside the remaining Coupe, which had been rigged with a Formula 1-style strutted rear wing. Denny Hulme and Frank Gardner were to share the F3L while the P69 was set aside after practice – and Hulme ran 5th overall before the DFV engine lost its oil pressure. Frank Gardner later drove the F3L Coupe again in the Martini Silverstone meeting, starting from yet another pole position, but heavy rain again swamped the car's electrics even before it reached the starting grid...

There were at that time the P69 and two P68 Coupes in existence, as Alan Mann recalled: "In addition to the car we had raced all through 1968, we also had a nearly completed F3L, a replacement for the car that had been crashed at the Nurburgring..."

This P68 was built but not finally race-prepared because I had received a letter from Walter Hayes (of Ford) in about August 1968, instructing me to suspend working on it as there was nothing left in the budget to cover it..."

Years later Ford competitions head Stuart Turner ordered a massive clear-out of redundant stores at Ford Boreham. Stacks of F3L spares were scrapped, together with the unloved P69 roadster. Ford Press chief Harry Calton contacted Bonhams consultant Doug Nye – who was advising Tom Wheatcroft at the time on his growing Donington Collection of Formula 1 cars - saying that the cars were being sawn up unless someone could be found to house them, pronto. Nye immediately called Mr Wheatcroft who readily agreed to give them house room – so rescuing the two P68s for posterity.

Alan Mann: "The two surviving F3Ls (were) acquired by Tom Wheatcroft's Donington Museum.... Late in 2006 I bought an F3L from David Piper. The specification of this car is rather different from that of the original cars. David Piper had hired Len Bailey to help with that car's construction and it emerged with the original designer's later thinking built into it. The changes included a glassfibre body, instead of aluminium, and the engine was a stressed member of the chassis, as it should and would have been in the first place had Cosworth permitted us to do that for 1968. We gave it a tentative first outing in July 2008 with John Young driving...it was reliable and ran much better than the original F3L did in 1968 and 1969. Richard Attwood drove it for me in the Goodwood Festival of Speed..."



The Ford P68 'F3L' now offered here is this 'ultimate specification' ex-David Piper, ex-Alan Mann Racing car – which includes some parts believed to have been salvaged from the Chris Irwin Nurburgring wreck, including (we are advised) the doors and some sections of superstructure and front bodywork. The door panels notably show age and have former fuel-filler apertures welded shut. Much of this Piper project re-construction was carried out by respected specialist Kerry Adams. Where the original P68's wheelbase length had been 2210mm – 87 inches – this third chassis adopted the longer (rather less 'nervous', hence easier to drive) wheelbase length of 2280mm – 89¾-inches. Interestingly, back in June 1968 Paddy McNally of *'Autosport'* wrote: "Some people have criticized the Alan Mann F3L Group 6 car on the grounds that it is a 'square' motor car (its wheelbase is approximately the same as its rear track) and maintain that it therefore won't handle in fast corners. This is interesting theoretically, but is hardly proven by the Ford's performance so far...". Stretching the wheelbase obviated this potential problem.

The car's engine today is mounted fully-stressed – Formula 1-style – as an integral part of the chassis structure, and the bodywork's major opening panels are – as described by Alan Mann himself (above) – in moulded glassfibre, while spare alloy panels are also offered with this Lot, as is a glassfibre mould for the front and rear body sections. The car features front and rear spoilers which were developed by Len Bailey at MIRA for Mr Piper's rebuild.

When the car was acquired from Alan Mann by the current vendor it is described as having been "very tired" and a great deal of no-expense-spared work was then carried out, the chassis being rebuilt by Ford GT specialists Gelscoe, all suspension re-manufactured, a new DG300 gearbox provided by Peter Smith, while the present engine is a long-stroke DFV rebuilt by Geoff Richardson. Car and engine have completed circa 8 hours use since including racing at Spa-Francorchamps and Jarama, and testing at Ricard-Castellet.

The car has proved extremely competitive in the Peter Auto Classic Endurance Series in which it is made to run with a 9,000rpm rev limit. Offered together with current FIA HTP and a spares package, this seductively-profiled, very rare endurance racing Coupe with its Formula 1 engine and proven outright performance potential is very much the super-sophisticated ultimate development of the Ford GT family tree. We very much commend it to the market.

Please note that should this vehicle remain in the UK local import taxes of 5% will be added to the hammer price.

£500,000 - 700,000

€560,000 - 780,000

230 *

*The ex-Team Lotus, Jim Clark, Trevor Taylor, Dan Gurney,
Sir John Whitmore, Peter Arundell, David Hobbs*

1963 LOTUS CORTINA MKI COMPETITION SALOON

Registration no. 166 RUR

Chassis no. 274C002384K

- One of the two cars that made the Lotus Cortina's racing debut
- Campaigned by the works team in the UK and USA
- Formerly owned by musician Chris Rea
- Present ownership since 2012
- Regular Goodwood Revival competitor





Trevor Taylor on his way to 4th overall behind the wheel of '166 RUR', Oulton Park, 1963 (Image part of lot)



As historic competition saloons go, they don't get much more important than this car – one of the first ever Lotus Cortinas to be raced. '166 RUR' was built in February 1963 at the Lotus factory in Cheshunt, Hertfordshire and first turned a wheel in anger on 20th September of that year at Oulton Park – the Lotus Cortina's racing debut. Driven by Lotus works driver, Trevor Taylor, '166 RUR' finished 2nd in class behind Jack Sears driving a similar car. It was the start of a legend.

Throughout the 1960s, Ford had pursued an ambitious and wide-ranging motor sports programme - 'Total Performance' - that would see the 'Blue Oval' triumph at Le Mans with the GT40, while Ford-powered cars also won at Indianapolis and took the Formula 1 World Championship. In Group 2 production car racing the firm was just as dominant, thanks to one particular model: the Ford Lotus Cortina.

Ford's Walter Hayes commissioned Lotus boss Colin Chapman to develop the Group 2 competition version of the new Cortina saloon; Lotus would then build the 1,000 cars required for homologation. Launched in 1963, the Lotus Cortina - Cortina Lotus in Ford parlance - featured the Elan's Ford-based, twin-overhead-camshaft, 1,558cc engine in the two-door bodyshell.

McPherson strut independent front suspension was retained, with revised spring and damper rates, while the rear leaf springs were replaced by coil-spring/damper units, axle location being achieved by trailing arms and an 'A' bracket. The latter arrangement was not entirely successful; reversion to Ford's standard leaf-sprung axle improved reliability.

Production of the Lotus Cortina began in February 1963 but it was not until September of that year that it was eligible to race. Lotus Cortinas dominated saloon racing's 2-litre class, often challenging for outright honours. Works cars were driven by Jim Clark, Graham Hill, Peter Arundell, and Jackie Ickx among others.

Its early outings had proved that the Lotus Cortina was fast, but the handling was far from perfect and designer Len Terry was asked to make the necessary changes to the rear axle's locating arrangements. After the axle change, the hitherto fragile Lotus Cortina proved a highly capable rally car, works driver Bengt Söderström winning the Acropolis and RAC rallies in 1966.



Peter Arundell leading a Porsche 904 in '166 RUR', Riverside, 1964 (Image part of lot)

'166 RUR' is recorded in Lotus works mechanic Bob Dance's records of the time, which show its first outing at Oulton Park and the second a week later at Snetterton. It was driven at the Norfolk circuit by newly crowned Formula 1 World Champion, Jim Clark, who finished 2nd in class on his first drive in a Lotus Cortina. This was a period when a Formula 1 driver might compete in three or four different categories at the same race meeting, and Clark proved himself every bit as capable of driving a 'tin top' as a single seater. Driving a Lotus Cortina, he won the 1964 British Saloon Car Championship with ease, and anyone fortunate enough to have witnessed him cornering these cars on three - and occasionally two - wheels will never forget the spectacle.

'166 RUR' was then sent to the USA for the 1964 season as part of the 'English Ford Team', making its Stateside debut at Sebring on 20th March 1964 driven by Dan Gurney. A fortnight later Sir John Whitmore chalked up the Cortina's first class win, at Pensacola, and followed that up with a 5th-in-class finish at Laguna Seca on 3rd May. In the meantime, Peter Arundell had driven '166 RUR' to a 6th-in-class finish at Riverside on 26th April.

There were further outings with various drivers, including David Hobbs, throughout the rest of the 1964 season, at the end of which the car was sold to Harley Cunningham of Charlotte, North Carolina.

In late 1990, the Cortina was discovered in Florida by touring car racer Andy Middlehurst and brought back to the UK. Unusually, the bodyshell was rust-free and not accident damaged, and the car still retained its Cosworth-built engine, 'bullet' gearbox, and 'A'-bracket rear suspension. '166 RUR' was subsequently restored to FIA Appendix 'K' specification by McKenna Motorsport. It was raced in the Goodwood Revival's St Mary's Trophy in 2003 by Andy Middlehurst and Tiff Needell, and later on was owned by musician Chris Rea.

The Cortina was still owned by Rea when it featured in Octane magazine's January 2007 edition (copy on file). At that time the car was being prepared by Legends Automotive for Rea to race in the 2007 season, complete with a fresh Connaught-built engine.



The great Dan Gurney aboard '166 RUR', Sebring, 1964 (Image part of lot)

In 2012, the current vendor purchased '166 RUR' for his private collection from well-known historic racer Kevin Kivlochan, who in turn had bought the car from Chris Rea. Kivlochan had raced the Cortina at the Goodwood Revival meeting in 2011 with Emanuele Pirro, and 2012 with Melanie Nahum. In 2013, the car ran again at the Goodwood Revival, on this occasion in the Jim Clark Tribute event driven by Claude and Melanie Nahum. Offered with FIA HTP (dated 2009) and a UK V5C registration document, '166 RUR' represents a possibly once-in-a-lifetime opportunity to acquire a very early works Lotus Cortina driven by some of the greatest champions of the day. Its historical importance cannot be over-stressed.

Please note that should this vehicle remain in the UK local import taxes of 5% will be added to the hammer price.

£200,000 - 250,000

€220,000 - 280,000



231 *

The ex-Craig Lang/Ed Leslie/Charlie Hayes

1964 LANG-COOPER II GROUP 7 SPORTS-RACING 'SUPER KING COBRA'

Chassis no. CM1/64

- *The ultimate development of the King Cobra*
- *Built by Shelby American*
- *No expense spared restoration by Peter Brock*
- *Potentially Goodwood eligible*



Carroll Shelby's Cobra road and race cars were running well and achieving genuine commercial success by the end of 1963, prompting the Texan entrepreneur to take a tilt at the top-level US West Coast 'professional series' races at Kent, Riverside and Laguna Seca, using a Ford V8 racing engine in a genuine purpose-built rear-engined sports-racing chassis frame...

His people believed there was no margin left in the spidery Lotus 19 chassis frame of 1960 design, but had neither the time nor the capacity to build an alternative of their own. 'Ole Shel' promptly called John Cooper in England who agreed to supply at very short notice two Cooper Monaco rolling chassis and body assemblies, tailored to accept the Ford V8 engine and Colotti transaxle gearbox. These were all coil-spring-and-wishbone suspended cars which were stripped to bare frame and totally re-welded upon arrival in Venice, California – Shelby American's headquarters.

Special over-sized radiators were rigged and 289 cubic inch – 4.7-litre – Ford V8 engines were prepared for the new cars. The Shelby crew led by Phil Remington with specialists Al Dowd and Pete Brock were more anxious about making the races than in niceties of finish, and with vertical stack-pipe exhausts poking through slots hacked in the rear deck the unpainted prototype car was tested briefly at Riverside by team driver Dave MacDonald, who promptly set the Californian desert circuit's fastest time that year.



1 & 2
The Lang-Cooper II as unveiled to the press, 1964 (Image part of lot)

The two new Cooper/Shelby Monaco-Fords were ready and running at Kent, Washington, driven by Davey MacDonald and his senior, Bob Holbert but both overheated. The big Riverside race then saw the two Shelby Coopers appear in Kingfisher blue and styled as 'King Cobras' for the first time. MacDonald powered away to win the 'Los Angeles Times' Grand Prix most comfortably, then won again in the associated Pacific Grand Prix event at Laguna Seca...

Into 1964 the Shelby Daytona Cobra Coupe cars intended to contest the FIA GT World Championship took precedence and the King Cobra Cooper-Fords took a back seat. However a customer car was completed at Venice for Craig Lang of the Olympia Brewery family from Seattle, a friend of Shelby and Dowd. Dave MacDonald raced this car in bright orange – tangerine - livery at Phoenix, Riverside and Laguna early in the year, before Holbert took it out in practice at Kent, only to lose control on a ran-soaked track and destroy the car against others parked in the unguarded pit lane, burning himself painfully in the violent accident. MacDonald took over Holbert's originally assigned works car and won on race day, then left for the Indy 500-Miles, in which he would crash fatally.

Craig Lang had become part of the Shelby set-up at Venice, working with Al Dowd, Wally Peat, Joe Freitas and Dave MacDonald. When his 'King Cobra' or Lang-Cooper I was written-off in Holbert's Kent crash, Carroll Shelby called Cooper in England to provide a replacement chassis/body unit.

John Cooper could only offer a bare chassis frame for which the Shelby crew would have to build their own body. Within days this fresh frame was delivered to Venice with Lang and Peat building it up into a complete car, to be bodied to a Pete Brock design by Californian specialist Don Edmunds. Pete Brock would recall: "I had just completed the drawings for another Shelby racer to be built in Italy with De Tomaso, the drawings for this car were quickly modified to fit the Cooper chassis. The design included a radical idea for the time – a moveable rear wing. Edmunds... didn't believe in the idea and convinced Lang and Peat to build the car as simple as possible to save weight and untested complexity..."

Just as this new Lang-Cooper II car was completed MacDonald left on his ill-fated trip to Indy, and without his test and development capabilities the Lang crew were left high and dry with their brand-new car. Driver Ed Leslie was recruited, but he found the new Lang-Cooper II frankly "scary to drive".

Charlie Hayes primed and ready for the start, 1965 (Image part of lot)



The Lang-Cooper II returns to Laguna Seca, John Morton on his way to 2nd place, 2006 (Image part of lot)

A fixed spoiler was adopted at the tail while Peat opted instead for more power, fitting a Chevrolet V8 engine in place of the Ford. Ed Leslie was a Ford man, so opted out of the programme, Lang replacing him with Charlie Hayes – who also found the new car unstable at high speed. After a trip to the east coast in which the little team suffered an expensive engine failure, Craig Lang concluded that without Davey MacDonald racing wasn't much fun any more, and so he sold his striking looking tangerine-liveried Lang-Cooper II to Robert 'Skip' Scott, who raced it only once before investing instead in a customer Ford GT40.

In early 1966 he sold the Lang-Cooper II to Art 'Poppy' Seyler who raced the car at club level through the United States, enjoying very considerable success, having modified and updated the car's suspension with input from specialist Jerry Mong.

From Seyler the then car passed to a new owner in Augusta, Georgia, who planned to convert it into a high-performance street-legal machine. Over-harsh attempts to strip the paintwork caused considerable body damage – the new owner lost interest and the car spent years abandoned under a tarpaulin outside his home, vandals causing further damage and stealing the specially-made wheels.

In 1977 the car passed finally to a South Carolina scrap deal from whom it was rescued by 'Road & Track' magazine contributor Bill Warner. He promptly commissioned ex-Ford and Lola fabricator Colin Day to restore the car to its original 1965 configuration.

- 3
The Lang-Cooper II race debut, Riverside, 1964 (Image part of lot)
- 4
Ed Leslie behind the wheel, Pacific Grand Prix, Laguna Seca, 1964 (Image part of lot)



Bernard Thuner enjoying the Lang-Cooper at the Goodwood Revival, 2006 (Image part of lot)

A five-bolt high-power Ford 289 V8 engine was built for it by NASCAR specialists Roush Racing in Livonia, Michigan, and 'Alf Francis' – the famous ex-Rob Walker Racing, ex-Colotti-Francis mechanic/engineer – provided a Colotti Type 37 transaxle gearbox. Wally Peat – one of the car's original builders, of course – designed new suspension uprights for the car and after some seven years' work – in 1986 - Bill Warner began campaigning the restored car in American Vintage events.

He sold the car in August 1989 to Pat Ryan and the car was displayed for some years in the Prisma Collection Museum, in Montgomery, Alabama. It was raced subsequently by Sam White, appearing in the Carroll Shelby Tribute at Laguna Seca during the 1997 Monterey Historic meeting. In late November 2003 the present vendor expressed his interest in acquiring the car from Mr Ryan. An agreement was reached and the present vendor then commissioned Peter Brock to lead a restoration embodying latest state-of-the-art aerodynamic modifications to achieve the high-speed stability this startling car had so long lacked.

The Lang-Cooper II finally re-emerged upon the public stage at the 2006 Amelia Island Concours – winning several awards. Established driver John Morton then raced the car in the 2006 Monterey Historic meeting at Laguna Seca, taking second place in its class – while at the associated Pebble Beach concours that weekend the Lang-Cooper II was honoured by the Ford Motor Company as being "the most beautiful Ford-engined car".

In September 2006 this tangerine torpedo appeared in the Goodwood Revival Meeting in England, driven by Bernard Thuner, and it has since competed in several more world-class European Historic events. As such this vehicle is offered with FIA HTP dated 2007, along with a copy of the limited edition book on the car commissioned by the vendor and written by Ed Heuvink.

As presented here this absolutely striking 'Super King Cobra' is a wonderfully well-presented and extremely attractive rarity – an absolute one-off with intimate links to the memory of Craig Lang, of Davey MacDonald, Ed Leslie and the unique band of like-minded brothers who so indelibly wrote the Shelby American legend some 50 years ago... We recommend it receives the very closest consideration...a wonderfully attractive proposition for any Historic race and/or concours organiser, and thereby a ticket to the world's most attractive relevant events...

Please note that should this vehicle remain in the UK local import taxes of 5% will be added to the hammer price.

£250,000 - 300,000
£280,000 - 330,000

END OF COLLECTION

232

**1970 MERCEDES 280 SL
'PAGODA' CONVERTIBLE**

Registration no. OKU 994H

Chassis no. 113.044.22012754

- Formerly owned by Chris Evans
- Automatic transmission
- Fully restored in 2008
- 4,915 miles since restoration
- Outstanding condition
- The ultimate 'Pagoda'





An automatic transmission model, this particular 280 SL was delivered new to Sheffield and first registered on 16th March 1970, but its early ownership history is not known. In 1979 the Mercedes was registered to Hugh Russell Ltd of Sheffield. It stayed in the North of England and was acquired by H Turner & Sons Ltd in 1985, passing in 1987 to one Torage Shaltouri of Sheffield and in March 1988 to Michael William Gilbert of Maidenhead, Berkshire. Mr Gilbert bought the Mercedes from Wargrave Motors Ltd, a copy of whose letter describing its condition (excellent) and recording the mileage as 40,123 is on file. He kept the car for 16 years and there are several invoices on file dating from his period of ownership.

In 2008, while in the ownership of Mr Paul Roberts of Canterbury, 'OKU 994H' was completely restored by Silchester Garage in Surrey, as evidenced by the photographic record on file showing the car completely disassembled and stripped back to bare metal.

The restoration cost some £61,000. A (copy) invoice on file shows that in April 2010, 'OKU 994H' was sold by Mercedes-Benz World to a Mr Rausing of Chobham, Surrey. This invoice records the mileage at that time as 750, so presumably the odometer had been zeroed at time of restoration.

In September 2014, the Pagoda was offered for sale at a UK auction and purchased there by DJ and broadcaster, Chris Evans, who used it at his CarFest North and South charity events in 2015, held in aid of the BBC's 'Children in Need'. The car was also used as one of the 'Dirty Dozen' and the 'Magnificent Seven' features for 'Children in Need' and for 'Ten Go Mad In Monaco'. The current vendors purchased the Mercedes at Bonhams' Goodwood Revival sale in September 2015 (lot 317). While in the vendors' care, the Pagoda has benefited from considerable expenditure on mechanical refurbishment, around £5,000 being spent with Mercedes-Benz of Poole in June 2018. Related bills may be found within the well-organised history file together with the current MoT certificate.

Finished in two-tone silver with a navy blue soft-top, this beautiful 280 SL is presented in quite outstanding condition. Noteworthy upgrades include a modern Becker Mexico radio, remote central locking, and an alarm.

£90,000 - 120,000
€100,000 - 130,000

233

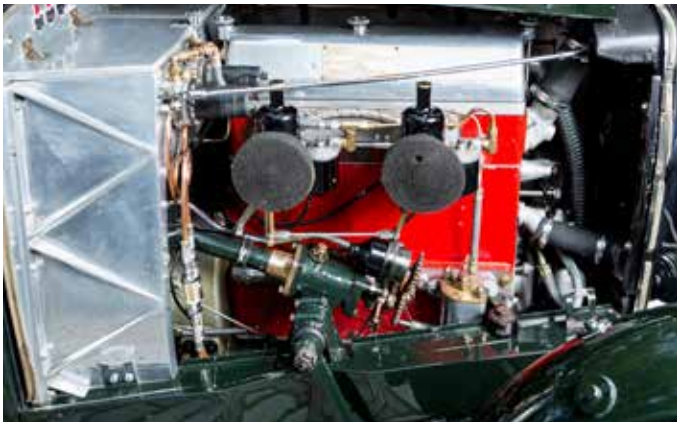
**1934 ASTON MARTIN 1½-LITRE MARK II
SHORT-CHASSIS TOURER**

- *Desirable short-chassis model*
- *Matching chassis and engine numbers*
- *Presently registered in Holland*

Registration no. formerly ANW 354 (see text)

Chassis no. E4/438/S





The 1½-litre Aston Martin occupies its position among the best sports cars available, first, of course, because it has the essential performance... and...probably most important of all, there is about the car that suggestion of being exactly right for its work, which means so much and yet is extremely difficult to convey in words...' – The Autocar, 18th September 1930.

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

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Bertelli was an experienced automobile engineer, having designed cars for Enfield & Allday, and an engine of his design - an overhead-camshaft four-cylinder of 1,492cc - powered the new 11.9hp Aston.

Built at the firm's new Feltham works, the first 'new generation' 1½-litre Aston Martins were displayed at the 1927 London Motor Show at Olympia. These new Astons were available on long and short chassis, the former being reserved for saloons and tourers and the latter for the sports models.

The early 1930s was a period of economic recession and with sales of expensive quality cars falling off, some serious rethinking had to be done at Feltham. The prudent decision was taken to redesign the International chassis using proprietary components to reduce cost. A Laycock gearbox was adopted, mounted in unit with the engine, while the worm rear axle, which had never been completely satisfactory, was replaced by an ENV spiral bevel. There was a redesigned chassis frame and many other modifications resulting in what was virtually a new car, although it carried the same coachwork and was sold as the 'New International'.

The original line-up of what would become known as the '2nd Series' did not last long, the New International and two-seater Le Mans disappearing from the range before the end of 1932. That year's Motor Show had ushered in the more familiar Le Mans 2/4-seater, which was also available on the long chassis as the Le Mans Special four-seater. By this time, the chassis numbers were being suffixed 'S' or 'L' depending on wheelbase length (8' 7" and 10' respectively).





Introduced in 1934, the replacement Mark II model sported a new, stronger chassis and a revised engine with counter-balanced crankshaft. Short and long wheelbase versions were built, the latter available with stylish four-seater sports saloon coachwork by Enrico Bertelli.

The car offered here is on the highly desirable short chassis shared with the Ulster competition model; both the chassis and engine are numbered 'E4/438/S'. This car's AMOC Register entry states that it underwent a 'total rebuild' in 1989/1990 and that in 1991 it won its class at the Stanway Concours. For the last 20-or-so years the Aston has resided in Holland.

In 2012, the engine was rebuilt by Ecurie Bertelli to the enhanced Ulster specification. Extensive further restoration was carried out by Gert Jan van der Meij, and finally the car was fine-tuned in 2013 by Speedcenter at Geldermalsen. This car had participated in the Mille Miglia twice before the restoration.

Bertelli-era Aston Martins were never common, even when new, since annual production at that time was counted in tens rather than hundreds. Robust and durable thoroughbreds, they are highly sought after today and this example warrants the closest inspection.

£230,000 - 260,000

€260,000 - 290,000



1960 KIEFT FORMULA JUNIOR MONOPOSTO

Chassis no. 1/3

- *First owned by Kieft's proprietor, Lionel Mayman*
- *Known ownership history*
- *Present ownership since 2001*
- *Restored in 2002*
- *Eligible for Monaco and Goodwood*



Cyril Kieft's first racing car – a mid-engined Formula 3 design – appeared in 1950, making a significant impact on the class the following year thanks to a certain Stirling Moss. Don Parker won the 1952/53 *Autosport* championship driving a Kieft while Ken Wharton and Bernie Ecclestone were other noteworthy exponents. Swansea-born Cyril Kieft spent his early career working in the South Wales steel industry and after WW2 founded his own company in Bridgend, Cyril Kieft & Co Ltd, making components for the motor industry.

Stirling Moss was one of the drivers used for Kieft's successful record attempt at Montlhery in 1950 and his suggestions for improvements would prove invaluable when it came to making the cars more competitive. The new design could not have got off to a better start, Moss piloting it to victory at the Goodwood Whitsun meeting in 1951.

This car's first owner was Lionel Mayman. Kieft's proprietor at the time, Lionel has confirmed that this was his car, identifying it from some body damage inflicted at a race meeting in Ireland. It was one of a team of three works cars at the time. Its subsequent owners are as follows: Peter Gaskell, Brian Brown, Peter and Maggie Blackstone, Terry and Tony Dunn (1966-1970), Wally Cuff (1970-1971), Jim Bennett (1971-2001), and the current vendor, who purchased the car in 2001.

It had the wrong engine and gearbox when purchased and so has since been completely restored to Formula Junior specification, complete with 997cc Ford 109E engine. There have been various versions of the nose cone over the years, but Lionel Mayman considered the current one to be very close to his original. The car has an aluminium body and comes with a spare glassfibre nose cone, complete with mould. A Renault gearbox was fitted originally but this was very soon changed to a VW case with Hewland gears, a change that the vendor also made.

The Kieft has been used extensively since completion in 2002, appearing at the Goodwood Revival that year and on four subsequent occasions. It also took part in Historic Grand Prix at Monaco in 2002 and 2006, and was invited to the Bahamas Speed Week at Nassau in 2011. The car is offered in ready-to-race condition, with a refreshed engine that has been run up but requires running in, and is eligible for various historic race series and events including Monaco and Goodwood.

£35,000 - 45,000
€39,000 - 50,000

235

1951 LAND ROVER SERIES I 80" 4X4 UTILITY

Registration no. USJ 436

Chassis no. 26101172

- 2.0-litre petrol engine
- Recent restoration to professional standard
- Extensively re-galvanised
- Photographic record 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, while the use of existing components 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.

Previously the personal project of an experienced garage owner, this Series I Land Rover was chosen as a restoration project because of its original condition and comprehensive maintenance records. It is a 1952 model and one of the first to benefit from the newly introduced 2.0-litre petrol engine. The then-owner's aim was to thoroughly yet sympathetically restore the vehicle while retaining its patina of age.

The chassis was stripped, repaired where necessary and finished in bronze green semi-gloss coachbuilders' enamel before Waxoyl injected. All the original galvanised parts that had been removed were shot blasted and re-galvanised, following which the vehicle was bare-metal re-sprayed in its original bronze green cellulose finish. After-market indicators that had been fitted to the wings were removed and their function transferred to the sidelights for a more correct appearance.

Every component - horns, wiper motor, brackets, air cleaner, shock absorbers, body panels, headlamps, etc - was removed, cleaned, shot blasted, meticulously restored, and repainted to the highest standards. This Land Rover has also had all oil seals, new gaskets, and new bushes fitted, and a complete new exhaust system. New seats were made by marque specialists Exmoor Trim to the correct pattern and with hessian backing as per the original specification. Other works carried out included a complete electrical re-wire; windscreen and door tops stripped down and restored with new seals throughout; and new door and tailgate seals fitted. In addition, this Series I comes with a complete new hood and a new galvanised hood frame. A photographic record of the restoration is available.

£35,000 - 40,000

€39,000 - 44,000

2007 BENTLEY CONTINENTAL GTC CONVERTIBLE

Registration no. LJ07UPS

Chassis no. SCBDE23W87C048579

- Landmark modern Bentley model
- Automatic transmission
- Full Bentley service history
- Seven months Bentley transferable warranty



The Bentley Continental GT was the first model introduced by Bentley Motors following its acquisition by the Volkswagen Group in 1998, and the first Bentley to employ mass production manufacturing techniques. Premiered in 2003 at the Geneva Motor Show, the Bentley Continental GT realised the concept of the 1994 Java concept car as a more affordable Bentley, to be manufactured in larger volumes.

The Continental GT was powered by a 6.0-litre twin-turbocharged W12 engine producing 552bhp and 479lb/ft of torque. A Torsen-type permanent four-wheel-drive six-speed transmission is standard equipment, and the Continental GT can accelerate from 0-100 km/h (0-62mph) in 4.8 seconds on its way to a top speed of 318km/h (197.6mph). A mechanically identical Continental GTC Convertible was made available for 2006.

This lovely Bentley Continental GTC automatic comes with full Bentley service history and seven months Bentley extended warranty. Its stunning Dark Sapphire paintwork and metallic blue roof contrast with the 20" seven-spoke alloy wheels, while the interior is trimmed in Magnolia main and Nautic secondary hide with matching four-spoke wood and hide-trimmed steering wheel, and a leather gearlever knob.

The upholstery is complimented beautifully by burr walnut veneers that carry through the doors and rear quarter inserts.

A host of factory options include a CD changer, cigarette lighter to the front, ashtrays to the rear, power operated boot opening/closing, electric exterior mirrors, keyless entry, tinted side and rear windows, 'coming home' controls, digital sound package, cruise control, satellite navigation with colour screen, Bluetooth telephone system (no phone included), and a space-saving spare wheel. A Bentley alloy fuel filler cap is fitted also.

This car also benefits from the fitting of a Janspeed stainless steel exhaust system, further improving this very well-presented example. A full set of new tyres was fitted at 36,428 miles and a Bentley extended warranty taken out on 21st March 2017, which is transferable to the purchaser of the car. Accompanying documentation consists of a V5C Registration Certificate and MoT to August 2019.

£40,000 - 45,000
€44,000 - 50,000

237 N

1972 FORD CAPRI 3.1-LITRE COMPETITION SALOON TO 'RS' SPECIFICATION

Registration no. not UK registered
Chassis no. BBECMK38299

- Fully restored and built to 'RS' specification in 2017
- Build costs of over €70,000
- Not used since completion
- Suitable for Tour Auto, Tourenwagen Classics, Goodwood Revival, etc
- Belgian registration papers



Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri - 'The car you've always promised yourself' - to the European market in 1968. Ford was pursuing a wide-ranging competitions programme at this time, and with its UK operation concentrating on developing the Escort for rallying and circuit racing, Jochen Neerpasch, head of the Motorsport Department in Cologne, was delegated to start work on the racing Capri. Known as the 'RS2600', this would be based on the 2600GT, Ford of Germany's top-of-the-range model at the time, although Cologne's first efforts involved modified 2300GTs. Equipped with Weslake-developed, fuel-injected engines and up-rated suspension, the first production RS2600s rolled off the Cologne production lines in September 1970, all left-hand drive and destined for sale in Europe.

In Group 2 racing trim the RS2600's Weslake-developed V6 engine was bored out to 3.0 litres and equipped with Kugelfischer fuel injection and dry sump lubrication, in which form it developed in excess of 320bhp. The suspension, brakes and wheels were up-rated appropriately and the bodywork lightened by the extensive use of glassfibre panels. A ZF five-speed gearbox was standard equipment on the racing RS2600; the LHD-only production version, which retained the 2.6-litre engine, having to make do with a Ford four-speed unit.

On the racetrack, the RS2600's finest achievement came in 1972 when works driver Jochen Mass, later to enjoy a successful Formula 1 career, was crowned European Touring Car Champion at the season's end. These Capris were raced in all kinds of championships and events including the Le Mans 24-hour Race, the Spa Francorchamps 24 Hours, the Tourenwagen Meisterschaft, and Tour de France Auto.

The car offered here is an original V6-engined Capri with manual gearbox, which was delivered new in Europe in 1972. It was fully restored and built to 'RS' rally/race specifications in 2017 with build costs of over €70,000. Specification highlights include a wide body to 'RS' specification; lightweight 'RS' doors, bonnet, and boot; FIA-approved fuel tank; Heigo roll cage; period Corbeau racing seats; Plastic Performance windows; electrical on/off switch; brake servo; four new Cibíé lights; new dual exhaust system; and new 235/50/13 Minilite wheels shod with new Avon tyres. The period-correct engine has been upgraded from 3.0 to 3.1 litres and develops around 185bhp.

Although never raced, this car is ready for immediate use in international events such as the Tour Auto, Tourenwagen Classics, and Goodwood Revival, etc.

£35,000 - 45,000
€39,000 - 50,000

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**1933 ROLLS-ROYCE 40/50HP PHANTOM II
CONTINENTAL SEDANCA COUPÉ**

Coachwork by Barker & Co

Registration no. AGN 345

Chassis no. 69MW

- *Delivered new to Capt. Thomas Lee Hardy*
- *Formerly owned by Kenneth Neve, past President of the VSCC*
- *Restored and maintained to the highest of standards*
- *c.£200,000 on restoration and related works*





'69MW, as the R-R Enthusiasts Club would refer to the car, has been a superlative possession. It had covered 59,000 miles when we took her over: now the clock reads 220,000. It has travelled the Continent, done the shopping, towed racing cars, won prizes in Concours d'Elegance, won its class in a speed trial on the Carriogrohan Straight in Munster and whispered its way round the West End of London. Impeccable in all things.'

That is how Kenneth Neve, engineer and Past President of the Vintage Sports Car Club, described ownership of '69MW' in his excellent book, 'A Bit Behind the Times', published in 1988. His enjoyment of this magnificent car continued until his death in the 1990s, man and machine clearly having remained in perfect harmony to the last.

This Phantom II's history begins on 15th June 1933 when it was on test with Rolls-Royce, destined for delivery by Barker & Co Ltd to their esteemed customer, Capt. Thomas Lee Hardy of Lloyds Bank in Pall Mall, London. Captain Hardy was a polo player of some repute who mixed in distinguished company, and his selection of Barkers to construct the coachwork was an impeccable choice as he required a car that would reflect his sporting prowess and yet command respect amongst his senior banking colleagues. He was particular in the detail of his order, specifying, amongst other things, bonnet louvres running into the bulkhead at an angle of 16 degrees, and of course his model choice was the top-of-the range short chassis Continental.

'69MW' clearly proved 'impeccable in all things' to the Captain as it remained in his possession through the war years, passing in 1952 to the aforementioned Kenneth Neve of Stretton in Cheshire. Far from the West End of London, '69MW' must have cut a dash in rural Cheshire, despite its age, and was destined for extensive further mileage in its new engineer-owner's hands.

Following the death of Kenneth Neve, the car was loaned to renowned test pilot, Peter Henley, finding itself once again in sympathetic hands, and a detailed log (as one would expect from a test pilot), was maintained recording his use of the car and maintenance/repair schedules. It is clear that the highest standards were required of '69MW' and no expense was spared in maintaining the car to appropriate levels.

'69MW' was acquired by the immediately preceding owner, by coincidence also a previous owner of Neve's London-Edinburgh Rolls-Royce Silver Ghost '1701', in 1999, joining a stable of exceptional Rolls-Royce and Bentley motor cars, all fastidiously maintained and prepared for the most demanding journeys. '69MW' was immediately entrusted to Classic Restorations of Alyth, Scotland and renowned marque specialists Ristes Motors of Nottingham to ensure that it met the same criteria, each aspect of mechanical condition being scrutinised in the course of the restoration and repaired or replaced to meet the new owner's demanding standards.



The opportunity was taken during this restoration to equip '69MW' with overdrive and power steering, the latter since removed. Related records and bills totalling £118,000 are on file.

At the same time, coachwork and cosmetic presentation were addressed to ensure that, as in Kenneth Neve's ownership, '69MW' would be a certain winner on the concours d'élégance lawns. Coachwork was refinished in green livery, seats were reupholstered in best quality leather, carpets replaced, woodwork re-polished, and all brightwork refurbished to the highest standards. Ace-type wheel discs were sourced and fitted, enhancing further the commanding presence of Barker's superlative sedanca coupé.

The current vendor purchased '69MW' in December 2006 at Bonhams' Olympia Sale (Lot 667), since when further substantial sums of money have been spent on maintenance and refurbishment. Various works were carried out by Classic Restorations (in 2007 and 2010) while in May 2008 a complete engine rebuild was undertaken by Taylors of Chichester. M J Pickles of Macclesfield and various other specialists also worked on the car, with expenditure during the present ownership totalling £78,235. The odometer was zeroed at the time of the engine rebuild in 2008 and now reads 15,622 miles.

There is little doubt that among Continental Phantoms '69MW' stands 'head and shoulders' above most in the elegance stakes and is equipped in every way for the Continental tour. Driving equipment includes Lucas lighting and alto horns, centre driving light, and Marchal spotlights, with driver's pillar-mounted spotlight and rear mounted spares, along with bumpers front and rear, and a fishtail exhaust. A luggage carrier is provided for the longer trip and matching GB plates fitted, while a full complement of tools is carried under the bonnet.

'69MW' is one of those rare cars that exude elegance and quality from every angle. As a Continental model it offers performance equalled by very few of its peer group, being arguably the fastest British production car of its era. In short: as Kenneth Neve so succinctly put it this beautiful Phantom is 'a superlative possession.'

'69MW' is described by the vendor as presented in excellent condition and comes with a good history file containing restoration records, copy factory order and build sheets, copy of the original Barker & Co order and specification sheet, V5 registration document, and an old-style logbook, ready for only its fifth owner in 85 years.

£300,000 - 400,000
€330,000 - 440,000



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

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

Registration no. 279 UYS
Chassis no. 877502

- *Delivered new to the USA*
- *Left-hand drive*
- *Restored between 2016 and 2018*
- *Original colour combination*
- *Ready to enjoy*





Introduced in 3.8-litre form in 1961 the new E Type Jaguars 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.

Despite the E-Type's gorgeous appearance, taller drivers could find its interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This left-hand drive roadster was despatched to Jaguar Cars, New York on 3rd August 1962 as a 'Personal Export Delivery' having been registered in Coventry as '2171 WK' (this number has been applied for by the vendor and it is hoped will be granted to it by the DVLA). '877502' is offered for sale today fresh from a two-year full restoration and is presented in commensurately excellent condition. This fully matching-numbers car has been restored in its original colour combination of red with matching interior - the latter expertly re-trimmed by Mike Turley - and black hood while incorporating the following enhancements: high-torque starter motor, Dynator electric generator, electronic ignition, and a high-efficiency aluminium radiator. It comes with a V5C registration document and Jaguar Heritage Trust Certificate.

£120,000 - 150,000
£130,000 - 170,000

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

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**1971 MASERATI GIBLI SS 4.9-LITRE
SPYDER CONVERSION**

Coachwork by Carrozzeria Ghia

Registration no. EKH 647J

Chassis no. AM115/49 2052

- Originally a 4.9-litre SS coupé
- Matching numbers
- ZF five-speed manual gearbox
- Recent extensive refurbishment





A strong contender for the 'most handsome car of the 1960s' title, Maserati's sensational Ghibli debuted at the Turin Motor Show in November 1966. Styled at Carrozzeria Ghia by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivalled the Ferrari Daytona for straight-line performance - its top speed was close to 170mph (275km/h) - while beating it for price and - arguably - looks. More than 7 metres long and 2.8 metres wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it. Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tyres did not foul the wheelarches. The roofline fell away from the top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli's contemporaries.

The Ghibli used a tubular steel chassis featuring independent suspension at the front, while at the rear there was a leaf-sprung, live rear axle with single locating arm. The power unit was Maserati's venerable four-cam, 90-degree V8, an engine derived from that of the 450S sports-racer and first seen in road-going guise in the 5000GT. This was used in dry-sump, 4.7-litre form up to 1970 when it was superseded by the 4.9-litre 'SS' version. Power rose to 355bhp and performance was stunning, with 100mph (160km/h) attainable in under 16 seconds.

Even more sensational was the handsome Ghibli Spyder, launched in 1969 and the direct rival of the Ferrari Daytona Spyder. Giugiaro's styling for an open-top Ghibli was arguably more successful than the original coupé and is regarded as a classic of sports car design.

Ghibli production ended in 1973 after 1,149 coupés and only 125 Spyders has been built. Of the latter, probably no more than 40 had the larger SS engine, and as most of these were destined for the USA it is safe to assume that only 20-or-so Spyders left the factory with both the larger engine and ZF five-speed manual gearbox. The car offered here embodies this ultimate and most desirable specification.

Originally a genuine Ghibli 4.9-litre SS Coupé, chassis number '2052' has been converted to Spyder configuration, it is believed during the 1970s. Finished in red with black leather interior, the car rolls on Borrani wire heels and is reported to have been the subject of extensive body and mechanical restoration during the last few years (bills on file). We are advised that the car's numbers match the factory data sheet. It also comes with a V5C document and is currently MoT'd.

£170,000 - 220,000
€190,000 - 250,000

241

1955 ASTON MARTIN DB2/4 'MKI'
3.0-LITRE SPORTS SALOON

Coachwork by Mulliners of Birmingham

Registration no. WPJ 333

Chassis no. LML/910

- *First owned by John Coombs*
- *Second owner The Hon Patrick Lindsay*
- *Raced at Goodwood in period*
- *Present family ownership since 1970*



The Hon. Patrick Lindsay peddling WPJ 333, Goodwood BARC Closed Car Handicap (Whit-Monday), 1957.





Testing the new DB2/4 in 1954, Autocar acknowledged that the Aston Martin had, 'been well known for very many years as a sports car of fine quality and high performance,' while characterising the Newport Pagnell manufacturer's latest offering as, 'an expensive car designed to cater for the connoisseur of sportscars who is not limited by financial considerations.'

Introduced in October 1953, the DB2/4 widened the already considerable appeal of the DB2 by the simple expedient of installing two occasional rear seats, the latter being facilitated by extensive revisions to the car's rear end. As well as the extra accommodation, there was also room for more luggage, the latter being accessed via a hatchback rear door. A raised roofline, one-piece windscreen, larger bumpers and other detail styling changes further differentiated the new '2+2' from its predecessor. Otherwise, the DB2/4 remained mechanically much the same as the DB2, though the Vantage (125bhp) engine became the standard specification. A total of 565 DB2/4s was produced before the arrival of the MkII in October 1955, by which time the 3.0-litre 140bhp 'VB6J' engine had been standardised.

Its accompanying copy guarantee form shows that chassis number '910' was originally intended for a Captain Erkin, whose address is given as 'C/O Coombs & Sons, Portsmouth Road, Guildford'. The original colour scheme is recorded as black with beige interior trim. It would appear that the Captain never took delivery, as 'WPJ 333' was first registered on 7th March 1955 to the firm's proprietor, famed racing driver and team owner, John Coombs.

The second owner listed in the original logbook is another famous racing driver, The Hon Patrick Lindsay MP, to whom the car was registered on 19th April 1956. Lindsay is known to have raced the Aston on a number of occasions, one being the BARC race at Goodwood in 1957 when the car was placed 2nd overall. He was also a director of auctioneers Christie, Manson & Woods Ltd, the car's next registered owners.

The car was then sold through the auction house to Simon Fraser MP, Patrick Lindsay's brother-in-law. He took 'WPJ 333' off the road from January 1959 until February 1966 while the car was being repaired at a motor engineers in Beaulieu, to whom it was registered at that time.

The Aston was then sold on to Mr G G J Williams of Flackwell Heath, Buckinghamshire, who sold it to Mr Hugh Arnett in August 1966. Mr Arnett then shipped the car to Malta where he was stationed. 'WPJ 333' returned to the UK in 2016 and is offered for sale by his widow, to whom it was known as 'The Mistress'. We are advised that the Aston is in generally good condition: the engine running well, the transmission very good, and all the electrics working. Although the exterior body colour has been changed from black to Snow Shadow Grey, this DB2/4 is one of the most original we have seen for a long time and has a unique feel. It comes complete with a full tool kit, keys, handbooks, and the original buff logbook, while its history file is a pleasure to read.

£170,000 - 220,000
€200,000 - 250,000

242

**1972 ASTON MARTIN V8 SERIES 2
SPORTS SALOON**

Registration no. WWB 435L
Chassis no. V8/10618/RCA

- *Un-restored and highly original*
- *Automatic transmission and factory air conditioning*
- *Recent extensive works by Trinity Engineering*
- *Well documented*





Un-restored and highly original, this 'Series 2' Aston Martin V8 was manufactured and delivered to a dealership in Stroud, Gloucestershire in late 1972. It was registered and sold in March 1973, the first owner being Mr Kenneth Needs, chairman of a Bristol-based property company. Mr Needs owned the Aston until 1st December 1976 when it passed to the second owner, Mr Bernard Lay of Nunthorpe, Middlesbrough. Details of subsequent owners are on file together with a letter from Aston Martin confirming the car's build details.

The current owner commissioned marque specialists Trinity Engineering to produce a condition report when he purchased the car in 2015, and in due course all issues identified were addressed, made good, and/or rectified at a cost of almost £35,000. The Bosch fuel injection and many other mechanical items were restored recently, and the valve clearances adjusted. All the original parts (where they are not exchange parts) that were renewed recently have been retained and accompany the car together with a detailed list and photographic record of all the recent work carried out at Trinity Engineering.

The body and interior are believed to be largely un-restored and are in very good condition considering that the car is some 45 years old. The headlining, blue leather upholstery, and dashboard are all as original, while there is evidence that the Ascot Grey paintwork has been refreshed in places. The bodywork is not 'concours' but presents well, and it is understood that the sills and chassis outriggers have been replaced in the past. The wheels are in excellent condition, and the tyres are new Avon radials (original equipment). A full size spare wheel is present (shod with a new and unused Avon tyre) together with a jack.

One of the few remaining un-restored examples, this well presented Series 2 comes with a thick and detailed file containing copies of original sales brochures, price lists, letters, service bills, MoTs, and a DBS V8 Instruction Book, together with photographs of the underside of the car and engine bay detailing as carried out at Trinity Engineering. It is MoT'd to the end of November 2018 and is offered with a V5C registration document.

£65,000 - 85,000

£72,000 - 94,000

The **GUARD BRISTOL** Collection



Through his friendship with Richard Fuggle in the 1980s, Howard Guard developed a love of Bristols buying almost every example of the marque over time forming a very private collection.

There is only one he regrets failing to buy - a 405 convertible. Of the seven cars still in the Collection, each has its distinctive personality.

Immaculately housed in a specially converted barn at home, Netherwylde Equestrian, Hertfordshire and cared for in situ by the same mechanic, they are as stylish and exciting to drive as the dressage horses they run alongside on the eight furlong circuit.

Howard's family will retain the 405 and 407, and the remaining five cars are now being for auction for the first time in almost 30 years.

1980 BRISTOL 412 TARGA CONVERTIBLE

Registration no. KLD 94V

Chassis no. 7863198Z

- *Styled by Carrozzeria Zagato*
- *Automatic transmission*
- *An older restoration*
- *Present ownership since 1993*



'Whereas Rolls-Royce intend to step up production... Bristol Cars Ltd are content to protect their exclusiveness by keeping to an almost ridiculously small output of cars which some people believe to be the best engineered high-quality cars available anywhere.' - William Boddy, *Motor Sport*, August 1975.

Bristol's long line of Chrysler V8-engined sports saloons began in 1961 with the launch of the 407, although in both styling and running gear the newcomer closely resembled the preceding six-cylinder 406. The chassis was up-dated and the styling revised periodically throughout the 1960s, the process culminating in the 411 of 1969. After five series had been built, the 411 was phased out as the 603 saloon and 412 'Targa' -type four-seat convertible came on stream in 1975/76. Styled by Carrozzeria Zagato, the latter made a clean break from the traditional Bristol look while retaining its predecessors' chassis, Chrysler 6.6-litre engine, and Torqueflite transmission. Early cars had Zagato-built bodies while those of later examples were built entirely by Bristol Cars Ltd.

The factory claimed a top speed of 140mph and a 0-70mph time of 9.5 seconds for its new soft-top which, like all Bristols, featured aluminium coachwork and a sumptuously equipped interior boasting leather upholstery and walnut veneer trim.

A hand-built, limited edition motor car, the Bristol 412 was far from cheap at £14,584; this at a time when you could drive away a brand new Jaguar XJ-6 and still have change out of £5,000. Notable developments included the switch to a 5.9-litre engine in 1978 and the introduction of the turbocharged Beaufighter derivative in 1980. The 412 remained in production until 1982 while the Beaufighter continued into the 1990s.

Running and driving well, the rare Bristol 412 offered here is an older restored example that still presents beautifully. The vendor purchased the car in August 1993 from Richard Fuggle of Bushey Heath, a well-known and respected specialist. Servicing has been carried out by Martin Barnes at American Cars and later by Bristol Cars themselves in London. This car and its stablemates have always been garaged in a dry, well-aired barn and in recent years maintained in situ by the same mechanic. The estate has a 1-mile circuit over which the cars have been regularly warmed up prior to use.

Finished in Navy Blue with original cream leather interior, silver wheels, and excellent chrome, this fine example of a true connoisseur's Gran Turismo is offered with a V5C document and current MoT expiring July 2019.

£15,000 - 20,000
£17,000 - 22,000

244

1949 BRISTOL 400 SPORTS SALOON

Registration no. GCJ 876

Chassis no. 40085A1250

- *First of the Bristol 'aerodynes'*
- *First UK registered in 1978*
- *Present ownership since 1985*
- *From a prominent collection of Bristol motor cars*





The Bristol Aeroplane Company obtained the rights to BMW's automotive designs as part of Germany's post-WW2 reparations. Thus it came about that the Bristol 400 was effectively a synthesis of three pre-war BMWs, with a chassis derived from that of the 326, an engine from the 328 sports car, and an aerodynamic bodyshell similar to that of the 327 coupé. But Bristol did more than simply copy the work of its German counterparts; the application of aviation industry standards to its manufacture resulted in a car more refined and considerably better constructed than its Teutonic forbears.

The 1,971cc six-cylinder engine of the BMW 328 featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Externally, Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburettors part way through production. The most significant changes made by Bristol's designers were metallurgical, their utilisation of the highest quality materials contributing to increased engine life. A maximum output of 80bhp at 4,200rpm was claimed, which was good enough for a top speed of around 95mph.

The 400's aerodynamically efficient body was constructed of steel panels on a wood frame, with the doors, bonnet and boot-lid skinned in aluminium. Beneath the skin the chassis boasted independent front suspension by single upper wishbones and lower transverse leaf spring, while torsion bars located within the chassis members controlled the live rear axle. Contrasting with the exterior's modern appearance, the traditional wood-embellished interior harked back to an earlier age. In total, 474 Bristol 400s were made between 1947 and 1950.

First registered in the UK in 1978, 'GCJ 876' is an older restored example which still presents well. The car is finished in light green, with original biscuit-piped green leather interior, and has silver painted wheels and good chrome. The vendor purchased the Bristol in September 1985 from Richard Fuggle of Bushey Heath, a well-known and respected specialist. Servicing has been carried out by Martin Barnes at American Cars and later by Bristol Cars themselves in London. This car and its stablemates have always been garaged in a dry, well-aired barn and in recent years maintained in situ by the same mechanic. The estate has an 1-mile circuit over which the cars have been regularly warmed up prior to use. Running and driving well, this beautiful Bristol is offered with a V5C document.

£80,000 - 100,000
€89,000 - 100,000

245

1967 BRISTOL 409 SPORTS SALOON

Registration no. NDM 447E

Chassis no. 409/7361

- One of only 74 made
- Automatic transmission
- An older restoration
- Present ownership since 1989



Bristol's line of V8-engined sports saloons began in 1961 with the 407, though in appearance the newcomer closely resembled the preceding six-cylinder 406. The adoption of Chrysler V8 power came not before time, as Bristol's 2.0-litre BMW-based engine had effectively been outgrown by the car's increasingly weighty coachwork. With 250bhp (more than double the 406's output) available from its 5.1 litres and a top speed of 125mph, the 407 re-established the Bristol as a true high-performance car but one which nevertheless retained all the refinement and luxury associated with the marque. The 406's four-wheel disc brakes were, naturally, retained for its successor, which came with Chrysler's Torqueflite automatic transmission as standard equipment and coil-spring front suspension in place of the previous transverse-leaf set-up.

The Bristol V8 chassis was up-dated and the styling revised periodically throughout the 1960s, the process culminating in the 411 of 1969. In the meantime, Bristol had managed to sell only 88 of the 407s, 83 of the 408, and 74 of the 409. The 408 had been comprehensively restyled compared with the 407, with a wide grille incorporating quadruple headlamps replacing the aircraft-type air intake of the earlier car, as well as a lower stance. Almost identical to the 408 externally, the 409 (introduced in 1965) boasted a slightly larger (5,211cc) engine, Girling brakes instead of Dunlop, and, on later cars, power assisted steering.

'Built for those who can afford - and appreciate - the best,' the Bristol was one of the select few hand-assembled British luxury cars, whose roots in the aircraft industry mean that its manufacturing standards were exceptionally high. Such attention to detail gives the Bristol a very special cachet indeed ...

Running and driving well, the rare Bristol 409 offered here is an older restored example that still presents beautifully. The vendor purchased the car in April 1989 from Richard Fuggle of Bushey Heath, a well-known and respected specialist. Servicing has been carried out by Martin Barnes at American Cars and later by Bristol Cars themselves in London. This car and its stablemates have always been garaged in a dry, well-aired barn and in recent years maintained in situ by the same mechanic. The estate has a 1-mile circuit over which the cars have been regularly warmed up prior to use.

Finished in dark green with original red leather interior, silver wheels, and excellent chrome, this fine example of a true connoisseur's Gran Turismo is offered with a V5C document and current MoT expiring July 2019.

£45,000 - 50,000

€50,000 - 56,000

1974 BRISTOL 411 SERIES 4 SPORTS SALOON

Registration no. to be advised

Chassis no. 7718440

- *Genuine four-seat luxury and speed*
- *Automatic transmission*
- *An older restoration*
- *Present ownership since 1993*



For the 411, introduced at the 1969 Earls Court Motor Show, Bristol continued with Chrysler V8 engines but specified the 6.3-litre unit that produced 335bhp, an increase of some 85 horsepower over the preceding '5.1'. There was a commensurate improvement in performance. With a maximum speed of 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 of much time in the wind tunnel at Filton.

Company owner Tony Crook's mantra was comfort for four and a huge boot (the spare wheel was housed inside the front wing), while the famously understated appearance of Bristols of this era belies their tremendous performance and excellent handling. The 411 was built in five series from 1969 to 1976, though later cars suffered power reductions as a result of more restrictive emissions equipment. Fewer than 300 Bristol 411s of all types were made.

Offered here is a Bristol 411 Series 4, distinguishable from the preceding Series 3 by its larger (6,556cc) engine and revised front grille and rear end treatments. Running and driving well, '7718440' is an older restored example that still presents beautifully. We are advised that it received a cosmetic restoration by coachwork specialist Tony Bird in Bristol, following a traffic bump. The vendor purchased the car in August 1993 from Richard Fuggle of Bushey Heath, a well-known and respected specialist. Servicing has been carried out by Martin Barnes at American Cars and later by Bristol Cars themselves in London. This car and its stablemates have always been garaged in a dry, well-aired barn and in recent years maintained in situ by the same mechanic. The estate has a 1-mile circuit over which the cars have been regularly warmed up prior to use.

Finished in Gunmetal Grey with apparently re-trimmed Biscuit leather interior, silver wheels, and excellent chrome, this fine example of a true connoisseur's Gran Turismo is offered with a V5C document and MoT to June 2019. The cherished number '106 CAR' is being retained by the vendor, and will be issued with an age related number my time of sale.

£35,000 - 40,000

€39,000 - 44,000

247

1954 BRISTOL 404 COUPÉ

Registration no. MHO 485

Chassis no. 404/2014

- One of only 52 made
- An older restoration
- Present ownership since 1985
- Running and driving well





Imitation is said to be the sincerest form of flattery; nevertheless it seems unlikely that BMW's engineers felt particularly gratified when the Bristol Car Company obtained the rights to their automotive designs as part of Germany's post-WW2 reparations. Thus it came about that the Bristol 400, which commenced production in 1947, was effectively a synthesis of three pre-war BMW designs, with a chassis derived from that of the 326, an engine from the 328 sports car, and an aerodynamic bodyshell similar to that of the 327 coupé. But Bristol did more than simply copy the work of its German counterparts; the application of aviation industry standards to its manufacture resulted in a car more refined and considerably better constructed than its Teutonic forbears.

With the 1953 introduction of the short-wheelbase 404 coupé, the Bristol line at last lost its resemblance to the pre-war BMW, swapping that distinctive two-piece radiator grille for an equally unmistakable, aeronautically inspired air intake. The body was still an ash-framed, aluminium-alloy panelled structure, but the bonnet was now forward-hinging and for the first time the spare wheel was accommodated in the near-side front wing. Bristol continued to use the BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves, and this was available in either 105bhp or 125bhp form in the 404. The gearbox remained a manual four-speed unit with first-gear freewheel.

Famously dubbed the 'Businessman's Express', the 404 excelled at providing high-speed travel in comfort -the very definition of 'Gran Turismo'. The car's aircraft-industry standard of construction did not come cheap however, and only 52 examples found customers between 1953 and 1955.

Running and driving well, the rare Bristol 404 offered here is an older restored example that still presents beautifully. The vendor purchased 'MHO 485' in December 1985 from Richard Fuggle of Bushey Heath, a well-known and respected specialist. Servicing has been carried out by Martin Barnes at American Cars and later by Bristol Cars themselves in London. This car and its stablemates have always been garaged in a dry, well-aired barn and in recent years maintained in situ by the same mechanic. The estate has a 1-mile circuit over which the cars have been regularly warmed up prior to use.

Finished in dark green with original Biscuit leather interior, silver wheels, and excellent chrome, this fine example of a true connoisseur's Gran Turismo is offered with a V5C document and MoT to June 2019.

£80,000 - 100,000
£89,000 - 100,000

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.

248

**1953 JAGUAR XK120 SE 3.4-LITRE
COMPETITION ROADSTER**

Registration no. PCR 379
Chassis no. S661110

- *Delivered new to racing driver Mike Salmon*
- *Upgraded to competition specification in period*
- *In period race history*
- *Total restoration completed in 2017*
- *Extensive history file*

Mike Salmon, Mallory Park, 1956 (Image part of lot)

Mike Salmon, Shelsley Walsh, 1956 (Image part of lot)

'Three coachloads of Jaguar employees made the pilgrimage to Silverstone and were rewarded for their enthusiasm by seeing one of our cars gain one of the most convincing victories seen on a race track... whenever or wherever a production car race is held again, we may be sure that Jaguar will be well represented and will give a good account of itself.' – *Jaguar Journal*, 1949.

The XK120 set new standards of comfort, roadholding and performance for British sports cars, and in keeping with the Jaguar tradition there was nothing to touch it at the price. It was an immense success in North America, finding the majority of its customers there, and when Road & Track tested one in 1951 they announced that 'the XK120 has performance far and above any stock American make... by far the fastest car yet tested by Road & Track, a two-way average of 121.6mph being attained.'

Although it had not been designed with racing in mind, the XK120's competition potential was immediately obvious, not least to the factory, which entered a three-car team in the Daily Express one-hour race for standard production cars at Silverstone in August 1949. The XK's of Leslie Johnson and Peter Walker duly rewarded Jaguar's faith in its new sports car by finishing 1st and 2nd respectively, thus setting the scene for an illustrious competition career that would culminate in the development of the legendary C-Type.



Mike Salmon, Silverstone, 1956 (Image part of lot)





Mike Salmon, Autosport Trophy Race, Oulton Park, 1956 (Image part of lot)



Mike Salmon, Silverstone 6hr relay race, 1956 (Image part of lot)



Mike Salmon aboard 'PCR 379' in good company Goodwood, 1956 (Image part of lot)



This XK120 roadster was manufactured in 1953 and delivered to Jaguar factory apprentice Mike Salmon as a 21st birthday present. Mike began his racing career with this XK120, moving on to a C-Type in 1957, and would go on to enjoy considerable success in international sports car racing, the highlights of which were two 3rd place finishes at Le Mans – in 1963 and 1977.

This XK was upgraded by Mike during his period of ownership, gaining a close-ratio gearbox, larger carburettors, metal tonneau, headlight air duct, competition brake drums, etc. It must have been very quick, as Jaguar's legendary test drive Norman Dewis lapped this car at MIRA in period, recording a speed of 134mph.

Mike Salmon competed with 'PCR 379' in various hill climbs and speed trials during 1954-1956 including Firle, Shelsley Walsh, Brunton, Brighton, Bo'ness, and Rest-and-be-Thankful, achieving 1st-in-class results at Bo'ness in July and September 1954. He also raced the XK at major UK circuits during 1955-1956 including Aintree, Crimond, Silverstone, Mallory Park, Oulton Park, and Goodwood, achieving podium finishes in the Oulton Park 3-Hour race and the Aintree 100 as part of the 'Autosport Trophy' series.

Salmon continued to run the XK while he was working at Rossleigh Motors in Edinburgh and then, when the car had covered only 13,000 miles in total, sold it to purchase a Jaguar C-Type.





The XK120 was sold to George Hilditch, a Coventry scrap metal merchant, who later crashed it, causing relatively minor damage to the front end. Hilditch entered the Jaguar in the Mancetta hill climb in 1957 and also used it for touring Scotland (photographs on file).

In the late 1970s, a restoration was carried out for the then owner, Mr D Winstanley, this being a 'body off' rebuild that included a new radiator, petrol tank, and front wings; and a total re-trim and rewire, etc (bills on file). The preceding owner purchased the car in May 1980 from Vintage Autos Limited; at that time 'PCR 379' had covered fewer than 1,000 miles since the total overhaul. For the next 20 years the owner had the XK maintained by his own dedicated engineer.

An original right-hand drive Special Equipment model, this XK is finished in the rare factory colour of Lavender Grey, with red leather interior. Since purchased by the vendor the car has been treated to a 'body off', 'last nut and bolt', total restoration, which was completed early in 2017. During this restoration the original un-restored cylinder block was found, but is separate and comes with the car. This XK has featured in many books and articles, and comes with an extensive history file containing, among other documents, copies of race programmes and period photographs. It recently featured in a photo shoot with fashion model, David Gandy.

£500,000 - 600,000
€560,000 - 670,000

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.



The ex-BMC Competitions Department

1959 BMC 5-TON RACE TRANSPORTER

Coachwork by Marshall's of Cambridge

Registration no. 168 UXS

Chassis no. 5K1774-147447

- Originally a BMC Service School vehicle
- Later transferred to the Competitions Department
- Restored in the late 1990s/early 2000s
- Cummins six-cylinder turbo diesel engine and six-speed transmission
- Significant recent expenditure
- Comprehensive history file



Manufactured in October 1959, this BMC 5-ton PSV chassis was one of approximately 20 commissioned by the company's management to serve as mobile Service Schools, which travelled around the dealership network training mechanics in the procedures required to maintain the newly introduced, front-wheel-drive Mini. This example is one of the later models, which were slightly longer and consequently roomier inside. Designed by Pinin Farina and built by Marshall's of Cambridge with all-aluminium coachwork, they were equipped to a very high specification.

When this particular unit's training function ended, Basil Wales transferred it within the company to the Competitions Department where he worked. In its new role the vehicle was used to store and transport display boards with Special Tuning parts mounted on them, while also serving as a mobile stores and workshop on UK rallies carrying spares, welding equipment, a Hydrolastic pump, etc. After the Leyland merger with BMC, the 5-tonner was refinished in Unipart livery and used during 1975 as a race transporter by Leyland ST, which was running a team of Triumph Dolomite Sprints and a Morris Marina for promotional purposes.

The previous owner discovered the vehicle at a disused railway station at Rednal near Oswestry, Shropshire in the early 1990s, but four years would pass before he finally managed to persuade the then owner to part with it. Apparently, the owner used the vehicle as a weekend 'holiday home' when he got fed up with life in his hometown of Manchester! When found, the rear of the body had been removed: a modification believed to have been made by a former owner who had used the vehicle to transport his race/stock car.

For various reasons the restoration took nearly ten years and was not completed until 2005, during which time the previous owner contacted Basil Wales, formerly employed in BMC's Competitions Department. Basil was very helpful and soon discovered that this particular truck was his: the one used to sell Special Tuning parts and to support the works rallying programme. Originally registered 'BMC 43', it came with an 'H' registration when found.



In the course of rebuild the original BMC 5.7-litre engine and five-speed gearbox were replaced with a 6.0-litre Cummins 180 six-cylinder turbo diesel engine and its associated six-speed transmission, which had already done 80,000 miles installed in a truck. The standard two-speed rear axle has been retained and works as it should. We are advised that the cruising speed remains much as before, the conversion's principal benefits being much improved acceleration and driveability. A small kitchenette, shower room, toilet and hot water heater have been installed, making for a comfortable billet at motor sports events, while the provision of an easy-to-use hydraulic tail-lift further enhances the transporter's practicality. Photographs are available of the truck at various stages in its life including the restoration and conversion to transporter. The original engine and gearbox are included in the sale.

The current vendor purchased '168 UXS' at Bonhams' Goodwood Festival of Speed sale in July 2011 (Lot 465). Since then the vehicle has benefited from £14,000 spent on making it reliable and useable. The vendor has driven this vehicle to several race meetings with a trailer attached and reports that it goes very well even when towing, cruising comfortably at 60-65mph all day long.

His Austin-Healey 3000 fits in with plenty of room to spare. The distance from the partition behind the rear passenger seats and the loading door is 20 feet, so with little modification the interior would take two Mini Coopers. The vendor has fitted a workbench with storage and a vice; an additional storage container for fuel and oils; and a new winch. All seven tyres are new.

Described by the vendor as in generally very good condition, this historic ex-works BMC 5-tonner is offered with a comprehensive history folder and V5C document. MoT and tax exempt, it will be driven to the sale. A transporter is the ultimate paddock accessory and this one is eminently suited to the role of Goodwood support vehicle.

£45,000 - 60,000
£50,000 - 67,000

250

1960 ASTON MARTIN DB4 TO GT SPECIFICATION

Registration no. 990 SPE

Chassis no. DB4/513/R

- *Built by marque specialists
Chris Shenton Engineering*
- *4.7-litre engine*
- *Twin-plug cylinder head*
- *Five-speed manual gearbox*
- *Independent rear suspension
(conversion easily reversible)*
- *38 miles since completion*





The competition potential of Aston Martin's new DB4 had been recognised from the outset, and the factory lost no time in developing a lightweight version suitable for racing, the resulting DB4 GT debuting at the 1959 London Motor Show. The model had already been proven in competition earlier that year when the prototype ('DP/199') driven by Stirling Moss won its first race at Silverstone. Extensive modifications to the standard car took 5" (127mm) out of the wheelbase, and replaced the rear seats with a luggage platform on all but a small number of cars. Together with lighter, 18-gauge bodywork, these changes reduced the car's weight by around 200lb (91kg).

The GT used a tuned engine which, equipped with a twin-plug cylinder head and triple Weber 45DCOE carburettors, produced a claimed 302bhp at 6,000rpm, a useful increase over the standard car's claimed 240bhp. Maximum speed, of course, depended on overall gearing, but 153mph was achieved during testing with a 0-60mph time of 6.1 seconds recorded. The DB4 was also one of the first cars to go from standstill to 100mph and then brake to a dead stop on under 20 seconds, a tribute, in part, to its up-rated Girling brakes as used on Aston Martin's competition sports racers of the era.

Viewed from the front, the GT was readily distinguishable by its faired-in headlamps with Perspex covers, a feature later made standard on the DB5 and DB6. The rear screen and quarter windows were made of Perspex on many examples; bumper over-riders were deleted and the wind-down windows were frame-less within the doors. Twin, quick-release, Monza competition fuel fillers were added atop the rear wings, leading to a large-capacity fuel tank mounted flat in the boot. GTs were fitted as standard with lightweight Borrani 42-spoke wire wheels with alloy rims and 3-ear 'knock-offs'. The interior was trimmed to full Aston Martin road car specification, with fine Connolly leather upholstery and deep-pile Wilton carpeting. The evocative instrument binnacle on the GT benefited from the addition of an oil temperature gauge to the standard array.

DB4 GTs offered a strong challenge to the prevailing Ferrari dominance in GT racing, examples entered by the works and John Ogier's Essex Racing Stable enjoying numerous victories. Driven by the likes of Roy Salvadori, Stirling Moss, Jim Clark and Innes Ireland, the DB4 GT earned its stripes every day on the racing circuit. In December 1959, at the Bahamas Speed Week, Stirling Moss won driving a standard customer DB4 GT 'borrowed' back by the works following the demise of Moss's intended DBR2! The DB4 GT was indeed a true dual-purpose car, equally at ease on both the circuit and Grand Tour. Only 75 'Sanction 1' DB4 GTs were produced between 1959 and 1963 plus 19 of the DB4 GT Zagato.



This stunning re-creation of one of Aston Martin's most iconic models started life as a standard DB4 Series 2. The current owner purchased the car in 'barn find' condition and commissioned marque specialists Chris Shenton Engineering to carry out a 'no-expense-spared' restoration. However, this was to be no ordinary restoration, for the project was to incorporate a number of significant developments and ideas to create a unique and interesting motor car.

The first task was to dismantle the vehicle completely; the chassis was then fixed to a jig and shortened by 5" to DB4 GT specification. Any corroded metalwork was cut out and new panels made and fitted as required. The chassis was then completely re-coated in red oxide and under-sealed. New aluminium panels were made for the bodywork, and once completed a new 30-gallon alloy fuel tank was made to the exact DB4 GT specification. The entire car was then painted in the familiar DB4 GT colour 'Aston Racing Green', and a special interior fitted and trimmed in best Connolly leather and Wilton carpeting. A new correct-type dashboard was made to house the correct DB4 GT instrumentation (sourced at great expense).

While this considerable restoration and transformational work was ongoing, the owner and his restorer discussed the possibility of developing and fitting independent rear suspension that would be located in the original fixing points (a conversion that designer Harold Beach had always wanted).

The conversion consisted of proven and well-known components engineered to form an independent rear suspension assembly mounted on a sub-frame. This form of installation would allow the standard axle to be removed and the independent assembly fitted onto the same locating points, without having to change or modify the original structure. Thus, the conversion could easily be removed at any stage and the suspension returned to standard if desired. The benefits of this up-rating are dramatically improved road holding, handling, and ride comfort; moreover, with a significantly up-rated engine being planned, it was felt it was the only way of coping with the expected substantial increase in power! Changes were also made to the front suspension to match, while new enlarged brakes were fitted to complement the projected additional power and available grip, consisting of special callipers/discs and a special handbrake cable installation, etc.



Turning to the engine, it had been agreed that it would be appropriate for '990 SPE' to be fitted with an exciting upgrade - to 4.7 litres! As the car was now in effect a DB4 GT with IRS, it was decided that the engine conversion should include a new twin-plug cylinder head casting to correct DB4 GT specification, together with new crankshaft, Cosworth pistons, Carrillo rods, etc. The engine has a compression ratio of 9.1:1 and has been set-up to run on premium unleaded fuel. Reassembled, the engine was connected to the dynamometer, recording the outstanding figures of 341bhp at 5,500rpm and 323ft/lbs of torque. It was then reinstalled and mated to a five-speed gearbox.

After six years work, this unique blend of chassis, engine, IRS, and brakes has resulted in a most effective and exciting DB4 GT that is equally at home as a fast road/rally car or gracing the concours lawns. Chris Shenton Engineering are justifiably proud of this amazing motor car; when recently road tested, both drivers came back with smiles all round and both agreed that one word summed it up: 'Superb!' The owner is reluctantly selling only to fund an exciting new project.

Beautifully presented, this motor car is indistinguishable from any of the 75 DB4 GTs originally produced, and outperforms, out-brakes, handles better, and looks better than an original that would command a price exceeding £2 million. It comes complete with current V5 (matching numbers); current MoT; a 65-page fully detailed invoice; build sheet; dynamometer printout; a full photographic record of the restoration; and restorer's warranty.

With all the surviving genuine DB4 GTs either in museums or private collections, this stunning re-creation represents a wonderful opportunity to acquire a car built in the spirit of the original at a fraction of the cost.

£600,000 - 700,000

€670,000 - 780,000

251

**1937 ROLLS-ROYCE PHANTOM III
SPORTS SALOON**

Coachwork by Hooper & Co

Registration no. DKC 444

Chassis no. 3CP126

- *In its original ownership for some 30 years*
- *Present ownership since November 2005*
- *Restored with no expense spared
(with supporting invoices)*
- *Overdrive transmission*



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

A state-of-the-art design employing advanced materials and techniques such as 'skeleton' cylinder blocks with wet liners and aluminium alloy cylinder heads, the PIII V12 produced 165bhp in its debut form. The maximum output was subsequently raised to 180 brake horsepower, which was sufficient to propel later examples to 100mph, earlier models being capable of around 90.



Its engine configuration aside, the Phantom III represents an important milestone in the history of Rolls-Royce cars, being the first with independent front suspension. A total of 710 had been manufactured when WW2 halted production, of which around 300 exist worldwide today.

Chassis number '3CP126' was supplied on 17th September 1937 via W Watson & Co of Liverpool to J L Milligan of Birkenhead, and was kept by its first owner until at least 1965. Service records in the history file list a major engine and chassis overhaul in 1947; fitting a heater in March 1951; and a full service at Rolls-Royce's Crewe factory in November 1963. By the early 1980s, the Phantom was resident in Northern Ireland where it spent almost a decade in the ownership of R-REC member Robert Huffam of County Antrim. In 1992 the car was acquired by well-known collector/dealer Terry Cohn. Its next owner, from February 1996, was Brian Brotherton, during whose nine years of custodianship the car was repainted in two-tone blue and silver and driven only some 2,000 miles. The current vendor purchased the Phantom at a UK auction in November 2005, since when it has covered 9,605 miles. The car is believed, but not warranted, to have covered only 57,540 miles from new.

'3CP126' has benefited from considerable expenditure while in the vendor's care. Works carried out during his ownership include a complete engine rebuild; new upholstery in Stone Grey hide; new headlining, carpets, and interior woodwork; and re-chroming of various components (2006/2007). Further extensive works were undertaken subsequently, including rewiring the electrics; overhauling the hydraulic jacking system; installing an overdrive; and fitting five new Excelsior radial tyres (2015). Specialists involved include Classic Restorations of Alyth, Toye Engineering of Killyleagh, James Black Restorations of Ballinderry, Tim Payne of Whitney, John Little, and M J Pickles of Macclesfield. In total, the sum of £92,136 has been spent by the current owner over the last 12 years.

Noteworthy features of this mightily impressive Phantom include a generous boot, original sunroof, rear window blinds, unusual rear wheel spats, side-mounted spare wheel, centre spotlight, and kneeling 'Spirit of Ecstasy' mascot. The aforementioned history file contains copy chassis cards; tax discs dating back to 1985; MoT certificates dating back to 1961; a reprinted colour sales brochure, and sundry bills relating to the works listed above.

£130,000 - 170,000
€140,000 - 190,000

252

The ex-Maserati works team, Reventlow Automobiles Inc Scarab works team, Shelby American Cobra works team, Alan Mann Racing, David Piper Racing, Steve McQueen movie 'Le Mans', JCB Historic racing team

1956 FIAT-BARTOLETTI TIPO 642 RACING CAR TRANSPORTER

- One of the most iconic of post-war race transporters
- Impeccable provenance
- Restored in the USA
- Bedford turbocharged diesel engine
- Present ownership since 2015
- Displayed at the Goodwood Revival, Goodwood Members, Le Mans Classic







Today widely recognised as some of the most iconic and nostalgic of all motor racing-related vehicles, former great factory-team car transporters are today held in great awe and respect. In very few cases is that more true than of the fully restored and truly imposing FIAT-Bartoletti now offered here, which possesses stupendous background history and provenance.

According to the great motoring correspondent Denis Jenkinson's contemporary notes, this is the Maserati factory team's principal transporter for its World Championship-winning 'Fangio 250F' season of 1957, which would also have taken Fangio's Piccolo 250F (chassis '2533') to the last race of his glittering career at Reims in 1958. It was subsequently acquired by Lance Reventlow for his 'Team America' Scarab assault upon the European Grand Prix road racing establishment in 1960-61.

This FIAT-Bartoletti was next owned by Carroll Shelby's Cobra operation, which made the most massive impact of the post-war period upon the European road racing establishment, ultimately toppling Ferrari on the way to winning the FIA Grand Touring Car World Championship in 1964-65.

This transporter's career at world-class international level then continued as the leading British Ford GT team of Alan Mann Racing, based in Byfleet, England, used it to haul its cars and associated men and materiel around the World Championship circuits of Europe. Ultimately this FIAT-Bartoletti was acquired by leading Ferrari privateer David Piper – and refinished in his bright 'BP green' livery – to carry his Ferrari 275 LM and 'P-car' sports prototypes through the later 1960s. In 1969-70, it was acquired by Steve McQueen's Solar Productions team to feature prominently – under ever-changing team liveries – in what has now become perhaps the ultimate cult motor racing movie: 'Le Mans'.

This great transporter – absolutely dripping with 1950s/60s motor racing history – was based, just like its Ferrari factory team sisters, upon a FIAT Tipo 642 RN2 'Alpine' bus chassis.

It was powered originally by a 92bhp Tipo 364A 6,650cc inline six-cylinder diesel engine, and was completed with custom-made bodywork and vehicle ramps and hoist by Bartoletti of Forlì, Italy. Overall dimensions were 9,085mm overall length, 2,492mm overall width, and 2,924mm overall height. Top speed in original FIAT-engined form was only 85km/h, sufficient for European rural and Alpine roads in period. The transporter could carry three race cars, a considerable stock of spares and tools, and at least seven crew members/mechanics.





Once it had completed its 'Le Mans' filming duties, in red Ferrari lookalike livery, the transporter was acquired and run for a while by Anthony Bamford's renowned JCB Historic racing team in the UK, before passing in later years to Cobra enthusiast and noted 'Cobra-Ferrari Wars' historian and author Michael Shoen for his own collection.

However, the vehicle – un-restored and in severely dilapidated condition (though, as it subsequently proved, still run-able) – later became the neglected victim of a complex family situation, which saw it lying effectively abandoned in the open for many years, fortunately in near-perfectly dry desert-air conditions at Mesa, Arizona.

Eventually, Cobra and Scarab owner, collector, and enthusiast Don Orosco – who, by coincidence had also once owned and restored Fangio's swansong 1958 French GP Piccolo 250F '2533' – became curious about the fate of the once-famous Maserati/Scarab/Cobra transporter. It had been such a distinctive feature of European World Championship race paddocks in the late '50s and early '60s, and its lure proved magnetic. Carroll Shelby eventually provided Michael Shoen's telephone number, which led to contact with his brother Joe Shoen, President of the AMERCO group, which owned the U-Haul truck rental company.

Approaches long went unanswered until out of the blue Mr Orosco received a telephone call from one Harry Duchene - U-Haul Vice-President responsible for maintenance and manufacturing, in Scottsdale, Arizona - who simply asked 'I hear you made a call about wanting one of our trailers?'.

Don Orosco then explained that he had two Scarab Grand Prix cars and a Scarab sports car and was indeed interested in the former all-American team's transporter. Mr Duchene proved to be extremely friendly and co-operative and Mr Orosco flew down to meet him in Scottsdale, from where they drove to Mesa.

It was there, in an otherwise yawningly empty U-Haul used-equipment disposal yard, that Harry showed Don the dilapidated, faded, rusting FIAT-Bartoletti just lying there in the baking sun, all alone and evidently in desperate need of resuscitation. Full photographic coverage of this transporter as acquired in the Mesa yard can be viewed online at: www.montereyspeedandsport.com/album/flat-bartoletti-transporter



Its windshields had fallen out, its doors were hanging open, and it was plain that acquiring the vehicle would be merely the start of perhaps the most complicated and demanding restoration ever envisaged by a classic-car collector/racer. Eventually a sale was agreed, and Harry Duchene himself proved a wonderful ally, having the transporter checked over in his U-Haul workshop. Its probably JCB-installed turbocharged Bedford engine was found to be in run-able order, and the old engine oil looked as fresh as if it had just been added.

Mr Orosco's pessimistic estimate of just how extensive – and expensive – the restoration of this FIAT-Bartoletti would need to be, proved to be well wide of the mark. The process proved infinitely more costly and demanding than anticipated, and included the manufacture of new windshields and rubber extrusions, and sourcing new-old-stock instruments. Extensive new framing and body panelling was required also. Mr Orosco and his restoration team had the Bartoletti-lettered pressed-steel stampings, which featured in various locations around the vehicle, painstaking remanufactured with new dies made, while 0.090" thick steel panelling was hand-crafted and fashioned to re-skin the vehicle. The finish quality achieved was so fine that the surface required absolutely no filling before it was re-sprayed in-house at Mr Orosco's workshop by Jesse Cruz in contemporary RAI team livery, as now offered here – the blue also corresponding closely to subsequent Shelby Cobra team colours.

All the complex vehicle ramp equipment was serviced, renovated, and replaced where necessary. All the manual elevation lines were renewed, and the transporter cab, with a four-man bench seat in the rear, driver's bucket seat plus a two-seat passenger section up front, was remade and re-upholstered. The original fold-down metal and canvas bunk bed was also renewed, this vital feature permitting en route driver changes without losing any vital travel time between race weekends and venues across Europe.

The wooden decking was replaced in locking tongue-and-groove South African hardwood, each plank cut to differing widths as original, while storage area planking was renewed with vertical-grain fir. Fabrication on the project was handled by master craftsmen Olle Eriksson, Brad Hand, and Willy Stryker, with two hired-in fabricators. The restoration involved labouring five days per week for some 18 frenetically busy months to complete the task in time for the 2008 Monterey Historics race meeting at Laguna Seca, and the associated Pebble Beach Concours.

Eventually this FIAT-Bartoletti was revived in all its original Reventlow Automobiles Inc team condition, apart from retention of the more practical Bedford turbocharged diesel engine in place of the – in truth – rather feeble original 92bhp FIAT power unit. The replacement engine has since proved capable of powering this FIAT-Bartoletti at an effortless 65mph cruise '...all day long, and it just doesn't notice hills'.



With the two Scarab single-seaters and Mr Orosco's magnificent Scarab sports-racing car loaded on board, this Italian-born American motor racing icon was driven into Laguna Seca's Monterey Historics' paddock to a tumultuous reception from the throng of patriotic enthusiasts. Its appearance that day was described by one observer as being 'Like Moses parting the sea, with every onlooker clapping, waving, sharing high-fives with the truck crew'. Mr Orosco: 'We certainly got a fantastic reception, and it was one of those real lump-in-the-throat moments after such an immense project and such an intense period of really painstaking work. For the Californian fans in particular, this was the Scarab team of our youth revived and alive again at Laguna'.

In a later online search, Mr Orosco found someone selling a bed cover and curtains fashioned from fabric featuring three Scarab Grand Prix cars - one red, one yellow and one blue - among other period Formula 1 models. He then discovered that the vendor's mother had bought them in period from her local Woolworth's store.



Scarab-founder Lance Reventlow's mother Barbara Hutton had been primary heiress to the Woolworth fortune, and it seems that she had the design woven in-period into bedspreads for car-mad kids. Mr Orosco bought the fabric for \$100 as crew accommodation linings for the correctly blue exterior cab curtains that now furnish this remarkable machine.

The current owner purchased the transporter at Bonhams' sale at the Goodwood Revival meeting in September 2015 (Lot 333), since when it has been serviced by JD Classics and the electrical system inspected. The FIAT has been displayed at the Goodwood Revival (2016, 2017), the Goodwood Members meeting (2017, 2018), and Le Mans Classic (2016) where it completed a lap of the circuit.

During its frenetically busy life this FIAT-Bartoletti transporter has carried some truly great cars - the works Maserati 250Fs, the works Scarabs, the works Shelby Cobra roadsters and Cobra Daytona coupés, the quasi-works Ford GTs and so many private Ferraris - driven at World Championship-winning level by such iconic motor racing figures as Juan Manuel Fangio, Jean Behra, Harry Schell, Dan Gurney, Phil Hill, Ken Miles, Graham Hill, and so very many more. Actual competition cars aside, there can be few more significant vehicles in the history of post-war motor racing.

£500,000 - 600,000
€560,000 - 670,000



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

253

2001 LINDSAY LMP675 SPORTS PROTOTYPE

Chassis no. 001

- *Unique sports prototype*
- *3.3-litre Ford V8 engine*
- *Built for the 2001 Le Mans but never raced*
- *In dry storage for 17 years*
- *Requires re-commissioning*
- *Eligible for the Global GT and Sports racing series*



Commissioned by Lindsay International Sportscars Ltd, the Lindsay LMP675 was built by Lester Ray of Harrier Cars in Byfleet for the sole purpose of taking part in the 2001 Le Mans 24 Hours race. The drivers were to be Valentine Lindsay, Peter Hannen, and Rob Wilson, while the team also had designer Ron Tauranac of Brabham fame on board as a consultant.

The LMP675 features an aluminium honeycomb chassis and an engine specially built by Nicholson McLaren Engines. A normally aspirated 3.3-litre Ford V8, this unit started life as a twin-turbocharged 2.5-litre for use in Indy Cars from the Nigel Mansell era. Nicholson McLaren bought all the engines from this series and converted this one into a normally aspirated unit. These engines were later used in a one-make 'Seniors' series with Nigel Mansell driving one of the cars. The gearbox is a NLT Hewland sequential six-speed unit with power flow differential.

The Lindsay passed all the crash tests it was required to undergo for the 2001 Le Mans, being tested exhaustively at Bruntingthorpe, Donington, and Snetterton to great effect. Sadly, the entry for the 2001 Le Mans was considerably oversubscribed and the Lindsay did not get an entry. With the costs of modifying the car to 2002 specification rising inexorably, it was decided to draw a line under the project.

With no other suitable racing categories available for this type of car at that time, the Lindsay was pushed into a garage and has remained there for the past 17 years, not turning a wheel. Although the car is totally complete and was a ready-to-go racer back when this happened, it will require full reconditioning, including overhauling the engine and gearbox, before returning to circuit use. Jarrah Venables, who runs the Global Endurance Legends series for GT and sports prototype racing cars, has confirmed the Lindsay's eligibility for his series, and it would also be eligible for historic sports car racing.

The history file contains couple of hundred photographs of the car being built, and video of it testing at Bruntingthorpe, Donington, and in the wind tunnel at MIRA. A spare set of wheels is included in the sale.

£20,000 - 30,000

€22,000 - 34,000



Ron Taurahac and Rob Wilson at Le Mans test



254

1984 FERRARI 308 GTSI QV TARGA COUPÉ

Registration no. B464 WYU

Chassis no. ZFFLA13C000053235

- Delivered new to Australia via the UK
- Right-hand drive
- Circa 200 miles since acquisition in 2013
- Full service history
- All books and tools





'Fast and exceedingly beautiful, Ferrari's mid-engined 308 is also commendably practical and surprisingly economical.' – *Motor*.

Ferrari's line of highly successful V8-engined road cars began with the 308 GT4 of 1973. Badged as a 'Dino', the all-new 308 GT4 2+2 superseded the preceding Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but there were no complaints about the performance of the 3.0-litre quad-cam V8 engine, which was carried over to its successor.

Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB - Ferrari's second V8 road car - marked a return to Pininfarina styling following the Bertone-designed 308GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the 308 GTB to a top speed of over 150mph (Motor achieved an average speed around the Millbrook test track of 154.5mph despite unfavourable weather conditions).

Produced initially with glassfibre bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 GTB used steel after April 1977. Further developments included the introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole (Qv) model in 1982. An exhilarating driver's car and a Ferrari purist's delight, the 308 GTB and its many derivatives proved a huge commercial success for Maranello with over 12,000 sold. Representing the 308 in its ultimate, Quattrovalvole form, this example of Ferrari's first Pininfarina-styled V8 road car was supplied via the UK importer, Maranello Concessionaires, and delivered new to the first owner in Perth, Western Australia. One of only some 184 right-hand drive models manufactured, this rare car returned to the UK in 1987.

This Ferrari has been in the present ownership for five years; impeccably maintained, it has covered only 200-or-so miles in that period and drives beautifully with no known faults. Driven to the sale, it comes with full Ferrari dealer service history and all receipts for any maintenance and servicing carried out in Australia, the UK, and elsewhere in Europe. The most extensive history file also contains the original service book and folder; all the old MoT certificates; a V5C Registration Certificate; and MoT to June 2019. All the original tools and the original radio are included also.

£70,000 - 90,000
€83,000 - 94,000

255 N

1957 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198042-7500328 (see text)

Engine no. 198980-7500345

- *Delivered new to the USA*
- *Matching numbers*
- *Ownership history known since 1970*
- *Accompanied by a Mercedes-Benz Classic Expert Assessment*





Created to spearhead Mercedes-Benz's return to competition in the post-war era, the 300 SL debuted in the 1952 Mille Miglia, finishing 2nd and 4th overall. Wins in the Carrera Pan-Americana and at Le Mans followed, and the 300 SL was on its way to becoming part of motor sporting legend. The first racers were open-topped but before the '52 season's end the distinctive gull-wing doored Coupé had appeared. Unusually high sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the adoption of coupé bodywork required innovative thinking - hence the gull-wing doors.

Launched in 1954, the production 300 SL retained the spaceframe chassis of the racer and was powered by a 2,996cc, overhead-camshaft, inline six canted at 45 degrees to achieve a lower, more aerodynamic bonnet line. Using innovative direct fuel injection, this state-of-the-art power unit produced 215bhp at 5,800rpm. A four-speed gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round by wishbones and coil springs at the front, with swing axles and coil springs at the rear. It was, arguably, the world's first supercar.

Tested by Road & Track magazine in 1955, the 300 SL accelerated from 0-60mph in 7.4 seconds, going on to achieve a top speed of 140mph - outstanding figures for its day. Clearly the 300 SL Coupé would be a hard act to follow yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners. Conventionally doored, the 300 SL Roadster was first exhibited at the Geneva Salon in May 1957 and would outlive the Coupé by several years. The production of an open 300 SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles.

The Roadster's neutral steering characteristics received fulsome praise from Road & Track in its 1958 road test. 'With the low-pivot rear suspension and more adhesive tyres, the car handles beautifully under all conditions. This is a tremendous improvement over the hardtop models, which had a tendency to oversteer rather violently if pressed too hard.' A 0-60mph time of 7.0 seconds and a top speed of 130mph were recorded, making the 300 SL Roadster one of the fastest convertibles of its time. R&T concluded: 'There is no doubt that the 300 SL roadster is a truly great dual-purpose sportscar, equally at home in traffic and the open road, or on the track,' words that remain equally true today.



According to the factory record information provided with the car, this particular 300 SL roadster was sold new in the USA via Studebaker Packard, who were Mercedes-Benz agents, and was delivered fitted with sealed-beam headlights, Becker Mexico radio, and the optional lower-than-standard rear axle ratio. The original colour scheme was silver-grey metallic with blue leather interior. Its delivery date was 9th October 1957, but as is common with U.S. Studebaker-supplied cars, the original owner's details are not recorded with Mercedes-Benz today.

By April 1970, the Mercedes was the property of G. Stephen Muethe of Dallas, Texas, according to a letter from him stating he has just purchased the car from one Leland J. Dysart, of Dallas. It would seem that Mr. Dysart was also of Eau Gallie, Florida, as he had advertised a 300 SL there in the well-known magazine *Road and Track* late in 1969. At some point between 1957 and 1969, it is thought that the car received accident damage to its left-hand side, which necessitated the replacement of the protruding front left chassis member, which on early 300 SL roadsters is stamped with the chassis number. Instead, the number 300 SL7500328 was stamped on the main front cross member of the chassis, which was where 1958 and later 300 SLs were commonly stamped.

It was stamped in this way when Mr. Muethe applied to join the 300 SL specific Gullwing Group in 1970 as it is mentioned by him in writing to its first President, Ernest Spitzer.

In the present ownership, the car was sent to Stuttgart to be reviewed by Mercedes-Classic for a technical report. They have confirmed that the 300 SL retains original bulkhead chassis plate 198042-7500328, matching numbers engine, original front and rear axles, gearbox and bodywork, noting that the left front does show evidence of accident repair and that the steering box while also an original Mercedes unit appears to have been re-stamped with the number that the car would originally have had. All of which tallies with the anomaly of its lacking a number on the front chassis leg.

From Muethe's acquisition, through to the mid-1980s there is much correspondence on file. Initially, these letters detail a very precise restoration of the car, assessing each aspect of the work required, which he completed in 1972. It appears that Muethe sold the 300 SL by 1974, as there is a letter to a Mr. Romans, from the New Jersey chapter of the Gullwing Group inviting him to be a member, and at some point after that it moved north and for a time was owned by Donald A. Luster, based on Chicago's prestigious N. Michigan Avenue in 1976.



The last but one owner's late father bought the car in the USA in California, where he is listed on the DMV records in 1987. The Mercedes was shipped to Norway, where it remained in long term ownership for the next 16 years, during that time the car was subject to some restoration work at London Mercedes dealership Rose & Young Ltd. It remained there until 2014 changing hands then to join an important Danish collection and once again at Bonhams, when it was acquired by the current owners last year.

In terms of condition, the restoration is now a little aged, its interior probably dating from the Muethe restoration, and the paintwork likely from the 1980s. Despite this, the car presents well and has been reported by former owners to be driving well. It also comes with fitted luggage, albeit it is not known if these are period items.

Offered in the iconic original scheme of Silver Grey Metallic, in which it was delivered new, it is accompanied by the large file of history including the recent Mercedes report, several instruction manuals and other factory publications. Alongside their Gullwing predecessor, 300 SL Roadsters are renowned long-distance tour cars, early '57 examples being accepted for many Mille-style retrospectives.

£700,000 - 850,000

€790,000 - 950,000



256

The ex-TWR JaguarSport; Martin Brundle/Alain Ferté/Jan Lammers

1990 JAGUAR XJR-11 GROUP C SPORTS PROTOTYPE

Chassis no. 490



- The last and most successful XJR-11 chassis
- Raced in the Group C World Championship and All-Japan Sports Prototype Championship
- 1st place at Silverstone in 1990

- Fully restored by JD Classics 2017/2018
- Ideal for Historic Group C racing
- Ready to race



1 (main)

Let battle commence! World Sports-Prototype Championship, British Empire Trophy, Silverstone, the Schlesser/Baldi Mercedes-Benz C11, leads (just!) '490' in the hands of Brundle/Ferte at the start of an epic race, 1990. © LAT



3 This important Jaguar is one of just three XJR-11 prototypes built for the World Sports Car Championship and the most successful example. Despite Jaguar having dominating the 1988 World Championship and won the 24 Hours of Le Mans, it was becoming clear that the normally aspirated V12-engined TWR Jaguars were gradually losing competitiveness, especially in view of the shorter sprint events that FISA were introducing. Cars powered by the latest turbocharged engines, which were lighter and more compact, were gaining the upper hand, and in response TWR JaguarSport (a collaboration of Walkinshaw's TWR and Jaguar) started the development of a suitable V6 engine for the 1989 season. The project would be overseen by the legendary Ross Brawn, later Ferrari Team Principal and founder of his own Formula 1 team. Jaguar's new engine was based on the Cosworth-designed V64V engine originally intended for the MG Metro Group B rally car, and which would also be used for the Jaguar XJ220 supercar. The design allowed for two variants: a 3.0-litre engine for the American IMSA series and a 3.5-litre to Group C specification for the World Sports Car Championship. Of all aluminium construction, the 24-valve V6 engine weighed just 143kg and was fitted with two Garrett turbochargers, delivering a maximum power output of around 750bhp in 3.5-litre Group C specification.



2
 '490' on its way to a terrific 1st place
 FIA Sports Prototype World
 Championship, British Empire Trophy,
 Silverstone, 1990.
 © LAT

3
 Ross Brawn, then Jaguar Technical
 Director and Tony Southgate
 Designer, mastermind another race
 win, Silverstone, 1990. © LAT





To exploit the more compact dimensions of the new V6, JaguarSport's Tony Southgate designed an all-new chassis, which would be known as the XJR-10 for the IMSA series and the XJR 11 for the Group C entries. The engine was mated to a five-speed gearbox that served as a fully stressed structural member and helped stiffen the chassis, which was essentially an evolution of the successful XJR-6/8/9 carbon fibre monocoque. Suspension was by double wishbones, with the front springs and dampers actuated by pushrods and the rears mounted outboard. This unconventional set-up freed up more space for the ground-effect tunnels, which significantly increased downforce and grip levels. Indeed, such was the improvement that many racing drivers have commented that a Group C Jaguar offers an unparalleled driving experience.

While the XJR-10 debuted at Lime Rock in May 1989, the Group C specification XJR-11 had its first race at Brands Hatch in July. Expectations were high when the car of Jan Lammers and Patrick Tambay qualified in pole position. However, like its IMSA counterpart, the XJR-11 faced stiff competition from the Sauber Mercedes team with their hugely powerful V8-engined 'Silver Arrows', and could do no better than 5th. Sadly, disappointment was to be a recurring theme throughout the 1989 season as the team was dogged by misfortune for most of the year.



In spite of considerable improvements undertaken by TWR and Jaguar, the 1990 season started no better with a disappointing result at Suzuka. The next race on 29th April was held at Monza and saw the debut of the third and last XJR-11, chassis '490', which was driven by Martin Brundle and Alain Ferté to a highly creditable 3rd place against the formidable Mercedes C11s. This performance encouraged Walkinshaw, who was confident that the XJR-11's superior handling would have greater impact on other lower-speed circuits, such as Silverstone, the location for the next round of the Championship. For this race, '490' had its wide-track nose fitted, and Walkinshaw's earlier confidence was amply justified with Brundle and Ferté taking 1st place in chassis '490' and TWR JaguarSport securing a one-two victory in front of a jubilant home crowd. Unfortunately, the success of Silverstone was not to be repeated at Spa, but Brundle and Ferté managed to qualify 3rd before their race was curtailed by an electrical fire. The next appearance for '490' was at Dijon, where Brundle, fresh from his Le Mans victory, qualified 2nd and finished 5th.

In August, the car was renumbered and raced at the Nürburgring as chassis '1190'. This entry brought another 3rd place finish, a result which Brundle and Ferté appeared to have repeated at Donington until they were frustratingly disqualified following a refuelling error. The last two races of the 1990 season at Montreal and Mexico City were similarly plagued by misfortune, but the car put up strong performances in qualifying with a grid position of 3rd at Montreal and pole position at Mexico City. For these last two races, Brundle was paired with Jan Lammers, and the pair had the satisfaction of leading the winning Sauber Mercedes C11 of Mass/Schumacher at Mexico City before they retired. In spite of the disappointments over the year, TWR JaguarSport still finished runners up in the team championship, which was due in large part to the successes achieved by Brundle and Ferté in chassis '490'/'1190'.

Following rule changes for the 1991 season, which prohibited turbocharged engines, the XJR-11s were replaced by the Formula 1-inspired, V8-engined XJR-14s, and chassis '1190' moved to the All-Japan Sports Prototype Championship where it reverted to its old chassis number '490' and raced with the livery of its sponsor, Suntec. Over the course of the 1991 season, the car was entered in six races, three of which were at Fuji and one each at Suzuka and Sugo, securing a 6th at Sugo and 7th at Fuji against strong competition.

After the 1991 season, chassis '490' was restored by TWR and sold to a private collection. While there it was carefully maintained before re-entering Historic Group C racing in the 2000s, competing with much success. The car was retired in 2010 and subsequently underwent a full restoration from the monocoque upwards by JD Classics. It now provides a wonderful opportunity to acquire a correct and historically important TWR Jaguar that secured its type's only win and was driven by two of the top sports car drivers of its time. Offered in wonderful condition, this race-ready car would be an excellent contender for Patrick Peter's Historic Group C Series and a sure front runner.

£1,200,000 - 1,500,000

€1,300,000 - 1,700,000

1990 RACE HISTORY - DRIVERS: BRUNDLE, FERTE, LAMMERS

DATE	CIRCUIT	RESULT
29/4/90	Autodromo Nazionale Monza	3rd in place
20/5/90	Silverstone Circuit	1st in place
3/6/90	Circuit de Spa-Francorchamps	DNF
22/7/90	Dijon-Prenois	5th in place
19/8/90	Nürburgring	3rd in place
2/9/90	Donington Park	3rd in place
23/9/90	Circuit Gilles Villeneuve	DNF
7/10/90	Autodromo Hermanos Rodríguez	DNF

1991 RACE HISTORY - DRIVERS: NIELSON, MARTINI, KROSNOFF

DATE	CIRCUIT	RESULT
5/5/91	Fuji Speedway	DNF
21/7/91	Fuji Speedway	DNF
25/8/91	Suzuka Circuit	DNF
16/9/91	Sportsland SUGO	6th in place
6/10/91	Fuji Speedway	7th in place

4 (main)
FIA World Sports-Prototype Championship,
Mexico, Brundle/Lammers sharing '490' lead the
Jochen Mass/Michael Schumacher Mercedes-Benz
C11 at the start of the race, 1990.
© LAT

5
Later in the race '490' dramatically locks up going
into turn 1 as it snatches the lead from the Jochen
Mass/Michael Schumacher Mercedes-Benz C11.
© LAT



257

1957 JAGUAR XK150 3.4-LITRE COUPÉ

Registration no. NIW 150

Chassis no. S824030DN

- Fully restored in 2015
- Little used since completion
- Very good condition throughout



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. 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 XK150 'S'. 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.

'NIW 150' was the subject of a 'ground upwards' restoration in 2015 and has seen very little use since the rebuild's completion in June of that year. The current owner has always kept the car inside a well-ventilated 'Carcoon' within his garage, and it has always started 'on the button'. This XK will have had a full service and, although no longer a legal requirement, will have a fresh MoT at time of sale. The car also comes with restoration invoices and a V5C document. It should be noted that the engine has been changed at some time in the past.

£55,000 - 65,000

€62,000 - 73,000

258

1960 SADLER FORMULA JUNIOR MONOPOSTO

Chassis no. n/a

- 1960 Sadler Formula Junior Monoposto
- Rare Canadian-built Formula Junior
- One of an estimated six survivors of 12 built
- Restored in 2012
- BMC A-Series engine
- Eligible for Monaco and Goodwood



'A front-engined car built by Bill Sadler of Sadler Cars in Ontario using BMC components and engine with offset transmission. It had a multi-tubular chassis, aluminium body, and wire wheels. An attractive looking car, almost "Vanwall" in appearance, particularly around the cockpit.' – Bernard Cowdrey, 'Formula Junior Racing Cars Remembered'.

As its name so aptly suggests, Formula Junior - announced in 1958 - was the main 'feeder' racing class for Formula 1 and other more senior forms of motor sport in the early 1960s. This car is was one of a batch of approximately twelve Formula Junior cars built in Canada by Bill Sadler, of which it is believed half still exist. Bill Sadler's father owned Sadler Auto Electirc, and his son was an enthusiastic modifier and builder of cars from his teenage years. Later he built a number of racing sports cars, and was an early adopter of the small-block Chevrolet V8 and mid-engined layout. Sadler's Formula Juniors used a tuned version of the 1,098cc BMC A-Series engine, found in many of the British manufacturer's products, and its associated four-speed gearbox, both of which this car has.

This Sadler was purchased from the USA in 2009. When it arrived in the UK it had some inappropriate brake modifications, which were put back to Formula Junior specification. It was then used for two seasons after which a complete restoration was undertaken, the very strange nose cone being replaced with one closer to the original. The mould for this is included in the sale.

Following the restoration, which was completed in 2012, a friend of the vendor rang to say that Bill Sadler was restoring a Formula Junior and would like to visit to re-familiarise himself with the car as he had not seen one for many years. He was very pleased with the restoration and signed the bodywork to show his approval.

This Sadler was raced regularly for some years but has not been used for the last two seasons. We are advised that it is all in very good condition and that the engine has done fewer than 300 miles since being rebuilt, while the tyres have done approximately 550 miles. Competitive in its last race, this ultra-rare Canadian-built Formula Junior is eligible for various historic race series and events including Monaco and Goodwood.

£35,000 - 45,000
€39,000 - 50,000

1966 ALFA ROMEO GIULIA GTC CABRIOLET

Registration no. KGO 346D

Chassis no. 760054

- *Ultra-rare right-hand drive model*
- *The 54th of 99 made*
- *Professionally restored in the mid/late 1990s*
- *Strengthened bodyshell and upgraded brakes*



Launched in 1963, the Giulia Sprint GT featured classically stylish four-seater coachwork designed by Bertone's Giorgetto Giugiaro, though this was now manufactured not by Bertone but at Alfa's new factory at Arese. Beneath the skin the new coupé utilised the recently introduced 105-Series Giulia TI saloon's five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - early cars excepted - all round disc brakes. The Sprint GT came with 106bhp on tap (up from the TI's 92bhp courtesy of two twin-choke Weber carburettors) an output sufficient for a top speed of around 112mph. Improvements to the inlet ports characterised the more-powerful (109bhp) engine of the Sprint GTV (or GT Veloce) introduced for 1967.

One of the rarer variants was the limited edition GTC cabriolet, the only four-seater convertible in the Giulietta/Giulia family, only 999 examples of which were produced between 1964 and 1966. Subtly restyled by Touring of Milan, the GTC featured a slightly more sloping tail, larger boot, wind-up rear quarter-lights, and a hood that folded unobtrusively into a recess behind the rear seats. Exhilarating driver's cars, the Sprint GT range was an immense success for Alfa Romeo, enjoying a 14-year production run lasting until 1977.

This rare Giulia GTC is the 54th of 99 right-hand drive models made; the whereabouts of only 12 others are reliably known. The car was discovered in a hangar at Stansted Airport in 1983, and between 1993 and 1998 was comprehensively restored by Richard Norris and Richard Banks (Alfaholics) while the engine was totally rebuilt by Bob Dove. At the same time, the chassis was strengthened using a factory kit plus deeper and stronger inner and middle sill sections, making for greatly reduced scuttle shake. In addition, the suspension was lowered by 1". Body panels were supplied by Spider's Web of Norfolk, and the hood by Steve Makita, while the boot lid was specially fabricated from two GT lids. The brakes were upgraded from Dunlop to ATE. Other departures from standard include the rear bumper (original one-piece type unobtainable); the front grille, which has an additional bar (original unobtainable); and the interior, which was re-trimmed in the 1990s.

The Alfa was subsequently owned by Adam Wilder (1998-2003) and then by the present owner to date. Always kept garaged, the car comes with a comprehensive history file containing sundry bills and a full complement of MoTs. A must for any Alfa collector, this stylish convertible possesses a V5C registration document and comes MoT'd to July 2019.

£65,000 - 75,000
€73,000 - 84,000

1966 MERCEDES-BENZ 220 SE COUPÉ

Registration no. WLX 32G
Chassis no. 1110222082863

- *Ordered new with every available extra*
- *Three owners from new*
- *Circa £50,000 spent on improvements*



This Mercedes-Benz 220 SE Coupé was ordered new from the factory by Mr C J Hudson in January 1966 for his retirement and delivered to him in Germany, where he was then resident. The car was ordered in right-hand drive configuration with every extra offered by the factory at the time (see below). As the car was delivered in Germany, it had to have its speedometer in kilometres in order to be legal, and this remains in place. The original service book and the original driver's manual are both available, with the former recording the first service at 450 kilometres carried out by Josef Spielvogel KG in Bergheim-Zieverich, Germany, which is still in existence today as a Mercedes-Benz dealership.

In 1969, Mr Hudson moved back to the UK and thereafter had the car serviced at Mercedes-Benz Great Western Road and at a specialist Mercedes garage in Portman Close, Baker Street, London. In 1983, when the 'mileage' was some 51,000 kilometres, he sold the car to the present owner. Thereafter the car has been serviced almost exclusively by Steve Redfearn, the prominent Wimbledon-based marque specialist for the Type W111 Mercedes-Benz.

In 1990, needing a deposit for a house, the present owner sold the car to a Mr Haydon, who continued to have it serviced by Steve Redfearn. Mr Haydon in turn decided to sell the Mercedes in 2004, whereupon it was repurchased by the current owner. Thus the car has had three owners from new, with the current vendor having owned it for a total of 19 years.

The current owner is selling now simply because he has acquired another W111, this time a V8-engined model, and has insufficient garage space for both cars.

In total, and excluding overseas invoices, over £50,000 has been spent since 1990 keeping the car in perfect condition, including having the front seats re-upholstered in original Mercedes leather by a marque specialist in 2008. The engine was rebuilt by Steve Redfearn some 10,000 kilometres ago, and virtually all servicing and maintenance invoices are available for inspection.

Restored in 2006, and without question one of the finest of its kind in the UK, this beautiful Mercedes-Benz coupe is finished in Oyster Gold with full black leather interior. Noteworthy factory options include green tinted glass, Behr air conditioning, power assisted steering, automatic transmission, metal sunroof (manual), and headrests. The provision of updated air conditioning internals is the only notified deviation from factory specification.

Accompanying documentation consists of an old style logbook, sundry restoration invoices, a V5C Registration Certificate, and MoT to March 2019.
£50,000 - 70,000
€56,000 - 78,000

261

**1961 JAGUAR 'SERIES 1'
3.8-LITRE LIGHTWEIGHT REPLICA
COMPETITION ROADSTER**

Registration no. 981 YUD

Chassis no. 876211

- Alloy monocoque and alloy body panels
- JD Classics' 'High-Torque' alloy-block 3.8-litre competition engine
- Four-speed all-synchromesh race gearbox
- Winner at the Algarve Classic Festival, Portimao, 2016
- Prepared for the 2018 historic racing season





Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs). In fact, all 12 lightweight E-Types constructed in period were built from scratch with aluminium bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence, albeit with an 'S' chassis number prefix.

To create the 1963 lightweight version, the E-Type's steel monocoque tub and outer body panels were remanufactured in aluminium and the engine dry-sumped and fitted with an alloy cylinder block, 'wide-angle' head and Lucas mechanical fuel injection, producing in excess of 300bhp. The production four-speed gearbox was used initially before a ZF five-speed unit was adopted towards the end of 1963. '4 WPD', the works development E-Type racer campaigned by John Coombs and driven by Graham Hill, was converted to lightweight specification and served as the prototype.

The 12 cars built by the factory were intended for the use of competition orientated Jaguar dealers or specially selected private entrants. Two of them, campaigned by Peter Lindner (Jaguar's Frankfurt distributor) and Peter Lumsden, were fitted with a revised, low-drag tail section devised by aerodynamicist Malcolm Sayer, the man responsible for the standard production E-Type. This move to a more aerodynamic design had been prompted by the fact that although the GTOs had proved beatable on British short circuits, on faster tracks and in events of longer duration they decisively held the upper hand.



As is so often the case with exotic, limited-edition competition cars, the Lightweight's desirability and rarity has led to the creation of numerous replicas, there being many more such E-Types in existence today than there ever were in period. Finished in British Racing Green with black interior, this example boasts JD Classics' latest-generation 'High-Torque' alloy-block 3.8-litre competition engine, with wide-angle 35/40-degree cylinder head and triple Weber carburettors, which drives via a four-speed all-synchromesh race gearbox.

This Lightweight has been completely restored to current FIA competition specification and features an alloy monocoque; alloy body panels; lightweight peg-drive wheels; fire system; and the latest JD Sport single adjustable dampers, etc. Used by Jaguar Heritage Historic Racing in selected races during the 2012 season, it won at the Algarve Classic Festival, Portimao in 2016 and has been prepared for the 2018 historic racing season. A rare opportunity to purchase a highly competitive, race-winning car. A selection of race photographs accompanies the car.

£250,000 - 300,000

€280,000 - 340,000



262

1934 MG MAGNETTE KN SPORTS TO 'K3' SPECIFICATION

Registration no. MG 4119
Chassis no. KN0261

- Believed cut down and supercharged in 1947
- Restored in 2013
- Newly rebuilt engine
- VSCC buff form



'The K3 Magnette must rank in the history books as the most famous and successful of all the record breaking MGs. With only 33 examples produced during 1933 and 1934 this car alone gave an incredible boost to the marque and established MG firmly in the forefront of the world motor racing and record breaking league.' - Richard Monk, *The MG Collection*.

The K series of Magnette sports cars was announced at the London Motor Show in 1932, the racing K3 being based on the short-wheelbase chassis of the two-seater K2 roadster. The Ks used an overhead-camshaft six-cylinder engine similar to that of the existing Magna series, but downsized to 1,087cc to gain entry into racing's 1,100cc Class G, success in which was considered vital by MG boss Cecil Kimber. For the K series, MG's long-stroke 'six' received a cross-flow cylinder head and in the K3's case induction was by means of a Power Plus supercharger driven off the crankshaft nose and fed by a single SU carburettor. Power - up to 120bhp could be obtained depending on the state of tune - was transferred to the road wheels via an ENV Wilson pre-selector gearbox.



During the winter of 1932/33, two K3 prototypes were tested - one on the Monte Carlo Rally and the other in Italy in preparation for the forthcoming Mille Miglia. One of the toughest challenges in motor sport, the latter had been dominated by Italian makes and a home victory in the '33 event was considered a foregone conclusion. Unfancied MG entered a team of three K3s driven by Early Howe/Hugh Hamilton, George Eyston/Count Lurani and Henry Birkin/Bernard Rubin, confounding the pundits with an astonishing 1st and 2nd finish in their class as well as the team prize. This magnificent victory vindicated Kimber's decision to build the K3, which remained at the very top of its class in international motor racing for the next few years and today is one of the most sought after of all MGs.

Originally a KN Magnette, 'MG 4119' was first registered in 1934 by University Motors, Chelsea and used as their demonstrator. Believed cut down and supercharged in 1947, it has carried a body thought to have been taken off 'K3020' (which is available with the car, buyer to collect) and has been raced and hill climbed. The MG was purchased by the current vendor around 25 years ago, having previously been owned by Peter Green before he purchased 'K3011'.

Treated to a 'ground upwards' restoration in 2013 (bills available), 'KN0261' carries a beautiful and stunning Miglia Mille slab-tank body, with C-type scuttle top and dashboard, Miglia Mille internal exhaust with the important K3 features. The car is finished in red with matching leather interior, the paintwork being described as excellent with a lovely patina. Newly rebuilt, the fast spec, supercharged engine incorporates a new 1,100cc K-series block, N-type cylinder head, and coil ignition, and drives via a large pre-selector gearbox.

Offered with VSCC buff form, 'KN0261' represents a wonderful opportunity to own a convincing and well specified evocation of the famous K3 Magnette racer, which has spent the majority of its life in its current form.

£150,000 - 170,000

€170,000 - 190,000

Keith Richards



263

The ex-Keith Richards

1972 FERRARI 246 GT COUPÉ

Registration no. GYL 157N

Chassis no. 03354

- *Owned by Keith Richards from new until 1986*
- *Many years in a prestigious Japanese private collection*
- *Engine rebuilt in 2015*
- *Believed genuine circa 30,000 miles from new*
- *With authenticating letter from The Rolling Stones' Tour Manager*






The acquisition of an iconic luxury or sporting motor car has long been established as a milestone in the career of the aspiring rock star. In the case of Keith Richards, legendary lead guitarist with The Rolling Stones, this Ferrari Dino was one of a succession of such cars owned and enjoyed over a tumultuous career spanning some six decades. Given Keith's often wild driving - he famously crashed his Bentley Continental 'Blue Lena' (sold by Bonhams in 2015) more than once - it is nothing short of miraculous that any of his cars survive.

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, the body was now steel, and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M', and 'E', these designations reflecting detail changes in the specification.





Rolling Stones Records

Brabazon & Company,
8, Reece Mews,
London N.W.7.


26th April 1986

REGISTRATION NO. GYL 157N

This car was purchased new in 1972 in California, United States of America by Mr. Keith Richards... Mr. Richards has been the sole owner of this vehicle and the recorded mileage of 25,122 (Twenty five thousand one hundred and twenty two) miles is correct and original.


Alan Dunn
for and on behalf of MR. KEITH RICHARDS

〒510-8111
三重県三重郡川越町大字吉田825番地
ヴィンテージ宮田自動車株式会社
TEL059-364-0608 FAX059-364-6711



2, Murio Terrace, London SW10 0DL
Tel: 01 362 0005 Telex: 914985 Stone



Keith took delivery of this Ferrari Dino new in 1972 and used it frequently when The Rolling Stones were on European tours.

Alan Dunn, The Rolling Stones Tour Manager, recalled: 'On these European tours of the 1970s, the band would fly to each gig and Keith, who avoided flying whenever he could, would choose to drive the Dino, frequently arriving at the band's hotel in the middle of the night. The majority of the Ferrari's mileage in Keith's ownership was covered in this way.'

Keith had covered some 25,000 miles in the Dino before it was sold in 1986 to a prestigious private collection in Japan. The Ferrari remained in Japan until 2014 when it returned to Europe and was purchased at a Monaco auction by another rock star, Liam Howlett, co-founder of The Prodigy.

The engine was then rebuilt (in 2015) by renowned marque specialist Joe Macari, and the following year the Dino was sold to the current owner. The latter advises us that the car has been maintained and serviced with no issues arising, and that the alternator was changed two years ago. The current mileage total of circa 30,000 is believed genuine.

'GYL 157N' is beautifully finished in Argento (silver) with Nero (black) leather interior, and sits on period-correct Cromodora alloy wheels. Offered with a UK V5C registration document, Japanese export certificate, and a letter from The Rolling Stones' Tour Manager Alan Dunn confirming Keith Richards' ownership, this highly collectible Dino represents an exciting opportunity to own not only a significant Ferrari but also a very significant piece of rock music memorabilia.

£300,000 - 400,000

€340,000 - 450,000



264

1953 JAGUAR XK120 DROPHEAD COUPÉ

Registration no. JBK 75

Chassis no. 667092

- One of only 294 right-hand drive dropheads
- Only two owners since 1958
- Engine fully rebuilt by Sigma Engineering
- Outstandingly original 'time warp' condition





'We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days' - William Heynes, Chief Engineer, *Jaguar Cars*.

The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which only 294 were right-hand drive dropheads like that offered here. Introduced in 1953, late in the XK120 production run, the drophead coupé is considered by many enthusiasts to be best of the breed, retaining the original open roadster's lines while boasting much greater practicality and refinement courtesy of its wind-up windows, opening quarter lights, heater, improved ventilation and a permanently attached lined Mohair hood, all of which had been first appeared on the fixed head coupé in 1951.

Finished in Battleship Grey with red interior, this XK120 was supplied in November 1953 via Henlys, London to its first owner, a Mr Leonard Reginald Snook of Portsmouth, and is considered to be one of the most original dropheads in the UK. From 1958 until the present day the car has had only two registered owners, the last change being in 2003, and it has not been offered for public sale during this entire period of time.

After a long period of inactivity, the XK has been painstakingly conserved over the last few years with every effort being made to retain its originality. Mechanically, the car has been maintained with all new parts as required including a new stainless steel exhaust system, alloy fuel tank, new hubs, drums and brake components, and most importantly a full rebuild of its original engine by the renowned XK specialists Sigma Engineering. The vendor states it is in superb mechanical order (one small change being a single 12-volt battery) and appears to have never had a single panel replaced or welded repair.

The 'time warp' interior is totally original down to the smallest detail. The rear window, exclusive to the XK120 DHC, is intact and while the outer hood fabric was replaced, probably some 40 years ago, the interior lining is untouched. The original leather seats are wonderfully preserved, and while the woodwork is darkened with age and the original carpets are showing signs of wear, the car is a 'time capsule' and must surely be enjoyed as is and kept in its present condition. A remarkable XK120 showing a mere 50,000 miles on the odometer, 'JBK 75' comes with its original buff logbook and current V5 registration document.

£95,000 - 110,000
€100,000 - 120,000

1960/1997 AC ACE ROADSTER

Registration no. YFH 54

Chassis no. SABTVRO3727134839 (see text)

- *Built from a genuine Ace chassis and components purchased from the AC factory*
- *Lightweight factory bodywork*
- *Special aluminium cylinder head and magnesium competition gearbox*
- *Overdrive transmission*
- *Completed in 1997*



In the 1970s, this Ace's owner was restoring an AC Aceca, '8 HPL'. During the restoration he made many visits to AC cars in Thames Ditton and got to know the Service Manager, Fred Larrimore. In 1981 AC Cars were closing their Thames Ditton factory, and he was able to buy the chassis from an Ace that had been dismantled and returned to the stores (see invoice on file). Fred Larrimore provided nearly all the parts to complete the car, pointing out that these were not necessarily from the Ace chassis in question but that they were of contemporary Ace origin.

The parts included aluminium bodywork comprising front and rear wings; front quarters and internal panels including the inner wheel arches, boot sides and floor; and also the main bulkhead panels front and rear with some of the minor fill-in panels. Other body parts included unused superstructure tubing to make up the body, and also included the bonnet, boot, and door frames. The rear wings were made from 18-gauge aluminium rather than 16-gauge, and apparently had been made for a lightweight competition Ace that was never constructed.

The body was completed on an Ace 'buck' by Aubrey Finburgh at Classic Autos, including the in-fill panels between the wings. The superstructure was completed by Tom Bowhill of Cheltenham, who also attached the bodywork to the frame.

A new cockpit floor was made together with door panels, boot, and bonnet, all attached to the ex-works tubular framework. At this time the main scuttle tubing was changed to stainless steel to prevent corrosion from the open ends that are exposed to the road. The small tubes that secure the inner wishbone pins likewise were changed to stainless as the inner wishbone pins tend to seize in the mild steel ones and become extremely difficult to remove.

The parts from the factory included all the running gear and transmission. The transmission included an AC lightweight competition gearbox (magnesium casing) and a standard ENV differential. All the suspension parts are of factory origin, including wishbones, uprights, stub axles, etc. The braking system with Alfin drums is factory, as is the steering mechanism that includes an original wood-rim steering wheel (these were made by the 'Cheltenham Shopfitting Company' now long gone). An overdrive was added after the car's completion.

The AC engine supplied with the parts was not of the correct type, being a UMB saloon unit. In discussions with Peter Duckett of AC Cars, the vendor was told that, according to the works 'bible', the engine originally in this chassis was 'CLBN 2422', which was removed and ended up in chassis 'AE1171'.



Numbered close to the original, an appropriate engine ('CLBN 2410') was obtained from Nigel Dawes and rebuilt by Rod Briggs. Very importantly, this engine is fitted with one of only three aluminium cylinder heads made by the works. The whereabouts of the other two is not known. Fred Larrimore stated that the head was the one used by Bob 'Sideways' Staples in his racing Ace (AE01 previously sold by Bonhams) and returned to the works when a valve spring broke. It was included in the spare parts purchased by the vendor. The valve spring was replaced and with shims to line up the rocker arms (the aluminium head is about 1 mm longer than the cast-iron one and this alters the rocker standard spacing) plus a new camshaft.

The seats are factory items but needed alteration from Ace 2.6 (or Cobra?) to Ace shape. With the exception of the ammeter, all the instruments are factory. New cotton-insulated wiring has been employed in the reconstruction. The hood and frame are proprietary items, while the tonneau is factory but was for a left-hand drive car and has been converted. The windscreen is a curved late Ace style purchased from the factory and fitted in a frame made by Brasscraft. An original flat screen and frame is available. An aluminium fuel tank was purchased from the factory. The exhaust manifold is a copy of the original one fitted to the vendor's Aceca and was made by Len Hartley, who used to make manifolds for Formula 1 racing cars.

A number of such manifolds were made for ACOC members. John Tojeiro was taken for a ride in the completed Ace around the Cambridge Lanes and commented that the roadholding was 'better than he remembered'.

On completion the car had been registered as 'DMT 70'. Unfortunately, it transpired that the DVLA did not agree that the vendor of the registration number 'DMT 70' actually owned it (although this was disputed). After lengthy discussions with AC Cars and the DVLA, and following an inspection of the car, it was agreed that the Ace was an exceptional case and that an age-related number ('YFH 54') could be allocated.

During this time, Fred Larrimore signed a sworn affidavit confirming that the car was a genuine AC chassis and that the chassis number was believed to be 'AE1172'. This was corroborated in a letter from the AC factory. However, the chassis had not been stamped and accordingly the DVLA issued its own number, which is present on the AC factory chassis plate.

This Ace won the AC Owners' Club's Willoughby Trophy for the Best Amateur rebuild in 1999, and the Porter Shield at the Bugatti Owners' Club's Concours in 2012. It has featured in the ACOC magazine and is listed in the ACOC AC Ace Register as 'AE1172'. Photographs of the car under reconstruction may be found in the history file together with a detailed list of the parts used in its construction and their origin.

£150,000 - 180,000
£170,000 - 200,000

266

1972 FERRARI 365GTC/4 BERLINETTA

Coachwork by Pininfarina

Registration no. CAU 741K

Chassis no. F101AC101 15543

- One of only 500 built
- One of only 31 UK right-hand drive cars
- 35 years with its first owner
- Maintained regularly by recognised specialists
- Circa 46,000 miles from new
- Outstandingly original 'time warp' condition



'Each new Ferrari model brings some noteworthy advance over previous ones. The GTC/4's is mechanical refinement. Less mechanical thrash comes through from the engine room than in any previous Ferrari, and the controls are smoother and lighter than ever, making the car deliciously easy to drive well. And the lack of mechanical clatter does not deprive us of entertainment; there's just the right amount of purr from the four tailpipes, and when working hard in its upper rev range the engine sings the familiar and beautiful V12 song.' - *Road & Track*.

A short-lived interim model that bridged the gap between production of the 365GT 2+2 and 365GT4 2+2, the 365GTC/4 was first shown at the Geneva Motor Show in 1971. A contemporary of the awe-inspiring Daytona, the 365GTC/4 used a similar chassis and a wet-sump version of the former's 4,390cc four-cam V12 in a slightly lower - 320bhp - state of tune, which was coupled to a conventional five-speed gearbox rather than the Daytona's transaxle.

Cylinder heads revised to accommodate side-draught carburettors enabled stylist Pininfarina to achieve an elegant, low profile bonnet line. 'In all, a graceful, clean and understated design with subtleties one discovers only by looking it over carefully. One might say this model is a Ferrari for the mature enthusiast,' observed *R&T*.

Altogether more civilised and easy to drive than the heavy Daytona, the rapid 365GTC/4 came with ZF power steering and servo-assisted brakes as standard, the option of air conditioning, and an especially luxurious interior featuring individual reclining front seats and occasional rear seats. In spite of the increasing emphasis on refinement, the 365GTC/4 gave nothing away to its rivals in the performance stakes, racing through the standing quarter mile in under 16 seconds on its way to a top speed in excess of 150mph. By the time the model was withdrawn in October 1972, production had totalled only 500 units, making the 365GTC/4 eminently collectible today.



Of the 500 Ferrari 365 GTC/4's produced, only 41 were right-hand drive cars and this example is one of a mere 31 delivered new to the UK. Chassis number '15543', was ordered through Maranello Concessionaires on 13th October 1971 and sold via Sytner of Mapperley to its first owner, a Mr Michael Home, on 6th June 1972. Remarkably, Mr Home kept the Ferrari until 2007, by which time the odometer reading was a little over 40,000 miles. The car has been maintained regularly by specialists such as Sytner, Graypaul, and Shiltech, and since Mr Home parted with it has had only three additional private owners, who between them have added 6,000 miles to the total.

As one would expect of such a low mileage example, the degree of originality is exceptional, and the car comes with its original leather wallet, parts book, Voxson 8-track stereo (with electric antenna) and tool kit. The Ferrari presents beautifully in its original Marrone Colorado with beige leather interior, and comes with an excellent history file containing correspondence between the factory and the original dealers, numerous invoices, MoT certificates, and notes from the original owner. A fabulous opportunity to acquire a true 'time warp' example.

£170,000 - 230,000

€190,000 - 260,000



267

2009 LAMBORGHINI MURCIÉLAGO LP 670-4 SUPER VELOCE COUPÉ

Registration no. LF09 UFA

Chassis no. ZHWBE81H3ALA03854

- One of only 185 made (out of a planned 350)
- Imported from Singapore
- 'e-Gear' semi-automatic sequential transmission
- Circa 6,525 miles from new
- Freshly serviced by H R Owen



'So given that the 6.5-litre engine produces a thundering 663bhp at 8,000rpm and 487lb/ft at 6,500rpm, it's hardly surprising to discover that the performance is quite a long way the other side of impressive. Think 0-60mph in 3.2sec and 0-100mph in under seven and only then will you get an inkling of what it feels like to open the accelerator in second gear and hold it there for a while.' – *Autocar* on the Murciélago SV.

Successor to the Diablo and Lamborghini's flagship model, the Murciélago 'hypercar' was introduced in 2001 for the 2002 model year, and like its forebears was named after a famous fighting bull. The Murciélago was Lamborghini's first new design for 11 years and also the Italian company's first since its acquisition by the Volkswagen Group's Audi division in 1998.

The angular, Luc Donckerwolke-styled coupé was very low, boasting a roof height of just under 1.2 metres, and featured distinctive 'scissor' doors that swung upwards and forwards when opened. A combination of carbon fibre, steel, and aluminium was used for the chassis/body, while the suspension featured the supercar-standard double wishbones all round. The Murciélago's power unit was a longitudinally mounted 6.2-litre V12, an engine that could trace its ancestry back to the very first Lamborghini of 1964.



As installed in the Murciélago, this formidable unit produced 572bhp, which was delivered to the ground via a six-speed manual gearbox and four-wheel drive, while an active rear wing and active air intakes, deployed automatically when required, helped keep the Murciélago stable at its circa 200mph top speed.

Roadster and up-rated LP 640 models followed, the latter powered by a 6.5-litre version of Lamborghini's long-running Giotto Bizzarrini-designed V12 and available with 'e-Gear' semi-automatic sequential transmission. Brakes that faded after repeated high-speed decelerations had been one of the original Murciélago's weaknesses, so the LP 640 could be ordered with carbon ceramic stoppers costing an additional £7,780.

There were various limited edition variations on the theme before the ultimate Murciélago – the LP 670-4 Super Veloce (SV) – made its debut at the Geneva Motor Show in 2009. As its nomenclature suggests, the LP 670 came with 670PS (661bhp) on tap, while its weight was significantly reduced by more extensive use of carbon fibre. Previously an option, the powerful carbon ceramic brakes with their six-piston callipers were standard on the SV.

'You can sense the reduction in weight more than the increase in grunt in virtually everything the SV does, right down to increased power and response under brakes,' declared Autocar. 'Dynamically it takes the game at least one notch forward compared with the LP 640. Which is no mean achievement.'

Lamborghini claimed a top speed of 209mph (336km/h) for the Murciélago SV, though to realise the car's full potential it needed to be fitted with the optional smaller rear wing, in which case the fortunate driver could expect to see 212mph (341km/h) registering on the speedometer.

Production of 350 SVs was planned, though in the event only 186 were completed out of a total Murciélago production of a little under 4,000 cars. Finished in black with matching interior, the example offered here was imported into the UK from Singapore. Noteworthy features include 18" alloy wheels, climate control, and a Kenwood in-car entertainment system.

The speedometer was changed to an 'MPH' unit at time of importation and the car stickered to record the removed unit's reading of 10,243km (6,365 miles). We are advised that only some 160 miles have been covered since then, making the total mileage from new circa 6,525. Freshly serviced by H R Owen and presented in generally excellent condition, it represents a wonderful opportunity to acquire a fine example of this ultra-rare modern supercar.

£220,000 - 260,000
£240,000 - 290,000

268

**1963 CHEVROLET CORVETTE STING RAY
'SPLIT WINDOW' COUPÉ**

Registration no. ATL 417A
Chassis no. 30837S107352

- *Rare first year 'split-window'*
- *Freshly restored*
- *Iconic design*
- *Four-speed manual transmission*





To say that the Sting Ray's arrival for 1963 caused a sensation would be grossly understating its impact on the North American sports car market. Such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Designed by Art & Colour Studio chief Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer by designer Larry Shinoda, and for the first time there was a Gran Turismo coupé in the range.

Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the work of Chevrolet Chief Engineer Zora Arkus-Duntov, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride. Controversial at the time, the coupe's divided rear screen would last for one year only; many cars were subsequently converted to one-piece glass, making the survivors with this feature, such as that offered here, the most collectible of all 1963-67 Corvettes.

Other notable firsts for the '63 Corvette included optional leather upholstery, air conditioning, and knock-off wheels. A 327ci (5.4-litre) V8, the base engine came with 250 horsepower on tap though there were, as usual, numerous more powerful options. This particular car has the superior 300bhp engine and four-speed manual transmission combination. A little over 21,000 Sting Rays were made in 1963, the production split being roughly 50/50 coupé/convertible.

Left-hand drive, as were all Corvettes at this time, this collectible and rare first-year 'Split Window' Sting Ray was purchased from a private collection having been treated to a 'last nut and bolt' restoration to show condition in 2017/2018. Only a minimal mileage has been covered since the rebuild's completion and the car remains in excellent condition. Finished in Riverside Red with matching vinyl interior, this stunning Corvette Sting Ray is offered with sundry restoration invoices, MoT to March 2019, and a V5C Registration Certificate.

£110,000 - 140,000

£120,000 - 160,000

269

1958 JAGUAR XK150 ROADSTER

Registration no. 141 XUY

Chassis no. S830705

- *Left-hand drive*
- *Matching numbers*
- *Recent 'body off' restoration*
- *Only a few shakedown miles since completion*





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. 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.

One of 2,173 left-hand drive roadsters out of a total XK150 production of 9,398, this matching-numbers example benefits from a recent 'body off' restoration and has covered only a handful of shakedown miles since completion.

£100,000 - 140,000
€110,000 - 160,000

270

**1957 BENTLEY S1 CONTINENTAL
2-DOOR FASTBACK**

Coachwork by Mulliner

Chassis no. BC55BG

Engine no. BC54B

- *Current ownership since 1982*
- *Circa £65,000 worth of improvements*
- *A modern magic carpet*
- *The height of sporting luxury*



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

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



With the arrival of the final generation of six-cylinder cars - the all-new Silver Cloud and Bentley S-Type - the Continental lost some of its individuality but none of its exclusivity. Eulogising about the new S-Series cars, introduced in April 1955, The *Autocar* wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' Later, in October that same year, the Bentley Continental became available on the 'S' chassis. 'It brings Bentley back to the forefront of the world's fastest cars,' *Autocar* remarked of the H J Mulliner-styled fastback which, arguably, was the quickest four/five-seater saloon of its day.

The S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms. The Continental version came with shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand 'change, manual transmission. As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car, the designs produced by independent coachbuilders for the S1 Continental chassis being among era's the most stylish, although – arguably – none ever improved on H J Mulliner's sublime original.

This 'modern magic carpet' was sold new to one R Hambro, very possibly a member of the eponymous banking dynasty. The car was originally finished in black with tan interior, and was first registered as 'ULP 739'. The current vendor acquired the Continental in July 1982 and has been its custodian for the last 36 years. There are receipts on file totalling £65,000 for work carried out since 1988, much of it by Bentley specialist William Medcalf of Liss, West Sussex. Significant works carried out over the course of the last 30 years include a repaint in silver in 1998; woodwork and brightwork refurbished in 2001; interior re-trimmed in blue leather with headlining and boot lining renewed in 2007; automatic gearbox overhauled in 2015; hubcaps re-chromed in 2017; and the distributor converted to electronic ignition that same year.

In recent years 'ULP 739' has successfully undertaken tours of the UK, Ireland, and the South of France, and has attended Wimbledon complete with picnic. At time of consignment the Continental performed faultlessly: the engine started promptly and ran quietly and smoothly, while the transmission worked correctly and sweetly. The height of sporting luxury in its day, this Beautiful S-Type Continental is offered with a comprehensive history file containing numerous bills for servicing and maintenance; a quantity of expired MoTs, tax discs, and insurance valuations; a V5C Registration Certificate; and MoT to July 2019.

£300,000 - 350,000
£330,000 - 390,000

1990 AC COBRA 427 S/C ROADSTER

Registration no. 5847 AC

Chassis no. CSX4009

- One owner
- Autokraft-built chassis and body
- Ford 427 FE new-old-stock 'crate' engine
- Engine professionally blueprinted and rebuilt
- Circa 1,800 miles since completion in 2003
- Pictured in *Cobra – The First 40 Years* by Trevor Legate (page 209)



Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Convinced that a market existed for an inexpensive sports car combining European chassis engineering and American V8 power, Le Mans-winning Texan racing driver Carroll Shelby concocted an unlikely alliance between AC Cars and the Ford Motor Company. The former's Ace provided the simple twin-tube chassis frame - designed by John Tojeiro - into which was persuaded one of Ford's lightweight, small-block V8s. It was discovered that the latter was lighter than the six-cylinder Ford Zephyr unit that AC was using yet with vastly greater potential. To cope with the projected power increase, the Ace chassis was strengthened with heavier gauge tubing and supplied fitted with four-wheel disc brakes. Weighing a mere 1½cwt more than a Bristol-engined Ace yet endowed with double the power and torque, the Cobra turned in a breathtaking performance, racing to 60mph in 4.4 seconds and reaching the 'ton' in under 12, exceptional figures by early 1960s standards and none too shabby even today.

The 260ci (4.2-litre) prototype first ran in January 1962, with production commencing later that year. Exclusively for the USA initially, Cobras - minus engines - were sent from England to be finished off by Shelby in California, and it was not until late in 1963 that AC Cars in Thames Ditton got around to building the first fully finished cars to European specification. After 75 cars had been built, the 289ci (4.7-litre) unit was standardised in 1963.

Rack-and-pinion steering was the next major up-date; then in 1965 a new, stronger, coil-suspended chassis was introduced to accommodate Ford's 427ci (7.0-litre) V8, an engine that in race trim was capable of producing well in excess of 400bhp. Wider bodywork, extended wheelarch flares and a bigger radiator intake combined to create the definitive - and much copied - Cobra 427 look. Keeping ahead of the competition on the racetrack had been the spur behind Shelby's adoption of the 427 engine, though some cars to 'street' specification came with Ford's less powerful 428ci hydraulic-lifter V8. Competition and semi (or 'street') competition (S/C) versions used the 427. Only 1,000-or-so Cobras of all types were built between 1962 and 1967, 356 of them the ultimate 427 version.

Production recommenced in 1980 under the auspices of Brooklands-based Autokraft, which had acquired the AC name, trading as AC Cars (Brooklands) Ltd. The MkIV Cobra employed the same chassis as the preceding MkIII and continued to use Ford V8 engines. Autokraft was granted exclusive use of the Cobra name in 1985, and production of the car continued into the 1990s.

Prior to the closure of AC Cars (Brooklands) Ltd in 1996, Brian Angliss's Autokraft had constructed a number of Cobras to original specification, the car offered here being one of only four 427 S/C models. Nearly all were supplied as rolling chassis with aluminium bodies, as was this car. When AC Cars went into receivership, this car was seized by the bailiffs and sold at auction to help pay off the company's debts. It was purchased at that auction by the current vendor, together with various Cobra parts.



The engine now in the car is an original 427 FE unit sent over from the USA in 1965 for a powerboat project but never used. Still in its 'Ford of America' crate, it had been purchased by the vendor in 1986 and had been in his possession, looking for a home, for many years before the Cobra came along. Stripped and blueprinted by renowned V8 engine builders SD Racing Services, the engine incorporates big-valve cylinder heads; solid valve lifters; a Lakeland steel bell housing; and a McLeod racing clutch assembly. Once it had been reassembled, the engine was dynamometer tested by Peter Knight Racing Services.

The Cobra was then assembled by Gerry Hawkrigde of Hawk Cars using original 1966 parts and new components to original specification. The body was then prepared and painted by Prestige Paint Perfection, the bill for this work alone totalling over £13,500. Specification highlights include 48IDA Weber carburettors; alloy racing brake callipers; aluminium competition radiator; 42-gallon long-range fuel tank; original top-loader gearbox; Aluminium limited-slip differential; and Halibrand alloy wheels - 7½ front/9½" rear – shod with Goodyear racing tyres. Only some 1,800 miles have been covered since the build was completed in 2003, and this mighty Cobra remains in generally excellent condition, MoT'd and ready to enjoy.

£120,000 - 160,000

€130,000 - 180,000



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

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1951 JAGUAR XK120 ROADSTER

Registration no. FEA 738

Chassis no. 660618

- *One of only 1,175 right-hand drive roadsters*
- *Only three owners from new*
- *Very rare factory trafficators option*
- *Outstandingly original condition*



'We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days' - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coachbuilt, aluminium panelled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! In conjunction with the Pressed Steel Fisher Company a new all-steel panelled body was developed, which retained the fabulous looks of the coachbuilt original while differing in minor external details. Beneath the skin the steel car was entirely different and it would take some 20 months of development before manufacture could begin.

The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming Mark VII saloon. A 3.4-litre 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. It went into a chassis that was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring William Heynes' torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price.



Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.

The XK120 was produced until 1954 and would prove to be the most popular of the XK series with 12,078 examples built, of which only 1,175 were right-hand drive roadsters like that offered here. A significant XK120, 'FEA 738' has had only three owners from new, the second of whom enjoyed the car for more than 44 years. A quite superb, cherished and un-restored example, the car is finished in its original factory livery of Suede Green with matching leather interior, and has the wing-mounted 'semaphore' trafficators – a very rare factory option. This car also retains its original tools, tonneau, side screens, and handbooks, and comes with a large history file containing the original purchase invoice, original buff logbook, Jaguar factory service records up to 1965, and tax discs dating back to the 1960s.

£120,000 - 150,000
€130,000 - 170,000



273

The ex-Ecurie Ecosse

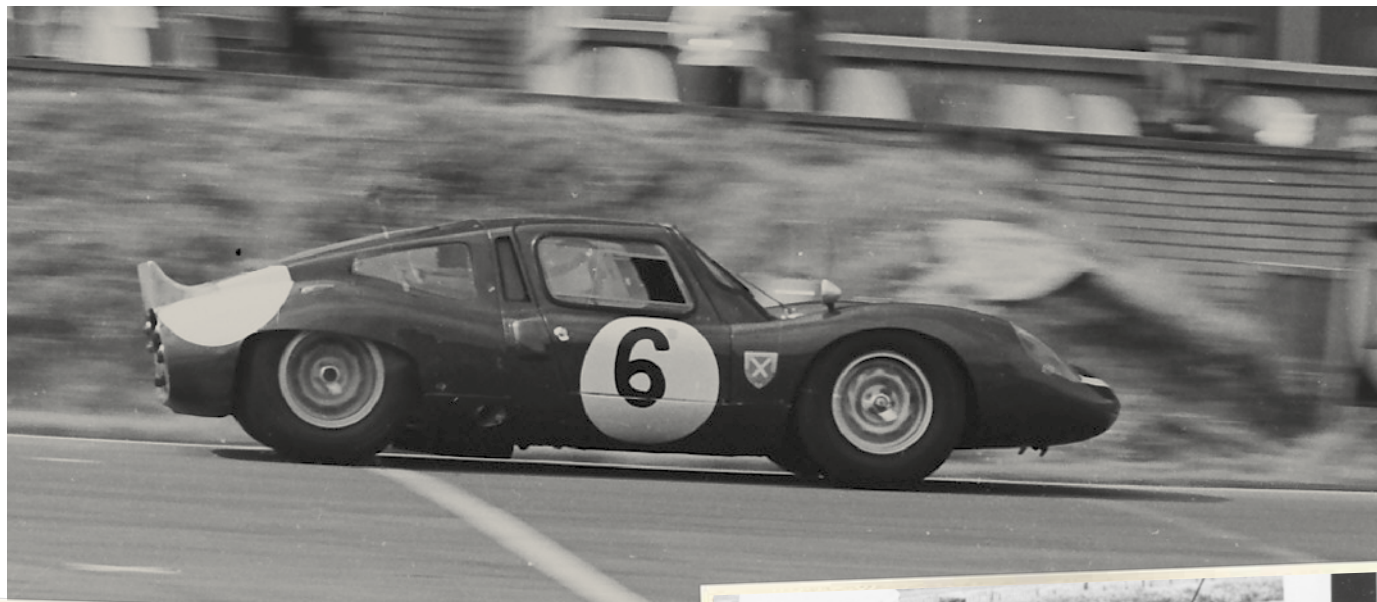
**1962 TOJEIRO EE-FORD
ENDURANCE RACING COUPE**

Chassis no. TAD-1-64

- *Built for the famed racing team*
- *Raced by Jackie Stewart*
- *Ford Shelby Cobra powered*
- *Trendsetting coupe design*

Stewart in the pits at the GP Brands Hatch meeting, 1964
© Graham Gauld





Veteran Scottish motor racing writer Graham Gauld's history of Ecurie Ecosse – published 1992 – describes how thirty years earlier, in a letter to team backer Major Thomson, David Murray declared: "...my scheme this year (1962) is to cooperate with John Tojeiro in producing two cars for the Le Mans race. As you know I have a 2½-litre Coventry Climax engine and I feel that this engine in a Coupe body could do well in the GT Prototype class".

David Murray went to invite specialist competition car constructor John Tojeiro to dinner in his Cambridge Street, Edinburgh, flat. He outlined his ideas and John Tojeiro responded by suggesting he could use his existing Formula Junior Tojeiro chassis design, suitably widened and strengthened, as the basis for a new rear-engined Coupe. Within days, on February 28, 1962, David Murray entered the as yet non-existent car for Le Mans that year...

Senior Ecurie Ecosse team mechanic Stan Sproat was detailed to work with John Tojeiro at his Barkway premises, building two new chassis in parallel. Graham Gauld relates how the available five-speed gearbox from the team's set-aside Cooper Monaco sports-racing car would mate with the 2½-litre Climax FPF 4-cylinder twin-cam engine, but it was rather heavy. Apart from an expensive Italian Colotti transaxle there were few other transmissions then suitable to match a rear-engined chassis layout.

The contemporary Hewland Formula 2 gearbox was not man enough to handle the torque of the 'four-banger' Climax engine, so John Tojeiro and Stan Sproat pressed ahead with construction of a chassis tailored to the Cooper transmission, and since the team had only one such gearbox the second car could not be completed to run at Le Mans that year, as had been planned.

Sixteen special Tojeiro-designed wheel castings were ordered and some discussion over enlarging the Climax engine to the contemporary 2.7-litre 'Indianapolis' or 'Tasman' capacity ended with it being left – economically – at the standard 2,496cc. Commercial artist Cavendish Morton – who had styled the preceding Tojeiro sports car bodies, was commissioned to produce a body shape for this new Ecurie Ecosse or 'EE' Coupe project. According to his own account, Cavity Morton was never paid as had been agreed by David Murray, despite submitting his invoice for "Designing body for GT Tojeiro EE - £26 5 shillings". In fact Graham Gauld settled the debt 29 years later during production of his book on the team's history...



In March 1962, David Murray tried hard to bring his 1956 Le Mans winner Ninian Sanderson back into the legendary Scottish team back at the Sarthe to share the new Tojeiro EE-Climax Coupe with Tommy Dickson, but he preferred a TVR instead (which became an early retirement). David Murray by then had turned to veteran journeyman driver Jack Fairman...

This exciting project rapidly ran out of time before the 24-Hour race that June. Extra hands were hurried to the Tojeiro workshop at Barkway to complete the lone race entry and its sister EE Coupe which was to be taken along as a source of major spares, short of engine and gearbox.

Specialist racing car body builders Williams & Pritchard had been expected to produce the aluminium panels with which to clothe these new Ecurie Ecosse Coupe cars. But when the company decided they could not meet Murray's target deadline the project was completed instead by Wakefield's of Byfleet who built the aluminium bodies in just six weeks. Hasty completion of the first car left the rear tyres fouling its body paneling while the radiator mounting and pannier fuel tanks also required modification. The front-mounted spare wheel did not fit beneath the original bonnet which had to be re-rolled at Barkway for extra clearance.

Unpainted, both new Coupes were finally shipped to France at 4.30pm on the Monday preceding the great race, with the paint and spray equipment accompanying them in the team's famous Commer transporter. On a wet road near Sevenoaks, Kent, the Commer skidded and hit a wall, the impact also denting the new EE Coupes' panels inside...

All was repaired and finalised at Le Mans just before scrutineering. The exciting looking EE Coupe was then accepted in every respect apart from a wooden box test when had to pass into the cockpit through the door. It simply would not fit, but as David Murray later told the Ecurie Ecosse Association, the ACO scrutineers "...were very decent...they said that if we could get the door to open a little wider they would allow the car to race, so we changed the hinges on the door and they let us through..."

In the 24-Hour race the Flag Metallic Blue EE Coupe with its Climax engine behind the cockpit ran well for eight hours and although forced to retire when its Cooper gearbox engaged two gears simultaneously, locking solid, it was the second-best placed British car at that time.



John Coundley aboard TAD-1-64, Brands Hatch, 1964.
© Steve Wyatt www.thequilterhousecollection.co.uk



On the journey home to Edinburgh, Graham Gauld relates how the "...battered transporter called into Charterhall, where a club race meeting was taking place, complete with the chassis and body for the second Tojeiro on the upper deck..."

The Le Mans race car was then prepared to compete in the 50-lap August Bank Holiday Guards Trophy International race at Brands Hatch. Conditions that day were dreadful, and in torrential rain Jack Fairman spun and rolled the Ecosse car. Damage was not too serious, but it capped a difficult season for the team and late in the year David Murray determined to gain some much need positive publicity by using the repaired Tojeiro EE Coupe to attack FIA 1-Hour and 100km speed records at Monza Autodrome in Italy.

Jack Fairman drove but the attempt had to be abandoned when a broken oil pipe sent the car smoking into the pits. David Murray told the press present that this 'fire' rendered further running impossible, but the sad truth was that he simply didn't have the funds to stay at Monza any longer. According to Graham Gauld the episode's only concrete achievement was to set the highest speed yet by such a car around the Monza Pista de Alta Velocita speedbowl – 152mph.

Meanwhile, interest had been growing in adapting production-based American V8 engines for installation in the two Tojeiro EE Coupes for 1963. Stan Sproat read about a new alloy-block lightweight V8 engine produced by General Motors. He recognised its evident potential – pre-dating interest shown by Bruce McLaren and Teddy Mayer in founding their McLaren sports car marque around such a power unit... and indeed by the Rover company which adopted the 3.5-litre GM V8 engine as the basis for its own production unit in the 3500 and SD1-series saloon cars.

Plans were laid at Merchiston Mews – the Ecurie Ecosse HQ in Edinburgh – to convert one EE Coupe to accept one of these new lightweight aluminium-block 3.5-litre Buick V8s, which could be mated to a Chevrolet Corvair transaxle-type gearbox. On November 12, 1962, writing to Major Thomson, David Murray recommended sale of the old Cooper Monaco, suggesting that "...the proceeds of sale of the Cooper Monaco might be used to finance the purchase of the Buick engines (including the additional parts for conversion into racing engines) and the two Corvair gearboxes which will also require modification". But the Major demurred, preferring to have the Climax engine returned from Merchiston Mews for refitting into his Cooper Monaco.



John Coundley behind the wheel, Archie Scott Brown Trophy Race, Snetterton, 1964
 © Steve Wyatt www.thequilterhousecollection.co.uk



Regardless, at least one Buick V8 was acquired by the team and converted by Stan Sproat to dry-sump lubrication and tuned to produce as much as 228bhp compared to the unit's standard 140bhp. For 1963, trimming his Ecurie Ecosse programme to a series of club and national races only, David Murray signed-on former team driver Jimmy Stewart's promising young brother, Jackie. Doug Graham would also be considered as a team driver for the Tojeiro while the second Tojeiro EE Coupe chassis became the first to be fitted with the Buick V8 engine and Corvair transmission.

Jackie Stewart won one race and finished second in another at Charterhall on June 30, 1963 but in July at Snetterton the car was crashed by Doug Graham. The original ex-Le Mans ex-Climax FPF-engined car was also converted to Buick V8 power and on June 23, 1963, it was driven by Tommy Dickson to finish fourth in one race at Oulton aerodrome, then retired from another that day when driven by local star Jimmy Blumer.

This car finished second at Charterhall driven by Tommy Dickson, retired at Snetterton when Jackie Stewart made his debut in it, and was then placed 14th at Silverstone in the hands of Doug Graham. Back at Snetterton on August 5, 1963, Jackie Stewart won with the car, following up with a third at Snetterton two weeks later, then retirement from a race at Oulton Park on August 31.

At the end of the season the Ecurie Ecosse Association took space in *Autosport* magazine to advertise the team's 'Success in Development' – citing the Tojeiro-Buick's new outright GT lap record at Oulton Park and race win at Goodwood. The sister EE Coupe had also been completed with a Buick V8 engine, being similarly campaigned until it was equipped with a larger and more powerful 4.7-litre Ford V8 engine for 1964. This is the basis of the car now offered here, it having been converted into an open-cockpit sports-racing car for the 1966 season, at which time the sister Tojeiro EE-Buick Coupe was – according to Graham Gauld's team history – "...sold to a Canadian for £1,140 which included delivery charges to Liverpool...".

The 1964 record of the Tojeiro EE-Ford Coupe – driven most notably by emergent Scottish star driver Jackie Stewart at the outset of his meteoric career, and later by the experience Lister-Jaguar exponent, John Coundley – was as follows:

May 2 – Silverstone – Jackie Stewart – 6th
 May 18 – Goodwood – Jackie Stewart – Retired
 July 11 – Brands Hatch – Jackie Stewart – 3rd
 July 19 – Snetterton – John Coundley – Retired
 September 27 – Brands Hatch – John Coundley – FIRST
 October 4 – Brands Hatch – John Coundley – 2nd.



After the Tojeiro EE-Ford Coupe was cut down into a sports-racing car for 1966, the removed roof panel from the Tojeiro EE-Ford Coupe was eventually given to Edinburgh-based special builder Jack Fisher, who built it into his Fisher Special, as raced by Ed Labinjoh.

The cut-down Tojeiro EE-Ford V8 handled well and had plenty of power, going well at Silverstone driven by new Ecosse driver Bill Stein before its crownwheel-and-pinion failed. The car was then entered for the sports car race supporting the 1966 British Grand Prix at Brands Hatch, where poor Stein was lucky to survive an horrendous crash at the bottom of Paddock Hill.

The damaged Brands Hatch car was acquired by Phil Brewer from Berwick-on-Tweed with whom it remained for some 20 years. Subsequent owner Bob Kerr had the chassis straightened by specialist Ken Nicholls and the car passed subsequently to Ecurie Ecosse's modern-era saviour, Scottish enthusiast Hugh McCaig. He subsequently sold the car to the present vendor in 1993. It was stripped and entrusted to leading restoration specialists Crosthwaite & Gardiner, who rebuilt and strengthened the multi-tubular chassis frame, and rebuilt the car overall to incorporate the original roof acquired from Jack Fisher. Brian Wingfield completed the project, the revived Tojeiro EE-Ford then being tested at Snetterton by touring car legend, the late David Leslie.

As now offered here this intriguing rear-engined competition Coupe is described by the vendor as being in "A1" condition, with freshly rebuilt engine, a new gearbox, and new brakes. It has been raced in recent years in Historic events at Snetterton, Knock Hill, in the support race for the British Grand Prix at Silverstone, and in the Whitsun Trophy at the Goodwood Revival Meeting.

It is offered here complete with a spare gearbox, two spare wheels (one front and one rear) and a history file. Most crucially, it is offered complete with new RACMSA/FIA HTP papers, rendering such a rare endurance racing rear-engined Coupe highly attractive to organisers of the World's leading Historic motor sport meetings. Ownership therefore provides an instant ticket "to the top table". How David Murray would have approved...

£400,000 - 500,000

€450,000 - 560,000

274

1964 ASTON MARTIN DB6 SPORTS SALOON

Registration no. BTU 20F

Chassis no. DB6/3292/R

- Automatic transmission
- Power assisted steering
- Restored in 2015
- Wonderful condition



'If you want a truly British driver's car, the ultimate development of a continuous line of thoroughbreds from the Vintage era to the present day, there is nothing in quite the same field as the Aston.' – *The Motor* on the Aston Martin DB6, 26th November 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 was introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle 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.



'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' revealed Motor magazine, concluding that the DB6 was one of the finest sports cars it had tested. 'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

It is an irony that, having brought the original DB4 concept to perfection in the form of the DB6, Aston Martin chose to change direction with the larger DBS and successor V8-engined models. Today the accomplished DB6, despite being the most evolved and practical of the original DB family is also, somewhat paradoxically, the most affordable.

Equipped with the optional automatic transmission and power assisted steering, this DB6 has been the subject of a bare-metal restoration, which included a mechanical overhaul and was completed in 2015 (photographs on file). The workmanship's high quality needs to be seen to be appreciated, and the car is reportedly a delight to drive. Presented in generally very good condition, the Aston has formed part of a prominent private collection in the South of England and has been very well cared for. It is finished in opalescent blue with a matching blue leather interior, and comes with a V5C registration document, MoT to July 2019, and a history file.

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

£200,000 - 250,000

€220,000 - 280,000

275

**1959 JAGUAR XK150 SE 3.4-LITRE
DROPHEAD COUPÉ**

Registration no. MSU 701

Chassis no. S838017

- *Ex-USA*
- *Left-hand drive*
- *Matching numbers*
- *Rare factory close-ratio gearbox*
- *Believed genuine circa 38,500 miles from new*





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.

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.

One of only 662 drophead coupés made, this example of one of the most sought-after of XK150 variants is an ex-USA car that spent much time in California before returning to the UK - in excellent condition - in 1988. The car is finished in black with matching hood and contrasting red leather interior, the latter delightfully original, while other noteworthy features include a rare factory close-ratio four-speed gearbox and body-coloured 16" wire wheels shod with Avon radial tyres. All in all this is an excellent usable car that would make the basis of a wonderful restoration.

£100,000 - 130,000
£110,000 - 150,000

276

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

Registration no. 533 UYW

Chassis no. 876192

- *Among the finest examples we have encountered*
- *Delivered new to the USA*
- *Left-hand drive*
- *Matching chassis and engine numbers*
- *Recently restored by renowned marque specialists XK Engineering*
- *Getrag five-speed gearbox*



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

There have been few better summaries of the Jaguar E-Type's manifest virtues than John Bolster's, penned for *Autosport* shortly after the car's debut in 1961. Introduced in 3.8-litre form, the E-Type caused a sensation when it appeared, with instantly classic lines and a 150mph (241km/h) top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.



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

According to its accompanying Jaguar Heritage Production Record Trace Certificate, this particular example - chassis number '876192' - was built on 23rd November 1961 and despatched to Jaguar Cars' New York distributor eight days later. Originally finished in Carmen Red with black leather and matching hood, it was supplied new by Falvey Motors of Ferndale, Michigan to a W H Mansfield. Relocated to the more car-friendly Californian climate thereafter, the E-Type was repatriated by the vendor during late 2014 on the understanding that it was 'rust free' and retained 'all factory sheet metal, no cut out or replacement panels'. Said to be a 'nice driver' at the time, the E-Type was nevertheless entrusted to renowned marque specialist XK Engineering of Coventry with instructions that they restore the car to its former glory.

Stripped back to bare metal and re-profiled as necessary, the bodywork was then painstakingly re-sprayed in its original Carmen Red, while the interior was re-trimmed in black, likewise to factory specification. The wiring, fuel system, exhaust, brakes, steering, and suspension all received attention, with numerous components being refurbished and repainted. The brightwork was renewed or re-plated, and a brand new black hood installed. Considerable time and effort was spent on ensuring that the opening panels (bonnet, boot, doors) fitted properly and sat well within their apertures. Rubber seals were replaced throughout and the wire wheels shod with fresh Avon tyres. In keeping with XK Engineering's ethos, the wood-rim steering wheel was refurbished rather than replaced because it was deemed to be the one with which the car had left Browns Lane.

Crucially retaining its original 'matching numbers' engine, this E-Type has been upgraded with one of Getrag's five-speed manual gearboxes (Jaguar four-speed 'box included). Not long emerged from XK Engineering's workshops, '876192' is a testament to their craftsmanship and worthy of the closest inspection.

£150,000 - 200,000
€170,000 - 220,000

277 N

2017 FERRARI LAFERRARI APERTA

Chassis no. ZFF86ZHT5H0223362

- *The ultimate evolution of the groundbreaking LaFerrari*
- *One of just 210 examples made Worldwide*
- *Stealth 'Nero Daytona' over Black and Red Interior*
- *Just one owner until 2018, and less than 510 kms from new*
- *A true Ferrari masterpiece and instant collectible car*







6,262cc DOHC 48-Valve V12 Hybrid Engine
Electronic Engine Management with KERS
963hp at 9,000rpm
7-Speed Dual-Clutch Transaxle
Independent Suspension with Magnetorheological dampers
4-Wheel Carbon Ceramic Disc Brakes

Following the immense success of Ferrari's hybrid-electric hypercar - the LaFerrari - the open-top LaFerrari Aperta was introduced in 2017 as an even more exclusive model of the revolutionary and über high-tech Ferrari model. With only 210 examples built, the Spider version offered the same staggering performance but with the addition of an open-air driving experience. Amazingly, Ferrari engineered a removable top for the LaFerrari hardtop, while keeping the same coefficient of drag and rigidity as the coupe. Offered exclusively to preferred Ferrari clients, every allocation of the Aperta was filled before the world was introduced to the car in 2017.

Powered by a normally aspirated 6.3-Litre V12, which could put out 800bhp, the internal combustion engine was no longer the sole source of energy/power. It was accompanied by the arrival of the Hybrid Kinetic Energy Recovery System, which appeared on F1 cars in 2009.

As on those they were determined would provide not only the reductions in emissions and fuel consumption, but also provide the performance boost that was seen on the racetrack in their single seaters.

The hybrid KERS chosen was itself subjected to rigorous refinement to shave some 50kg off its expected 200kg added weight. The effect of the system they created is nothing short of staggering in terms of performance, long term suppliers Magneti Marelli providing two electric power units to separately power the wheels and ancillaries.

The electric motor's 120 kilowatts, which equate to roughly 163hp work in harmony with the V12's 800bhp, providing unheard of acceleration at lower speeds and protecting the upper rev bands for outright speed, a mind numbing 9,250 rpm redline point.

The resulting car was nothing short of spectacular, staying true to its bloodline, with two-wheel drive configuration. Its power combination driving through a seven-speed dual clutch transmission, provided lightning quick acceleration, with astounding performance specifications on paper.





Each time Ferrari has elected to produce the ultimate sports car of its day, they have produced something totally out of the box, fresh, innovative, striking and individual. As nothing had prepared the world for the looks of an F40 or Enzo, the statement made by LaFerrari had to match that. They chose to work in house, a rare step aside from their relationship with Pininfarina, Ferrari Centro Stile's Flavio Manzoni being responsible for the exquisite design which is both striking and modern, yet gives nods to the heritage of the marque.

This extremely exclusive LaFerrari Aperta - one of only 210 examples worldwide - was hand built at Ferrari's Maranello-based factory in March of 2017 and delivered new to the UAE. Beautifully presented in Nero Daytona livery, the exterior of this Aperta is complemented with a heavily optioned carbon package, 20-inch forged wheels finished in black, and yellow brake calipers.

Looking inside this stunning LaFerrari Aperta, the interior is trimmed in Pelle Nera with Dettagli Rossi accents and stitching, including the red Cavallino emblem stitched into the headrests. This superb example is also fitted with Ferrari telemetry, a 4-point safety harness, and a sport exhaust. At the time of cataloguing, the Aperta has only 503 km logged on the odometer, and has formed part of a prominent Dubai-based supercar collection since it left the Ferrari factory.

An instant collectible with extreme rarity, the Ferrari LaFerrari Aperta's monumental performance figures reflect the culmination of 70 years' worth of Ferrari motorsports heritage, continually pushing the limits of automotive engineering. This beautiful, low mileage example offers the chance to join a group of extremely exclusive Ferrari ownership.

We are pleased to announce this vehicle is fully UK duties paid.

£5,000,000 - 6,500,000

€5,600,000 - 7,300,000



278 N

2015 FERRARI LAFERRARI COUPÉ

Chassis no. ZFF76ZHT4F0214127

- *The Pinnacle of Ferrari's Supercar Heritage*
- *Striking Gunmetal Gray Metallic over Black and Red Interior*
- *Just one owner until 2018, and less than 5,900 kms from new*
- *An F1-derived marvel of engineering and design*



6,262cc DOHC 48-Valve V12 Hybrid Engine
Electronic Engine Management with KERS
963hp at 9,250rpm
7-Speed Dual-Clutch Transaxle
Independent Suspension with Magnetorheological dampers
4-Wheel Carbon Ceramic Disc Brakes

"We chose to call this model LaFerrari because it is the finest expression of our company's unique, unparalleled engineering and design know-how, including that acquired in Formula One."

This is how chairman Luca di Montezemolo summarized the successor to the Ferrari Enzo when it was launched at the Geneva Salon, in March 2013. He would later state that the complete run sold out at the show, with 700 requests for the planned 499 car production run.

It is hard not to consider this as both the zenith and the grand finale of his amazing two decades at the helm of the world's greatest sportscar brand. The following autumn he would announce that he would step down as Ferraris chairman.

"In the decade that had passed since the Enzo started to be delivered, Formula 1 regulations had changed dramatically, technology had adapted, become more 'green' even..." As Montezemolo stated, everything they had learned now went into the new car.

Of course, in many respects it was obvious that a decade of technology would bring the car light years ahead of its predecessor, but it was a carefully thought out process that arrived at the finished article.







Powered by a normally aspirated 6.3-Litre V12, which could put out some 800bhp, the internal combustion engine was no longer the sole source of energy/power. The 'green' aspect was the arrival of the Hybrid Kinetic Energy Recovery System, which had appeared on F1 cars in 2009. As on those they were determined would provide not only the reductions in emissions and fuel consumption, but also provide the performance boost that was seen on the worlds circuits in their Grand Prix cars.

First off, the new car had to be lighter, the goal being a saving of nearly 20%. This was something of a tightrope to walk as they knew the KERS technology was a weight gain. The designers elected to make the car some 900mm shorter than an Enzo, and wherever possible use the same build techniques and ultra-lightweight materials as they were in the contemporary racecars. Every aspect was looked at, details such as a complete reworking of how the seating was built, now the driver would effectively sit on upholstery which was fixed to the cockpit and the pedals and steering wheel would simply allow for driver adjustment, the seat structures themselves were eliminated. Reductions in the thickness of the carbon fiber body panels and even using lighter paint itself bought 17kg.

The hybrid KERS chosen was itself subjected to rigorous refinement to shave some 50kg off its expected 200kg added weight. The effect of the system they created is nothing short of staggering in terms of performance, long term suppliers Magneti Marelli providing two electric power units to separately power the wheels and ancillaries.

The electric motor's 120 kilowatts, which equate to roughly 163hp work in harmony with the V12's 800 hp, providing unheard of acceleration at lower speeds and protecting the upper rev bands for outright speed, a mind numbing 9,250 rpm redline point.

The resulting car was nothing short of spectacular, staying true its bloodline, with two-wheel drive configuration. Its power combination driving through a seven speed dual clutch transaxle, provided lightning quick acceleration, with the following remarkable set of figures:

0-62mph (100kph) in less than 3 seconds
 0-124mph (200kph) in less than 7 seconds
 0-186mph (300kph) in less than 15 seconds



The manufacturer would report a time of 1 minute 19.70 seconds around its Fiorano Test Track, faster than any car they had ever produced, and some 5 seconds faster than an Enzo! While a quarter mile at 9.7 seconds put it faster than both the 918 Porsche and Bugatti Veyron Super Sport.

And then there's the aesthetics to consider. Each time Ferrari has elected to produce the ultimate sports car of its day, they have produced something totally out of the box, fresh, innovative, striking and individual. As nothing had prepared the world for the looks of an F40 or Enzo, the statement made by the LaFerrari had to match that. They chose to work in house, a rare step aside from their relationship with Pininfarina, Ferrari Centro Stile's Flavio Manzoni being responsible for the exquisite design which is both striking and modern, yet gives nods to the brand heritage.

Road and Track's Larry Webster had the privilege of driving a LaFerrari in Maranello the day after Sebastian Vettel had secured a popular win for the tifosi at Hungary, a great day to be at the Ferrari home base.

It's fascinating review of this incredible sports car, begun with "I pressed the starter button, lighting off the V12. A flock of birds evacuated a nearby tree." The performance clearly blew him away... "What happened next is cloudy. Launch mode (stability control off, hold the brake, press the launch button, floor the gas, and release the brake) brings engine revs to about 3000 and aggressively engages the clutch. The wheels spun for maybe half a second before the computer upshifted to second. I remember watching the speedometer increase in 10-mph gulps, a blur of flashing digits. Every upshift banged my head on the seat. The V12 sounded as if it was always pegged at redline. A bridge that had seemed a long way off suddenly appeared overhead."

He concludes "There's a lot of talk nowadays about how civilized sports cars have become. How modern tyres and electronic systems have insulated drivers from the delicate touch that was once required. The LaFerrari stands that notion on end. To be quick, it demands a style that's both aggressive and delicate. An amazing amount of speed is available to even modestly skilled drivers, and the electronics provide a safety net. But only the truly skilled can deploy all it offers.



Every exotic car should have a tinge of risk. It's impossible to quantify—a VBOX can't measure it. But take the LaFerrari where it wants to go, for those extra few seconds, and the fangs come out. And that's exactly how it should be." It's hard to argue with such sentiments...

Offered here is a spectacular example of Ferrari's ultimate supercar to date. Completed at the Maranello-based Ferrari works in 2015, it was liveried in the stealth Gunmetal Gray Metallic with black center paint scheme and trimmed in black with neatly contrasting red accents – just as it appears today. Many options were checked on its original specification sheet including tasteful use of Alcantara and Carbonfibre on the interior, sport exhaust, glossy black painted wheels and much more, making this LaFerrari a true masterpiece of design and engineering. As it stands at the time of cataloguing, just over 5,800 kilometers have been covered, and the car has formed part of a prominent Dubai-based Supercar collection from new until recently. The Ferrari remains in factory original condition, with very light signs of use. The sale of this spectacular Gunmetal Grey Metallic LaFerrari presents an incredible opportunity for an intelligent collector to acquire the pinnacle of Ferrari's road going achievements.

We are pleased to announce this vehicle is fully UK duties paid.

£2,300,000 - 2,800,000

€2,600,000 - 3,100,000



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

279 Ω N

2012 BUGATTI VEYRON 16.4 SUPER SPORT

Chassis no. VF9SG25243M795038

- *Delivered new to Switzerland*
- *Circa 2,500 kms from new*
- *Striking Chocolate Brown over Cognac Livery*
- *Immaculate condition with minimal signs of use*
- *The ultimate evolution of the Veyron*





'The Bugatti Veyron has recalibrated that which can be achieved by the motor car.' – *Autocar*.

To say that the Bugatti Veyron caused a sensation when it arrived in 2005 would be a gross understatement; for here was a car that didn't just rewrite the supercar rule book so much as tear it up and start afresh. All the more remarkable was the fact that the Veyron was the dream of one man: Ferdinand Piech, CEO of the Volkswagen Group, which had acquired the Bugatti brand in 1998. Piech's ambition was to create a car that had 1,000 horsepower at its disposal, could exceed 400km/h (250mph), and cost €1 million. Turning Piech's dream into a reality would prove to be an immensely difficult undertaking, even for a company with Volkswagen's technological resources, and the result would not see the light of day for another seven years.

Designed by Italdesign boss Giorgetto Giugiaro, the first concept car – the EB118 – was displayed at the Paris Auto Show in 1998, featuring permanent four-wheel drive and a Volkswagen-designed W18 engine. A handful of variations on the theme were displayed at international motor shows over the course of the next few years before the concept finally crystallised in 2000 in the form of the Veyron EB 16.4.

The latter was styled in house at VW by Hartmut Warkuß and featured an engine with 16 cylinders and four turbochargers – hence the '16.4' designation. It was named after Bugatti development engineer and racing driver, Pierre Veyron, who together with co-driver Jean-Pierre Wimille, had won the 1939 Le Mans 24-Hour race for the French manufacturer. But this was far from the end of the development process, and it would take another five years and an extensive shake-up of the project's management and engineering teams before production could begin, by which time an incredible 95% of components had been either changed or redesigned.

Effectively two narrow-angle 4.0-litre V8 engines sharing a common crankcase, the 8.0-litre W16 – just – met Piech's requirements, producing a maximum output of 1,001PS (987bhp) and 922ft/lb of torque, figures that would embarrass a current Formula 1 car. With a kerb weight of 1,888kg (4,162lb) the Veyron had a staggering power-to-eight ratio of 523bhp per ton. Tasked with transmitting this formidable force to the ground was a permanent four-wheel-drive, dual-clutch transmission system incorporating a seven-speed paddle-shift semi-automatic gearbox, the latter built by the British company, Ricardo, while to accommodate the Veyron's phenomenal top speed Michelin designed special run-flat PAX tyres.



Piech had specified a maximum velocity of 250mph and the Veyron did not disappoint, with more than one tester – *Top Gear*'s James May included - exceeding the target by a few miles per hour.

To maintain stability at such high speeds, the Veyron has a few aerodynamic tricks up its sleeve, a hydraulic system lowering the car at around 140mph, at which speed the rear wing deploys, increasing downforce. But if the Veyron driver wishes to exceed 213mph (343km/h), he or she needs to select Top Speed Mode (from rest) before joining what is a very exclusive club indeed.

Jeremy Clarkson, reviewing the Veyron for *The Times*: 'In a drag race you could let the McLaren (F1) get to 120mph before setting off in the Veyron. And you'd still get to 200mph first. The Bugatti is way, way faster than anything else the roads have seen.' Yet despite its breathtaking performance, the Veyron contrived to be surprisingly docile at 'sensible' speeds. 'Bugatti says the Veyron is as easy to drive as a Bentley, and they're not exaggerating,' declared *Autocar*. 'Immediately you notice how smoothly weighted the steering is, and how calm the ride is.'

In a market sector many of whose protagonists can only be described a 'hard core', the Veyron contrived to be a remarkably civilised conveyance. 'When you climb aboard the Bugatti Veyron there are no particular physical contortions required of you by the world's fastest car, as there are in so many so-called supercars,' observed *Autocar* describing 'the most exquisite car cabin on earth.' The latter was found to be more than generously spacious for a two-seat mid-engined car, while in terms of interior equipment there was virtually no limit to what the, necessarily wealthy, Veyron customer could specify. Restricted rearward visibility is a frequent bugbear of mid-engined supercars, a problem the Veyron dealt with by means of a reversing camera.

In 2009, an open version of the Veyron – the Grand Sport – was announced, featuring a removable roof panel and 'emergency' soft-top. The following year Bugatti released the ultimate Veyron - the Super Sport - which came with 1,200bhp, 1,100ft/lb of torque, and revised aerodynamics. Only 30 were made, the very last of these truly fabulous cars being that offered here. An open version - the Grand Sport Vitesse - was introduced in 2012.



The SSC Ultimate Aero had taken the Veyron's title of 'World's Fastest Car' in 2007, but the Super Sport would soon put the upstart American manufacturer in its place. The redoubtable James May achieved a top speed of 259.49mph (417.61km/h) on 4th July 2010, and later that same day Bugatti test driver Pierre Henri Raphanel set a new mean best mark of 267.856mph (431.072km/h) at Volkswagen's test track near Wolfsburg in Germany. This had been achieved by deactivating the Super Sport's electronic limiter, which restricts top speed to 'only' 258mph (415km/h), causing some to question the figure's validity. Eventually, the Guinness Book of Records decided that the mark should stand. By the time Veyron production ceased in 2015, Bugatti had built only 450 of these quite extraordinary cars.

As revealed by a plate placed under the hood, the spectacular Veyron offered here is the 38th Super Sport specification model to have left the state-of-the-art Bugatti plant in Molsheim, France. Upon completion, this remarkable vehicle was delivered new to a very lucky individual in Switzerland. Any Veyron is truly a sight to behold, and this example is no exception with its striking exterior color combination of chocolate brown with black trim accents.

The interior is equally dazzling with exquisite cognac-colored and brown hides and luxurious fabrics covering nearly every surface within. More recently, the Bugatti entered a prominent, Dubai based individual's collection of supercars. With just under 2,500 kilometers on the odometer at the time of cataloguing, it is safe to say that the vehicle has lived a pampered life and presents as near to factory original condition as possible. As is standard with Bugattis of this vintage, the car was not built to a certain geographical specification, so is considered a 'world-car'.

The Super Sport is truly a landmark automobile and will surely continue to be a desired entity in the eyes of collectors and enthusiasts across the world. Now is the opportunity to obtain a stand out example of the Veyron's final, fully developed form.

Please note if the car remains within the EU, VAT at 20% will be added to the hammer price and buyer's premium.

£1,400,000 - 1,900,000

€1,600,000 - 2,100,000

280

1947 BENTLEY MARK VI DROPHEAD COUPÉ

Coachwork by Windovers

Registration no. JFO 394

Chassis no. B108AK

- *Rare coachbuilt Mark VI*
- *Unique coachwork*
- *Believed Windovers' last body*
- *Bentley R-Type 4½-litre engine and automatic transmission*
- *Maintained in recent years by Frank Dale & Stepsons*



Despite the popularity of the 'standard steel' body, a coachbuilt alternative remained the preferred choice of many customers. Indeed, of one's preference was for an open car it was the only option, there being no factory-built convertible in either the Rolls-Royce or Bentley range at this time.

Chassis number 'B108AK' was completed in August of 1947 to the order of Sir Alexander Rogers. The Bentley was bodied as a drophead coupé by the respected coachbuilding firm of Windovers. Founded in 1856 in Huntingdon but from 1924 based in North West London, Windovers diversified into the manufacture of motor bodies in the early 1900s, concentrating on quality marques – chiefly Daimler and Rolls-Royce at first – before adding the likes of Alvis, Armstrong-Siddeley, Lagonda, Lanchester, Mercedes-Benz, and Bentley to its portfolio in the 1930s. The coachwork is believed to be unique, with a disappearing hood design, concealed when lowered by a panel of folding coachwork, which is secured with a coach key. It is understood that this particular body - number '6645' to Design '101' - is one of the last, if not the very last, built by Windovers.



'B108AK' changed hands in 1950 when purchased by Brook Tool Ltd of Birmingham, and then again in 1952 when purchased by R and W H Symington Ltd of Market Harborough. It was acquired in 1958 by Mr R V Fontes of Knutsford in Cheshire, and at some time in the mid/late 1980s was sold by David Baldock, as a restoration project, to Merrick Edwardes. 'B108AK' had been in Canada for many years, was complete in every respect but needed a full restoration. Merrick Edwardes intended to restore the Bentley for his own use, but after a great deal of persuasion sold the car to Peter Channing and restored it for him during the early 1990s.

This thorough restoration included a new ash frame, coachwork restoration, brightwork restoration and re-plating, a new hood and interior, and also extensive mechanical works. Mr Channing also wanted to upgrade the car with a 4½-litre Bentley R-Type engine and automatic transmission (the original engine had a cracked block and was unserviceable). A donor R-Type was purchased (chassis number 'B236WH') and the engine, gearbox, and steering column were removed, overhauled and fitted to 'B108AK' as per Mr Channing's instructions.

At the same time the engine was modified for increased power and torque to this end Oselli Engineering gas flowed the cylinder head and an R-Type Continental exhaust was fitted. Following the completion of the works, the car was carefully maintained and serviced to a very high standard.

Respected marque specialists Frank Dale & Stepsons first supplied 'B108AK' to Mr Peter Ralphs, who owned a small collection of desirable motor cars. Subsequently it was bought by Ivor Gordon, the Chairman of Frank Dale & Stepsons, and was the last car he bought before he passed away. In more recent times, while residing at Frank Dale & Stepsons, the Bentley's condition has been improved once again, with coachwork improvements and a change of colour to Brewster Green. A new dark green hood was fitted, the woodwork refurbished to show standard. The car was also mechanically reviewed and prepared.

Presented in excellent condition, this rare coachbuilt Bentley MkVI drophead comes with a complete selection of original small and large tools, and an extensive history file documenting the works carried out over the past 20 years.

£120,000 - 140,000
€130,000 - 160,000

281

1964 ASTON MARTIN DB5 SPORTS SALOON

Registration no. BYK 666B

Chassis no. DB5/1692/R

- *Known ownership history*
- *Restored by marque specialist Desmond Smail between 2007 and 2014*
- *Little used since completion*
- *Fully serviced and ready for use*
- *The most famous of all 'James Bond' Aston Martins*





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

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

Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'.

When the DB4 was introduced, it was Britain's most powerful and fastest production car, and its aerodynamically styled, all-aluminium, *Superleggera* coachwork looked sensational, establishing a look that would endure for the next dozen years.

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

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



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

The DB5's distinctive cowl headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, 'Series V' DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.

From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 95 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

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

This DB5 left the factory in September 1964 finished in Sierra Blue with Fawn trim, and according to the accompanying copy guarantee form was sold through agents Brooklands to Woodward (Hampstead) Ltd, a firm of furniture manufacturers. DVLA records show the DB5 belonging to a Mr George Martin White from Kensington in 1968 and under the same ownership in Gerrards Cross in 1970.



It returned to the factory in 1971 for servicing at 57,000 miles before changing ownership again in 1975 to Leigh Road Garage in Chulmleigh, Devon and subsequently to Mr Anthony Finney from Cheltenham in 1977. No further ownership change is recorded until the DB5 came into the hands of dealers Antea Cars of Wandsworth, London, and at some time later it was exported to Japan.

The Aston remained in Japan until it was discovered in 2004 by marque specialist Desmond Smail in a scrap yard in a very poor state, but still in its original colour and trim combination. Several months later, in 2005, the DB5 was repatriated to the UK and sold to its current owner with a view to a full 'ground upwards' restoration. This was commenced by Desmond J Smail Ltd in 2007, paused for a while due to other commitments, before finally completing in 2014. This beautiful DB5 has had very little use since completion and remains in beautiful condition, fully serviced and ready for use.

£650,000 - 750,000

€720,000 - 830,000



282

1989 ASTON MARTIN V8 VANTAGE X-PACK SPORTS SALOON

Registration no. G30 HEG
Chassis no. SCFCV81VXKTR12659

- One owner from new
- Circa 48,808 miles from new
- Full service history
- The ultimate V8 Vantage



'Ettore Bugatti once contemptuously dismissed W O's magnificent blower Bentleys as "the fastest trucks in Europe." No doubt if Le Patron were alive today he would view the Aston Vantage in a similar light. Everything about the car is massively engineered, from the alloy V8 engine, to the steel chassis, to the suspension and brake components, to the huge Pirelli P7 tyres.' - *Car Australia*.

With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to high-power versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 had suffered as emissions legislation became ever more strangulating, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries.

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburettors rather than the standard 42mm units. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375bhp - in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'.



Noting that the Vantage 'is one of the very fastest cars available at any price,' Motor observed: 'Only two other cars can approach the Vantage's performance – the Porsche 3.3 Turbo and the Ferrari 512 Berlinetta Boxer. Certainly the Porsche is not as fast, and while we haven't tested the Ferrari in its latest form, we doubt that it matches the Aston's pulverising performance: a maximum of 168mph, 0-60 in 5.2 sec, 0-100mph in 11.9 sec'.

Its superior performance aside, the Vantage was readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler, and lip on the boot lid. Chassis changes were minimal apart from the adoption of bigger ventilated discs all round and low-profile Pirelli tyres.

Not all Aston Martin customers found the new look to their liking however, preferring the more restrained appearance of the earlier model. Foremost among these was HRH The Prince of Wales, who ordered his Vantage Volante convertible with Vantage engine and bonnet but otherwise effectively to standard specification.

ZF five-speed manual transmission was standard equipment on the Vantage, though a handful of cars was built with the Torqueflite automatic gearbox. With either transmission performance was shattering, the Vantage's 0-100mph time of 12.7 seconds making it the world's fastest accelerating production car at that time.

For those with a yen for even greater performance, there was the optional 'X-Pack' of engine enhancements that raised peak power to a mighty 432bhp.

First registered on 1st August 1989, this outstanding Aston Martin Vantage X-Pack has been cherished and cosseted from new by its single careful owner, as evidenced by the extensive and continuous documentation on file in the form of invoices, expired MoTs, old registration documents, etc. Purchased when the vendor was only 28 years old, the Vantage received its first service at Aston Martin Lagonda's Newport Pagnell factory on 1st September 1989, which included fitting the optional sports exhaust system. Since then the car has been serviced regularly by the factory and recognised specialists R S Williams and Tony Christie Classic Engineering. Details of some 23 services are on file, the last being carried out by Aston Martin Works in May 2017 at 48,538 miles (less than 300 miles ago).

Finished in green with matching fawn-piped leather upholstery, the latter preserved in excellent condition, this ultimate V8 Vantage X-Pack presents beautifully and is a testament to the inherent quality of this hand-crafted British supercar.

£300,000 - 400,000

€330,000 - 440,000

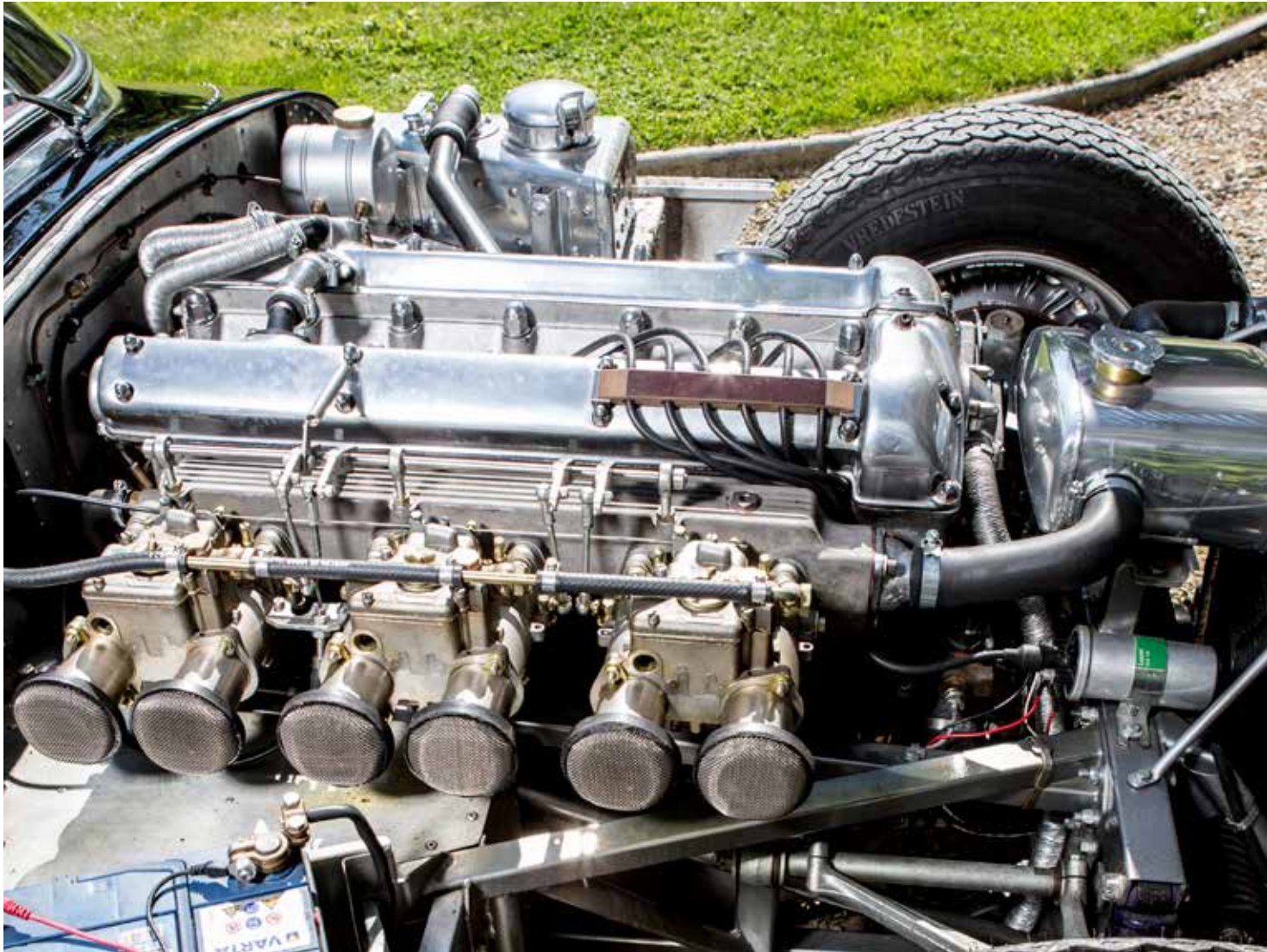
283

**1969 LYNX-JAGUAR XK SS 4.2-LITRE
SPORTS RE-CREATION**

Chassis no. P1R43103BW

- *Superb re-creation of legendary limited-edition Jaguar*
- *One of ten Lynx re-creations*
- *One of three left-hand drive examples*
- *Completed in 2015*
- *German TÜV certified*





One of the rarest Jaguars of all, the XK SS was a spin-off from the D-Type racing programme. To satisfy sports car regulations, the D-Type had been built in numbers greatly exceeding the demand for such a specialised piece of racing equipment, and conversion to road trim was viewed as the best way of clearing unsold stocks, hence the XK SS. Modifications to make the D-Type acceptable for road use included installing a seat and door on the passenger side, fitting a full-width windscreen, and heat-shielding the side-exit exhaust system.

A mohair hood and detachable side screens provided weather protection, and, as twin fuel tanks and the spare wheel occupied the boot space, a luggage rack was provided on the tail. The 3.4-litre XK engine remained pretty much to racing specification, producing around 250bhp, which, in a car weighing just 18cwt, made for electrifying performance. Sadly, the loss of a number of bodyshells in the fire at Jaguar's Brown's Lane works in February 1957 severely curtailed the XK SS programme, with the result that only 16 had been made by the time production ceased in November of that year. An instant icon, the XK SS was enjoyed by a privileged few, among them movie star and all-round motor sports enthusiast, Steve McQueen. Original examples are today worth up to £10 million.

Like many other legendary sports cars, the Jaguar XK SS inspired a number of imitations. An acknowledged master in this highly specialised field is the Sussex-based firm of Lynx Engineering, which enjoys an international reputation for accuracy and quality second to none. The car we offer is one of an exclusive series of only ten such replicas made by Lynx, and one of only three built in left-hand drive configuration. All Lynx cars are bespoke and made only to order, making this an exceptional opportunity.

This particular car was built using a 1969 E-Type Series 2 donor car, which contributed its engine, suspension, brakes, etc. Built to full XK SS specification, the car was completed in 2015 and registered to Lynx Motors (International) Ltd in Germany as a new car with TÜV certification (paperwork available). The current vendor purchased the XK SS in 2015, since when it has been serviced regularly.





Of riveted aluminium sheet, the coachwork conforms to the original method of construction. Unlike the 3.8-litre original, this Lynx XK SS is powered by a rebuilt 4.2-litre XK wet sump engine incorporating 'fast road' specification camshafts; a ported and gas-flowed cylinder head; and triple Weber 45DCOE carburettors. Maximum power is 270bhp at 4,500rpm, which is transmitted via a Getrag five-speed gearbox.

Other noteworthy features include a full-width screen; Dunlop 16" wheels with spinners; D-Type instruments and switch gear, Steve McQueen-specification XK SS seat cushions and glove box hatch; detachable steering wheel; Monza-type fuel cap; seat belts; stainless steel luggage carrier; removable side screens; black hood; and authentic under bonnet detailing. Finished in gloss black with contrasting red leather interior, this exceptional XK SS replica is worthy of the closest inspection.

£300,000 - 350,000

€330,000 - 390,000



284

1924 BUGATTI TYPE 30 TWO-SEAT RACER

Chassis no. 4238

- Rarely seen, highly sought after model
- Single owner for nearly fifty years
- Eligible for numerous race events and tours
- Accompanied by extensive report by Bugatti historian Kees Jansen



As well as exhibiting the thoroughbred driving qualities of excellent roadholding, responsive handling and smooth, and flexible power common to all models of the marque, the Type 30 was also a historically important car for Bugatti. As his first production 8-cylinder car, it was an important link between his earlier 4-cylinder Types 22 and 23, and the immediately following Grand Prix Type 35 and its derivatives, which were among the most successful and legendary racing cars in history.

The Type 30 was produced from 1922 to 1926, approximately 600 being made, of which fewer than 50 remain today. The first few were produced on frames similar to the Type 22 or 23 and had hydraulic front brakes; later models had lengthened and strengthened frames and the more successful, traditional four-wheel Bugatti cable brakes. The single overhead cam engine was a long-stroke design of 60x88mm bore/stroke for a capacity of 1,991cc, and had three valves per cylinder. It was the first example of the classic, square-cut Bugatti engine as we know it today, and its blocks, valves assembly and basic architecture were carried over to the later Type 35. At the prudent maximum engine speed of about 4000rpm, a top speed of 80-90mph (130-145kp/h) is attainable, depending on gear ratios. The 4-speed gearbox, with its right-hand gear change and top-forward arrangement, was again carried forward to the later Grand Prix cars.

Bugatti built several Type 30s for racing, most notably for the 1922 Strasbourg Grand Prix, the Grand Prix at Monza the same year, and the 1923 Indianapolis 500.

The car offered here - number '4238' - is a one-off Type 30 racer. According to factory records it was ordered on 15 May 1924 with a twin Zenith carbureted engine number 242/5, four-wheel (rear brakes were standard) cable operated big drum brakes, four-wheel shock absorbers, and racing bodywork with staggered seats for added driver maneuverability and greater passenger space. It was delivered by train or lorry on 5 June 1924 to Magasin de Vente in Paris as part of an order of six Type 30s—all in the same specifications but not all ordered with coachwork. Its first known private registration was to a Mr. Cagnard on 2 April 1925 with the French registration number "3455 U2". Three years later the car was sold to a Mr. Roger who would go on to race the car privately, including at the Circuit de Miramas in 1928.

From shortly after Mr. Roger's purchase of the car, there is little known history of 4238 until the 1950s when it was discovered in Sorgues, France at a well-known junkyard. At the time of discovery, the car was described as complete but without its rear bodywork. In 1963 it was acquired by Mr. Pierre Deliere, owner of the Musée Automobile de Provence in Orgon.



A restoration of the car was begun, during which time the current, cigar-tail bodywork that had appeared on Bugatti racers (including numerous Type 30s) was completed. Upon completion of the restoration, 4238 was registered by Deliere in France in April 1966 with French registration "1925 W 13". In 1976, ownership of the car was transferred from Deliere to his Orgon Museum and the car was re-registered under the number "5391 GM 13".

The car would remain in Deliere's care for nearly half a century during which time it was actively campaigned at vintage racing events including the Bugatti Centennial Rallye in Molsheim Alsace in 1981. Numerous photos and copies of programs feature the car throughout his ownership.

The present owner acquired the car from the Museum in 2012 and has continued to actively maintain and regularly drive the car. About a year after it joined the current owner's collection, the Bugatti set off on the 2013 Vintage Revival in Montlhéry. The next year it participated in the Grand Prix de Lyon Revival meeting and hill climb. The seller reports that the car "demonstrates a lot of character and personality with the tremendous sound of its engine." It is now presented in its beautiful and elegantly patinated state having not been subjected to any full renovation or restoration in the last half century.

According to a comprehensive review of the automobile by Daniel Lapp, a FIVA judge and noted Bugatti historian who had been personally familiar with the car since 1977, the vehicle, save for its tail end, is described as of "Bugatti Factory Signature", further evidenced by the engine original 242 stamping on the sump. The assembly numbers, 3, on the rails (front and rear) and rear axle number, 867, are all proper and correct to factory spec. Further information on car no. 4238 early history in an exhaustive report by Bugatti Historian Kees Jansen is also available.

Successfully raced in period, Type 30s are highly sought-after machines for their power, tractability, and historical significance to the Bugatti marque. Eligible for numerous race, rally, and tour events—in addition to Bugatti specific events offered through the prestigious single marque clubs worldwide, this Type 30 is a valuable ticket to do any number of fun and wonderful outings. And, as a rarely seen model with few survivors, it is a rare opportunity to acquire an example Bugatti's first 8-cylinder engined production car.

£400,000 - 600,000
€440,000 - 670,000

1955 CHRIS-CRAFT COBRA 21FT SPEED BOAT

- Single family ownership from new
- One of only 56 Cobra 21s built
- Iconic speed boat built for one year only
- Crusader 350ci V8 with 10 hours
- Original deck planking and top-sides
- Original Chrysler 331ci Hemi V8 part of lot



It was 1955, and while the sun-bronzed European jet set played on the Côte d'Azur in mahogany-hulled Riva Tritones and Aristons, America was reaching for the stars, pushing ever higher and faster into space. A booming country, at the very peak of its self-confidence, was literally heading for the moon. The iconography was everywhere, as even pencil sharpeners became streamlined objects of executive envy, and rocket motifs and vestigial fins garnished with chrome began to adorn cars.

Meanwhile, as the 45rpm single was revolutionising the music industry, with the pink-trousered Elvis soaring through the charts, a British businessman was stopped in his tracks at the 5th Avenue Chris-Craft showroom in New York. Sam Norman, who had just secured the licence to produce AMI juke boxes in Europe, was in the mood to treat himself when he caught sight of the gold dorsal fin of the Chris Craft Cobra 21. V8-powered and more expensive than all but the top-of-the line Cadillac limousines, the Cobra was simply one of the most flamboyant speed boats ever built.

Just a couple of years earlier, in 1953, Chevrolet had introduced the first volume-produced fibre-glass sportscar in the form of the Corvette with its modest tail fins.

1 & 2
'BAL-AMI' being enjoyed by the Norman family, Côte d'Azur, 1950s



Although long established and the largest producer of mahogany pleasure craft in the world, Chris-Craft wanted to make a statement that would capture the spirit of the age and quickly followed suit, fashioning a gold fibre-glass fin and engine covers on the race-inspired mahogany hull of its new flag-ship model. And yes, the gold was real gold dust, but the Cobra also glittered with a sportscar style dashboard replete with chrome-bezelled instruments and Chrysler car steering wheel. The final flourish was the gold alligator patterned seats. As for performance, with a range of V8s including Cadillac and Chrysler the Cobra could reach 50mph.

However, if Sam Norman had passed by 5th Avenue just one year later he wouldn't have been able to buy one, for the Cobra was produced in 1955 for one year, with just 52 18 footers built and 56 21 footers. Statement made, Chris-Craft moved on, as Sam Norman pulled strings to bring his 1955 Cobra 21 home on The Queen Mary. BAL-AMI, so named after his juke-box company, became a fixture of the Côte d'Azur where it stood out among the Rivas as Sam duelled with another Cobra belonging to none other than the Aga Khan.

In the custodianship of Sam's son Vic, BAL-AMI was campaigned on Lake Windermere in the early 1990s. She won the speed trial on a Friday with speeds approaching 50mph, but in the Saturday race a recovery drive from three laps down ended when a plank dislodged as a result of corroded fixings.

Vic managed to steer the leaking craft to the shore and in 1994 commissioned Mills Dock Yard to restore the hull below the waterline, renewing the double-diagonal mahogany bottom planking with epoxy between the layers, fastening with silicone bronze screws, sheathing with light woven fabric and sealing with epoxy. With further restoration completed in 2014 BAL-AMI's deck and top-sides nevertheless retain their original planking, testament to the quality of build and materials used in this exotic craft.

In 2017 she performed superbly at the Associazione Scafi D'Epoca E Classici classic boat festival on Italy's Lake Maggiore. Now fitted with a velvet-drive Crusader 350ci V8 with 10 hours running time, BAL-AMI also comes with her original 331ci Chrysler Hemi, which is complete but needing a rebuild.

Within the ownership of one family from new, as is often the case with Chris Craft Cobras, there are less than a single handful of Cobra 21s in the UK. The Cobra's rarity is on a par with the Ferrari 250 California spider, yet BAL-AMI is distinguished further as, without doubt, the only one to have crossed the Atlantic on The Queen Mary.

£60,000 - 80,000
£67,000 - 89,000

286

1955 ASTON MARTIN DB2/4 3.0-LITRE DROPHEAD COUPÉ

Coachwork by Mulliners of Birmingham

Registration no. TDT 500

Chassis no. LML/1047

Engine no. V13/63/673

- One of circa 102 drophead coupés built
- Know ownership history
- Long-term ownership 1976-2014
- Well documented



'The Aston Martin DB2/4 is an expensive car designed to cater for the connoisseur of sports cars who is not limited by financial considerations.' - *Autocar*, 2nd October 1953.

Successful industrialist David Brown had bought the struggling Aston Martin concern in 1946, having seen a 'High Class Motor Business' advertised for sale in *The Times* newspaper with an asking price of £30,000. The following year he added Lagonda to his expanding motor-manufacturing empire, a move that made the latter's twin-overhead-camshaft, 2.6-litre six available for a new Aston Martin sports car. This power unit had been designed by Willie Watson while the great W O Bentley was Lagonda's Chief Engineer, and is commonly referred to as the 'Bentley engine'.

Announced in April 1950, with production commencing the following month, the 'DB Mark II' owed much to the Claude Hill-designed 'Two Litre Sports' (latterly known as the 'DB1') using a shortened and modified version of the latter's tubular chassis and identical suspension, which was independent at the front for the first time in an Aston Martin. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably out-performed its predecessor. Aston Martin's three works entries for the 1949 Le Mans 24 Hours race were effectively prototypes of the forthcoming DB2.

With the introduction of the '2+2' DB2/4 in October 1953, Aston Martin extended the DB2's appeal to the hitherto untapped yet increasingly important market comprised of 'sports car enthusiasts with a family'. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space. The latter could be accessed via the 2/4's opening rear door, a pioneering example of the now commonplace 'hatchback' concept.

'This transformation gives the Aston Martin DB2/4 an unrivalled luggage-carrying capacity in a car which should be capable in favourable circumstances of achieving two miles a minute,' reported *The Motor*. 'The DB2/4 can truthfully claim to be the fastest car in the world capable of carrying two people with a month's luggage.'

Standard specification included the 2.6-litre 'VB6E' engine in 125bhp Vantage tune, but from early in 1954 the 3.0-litre 140bhp 'VB6J' engine was installed. Equipped with latter, the DB2/4 was one of the fastest cars then built in Great Britain - with 100mph achievable in third gear and around 120mph maximum - possessing impeccable handling plus a level of comfort rare in any high-performance car.



Aston Martins have appeared in countless movies over the years, - most notably the 'James Bond' franchise, featuring in 11 films - and fans of Alfred Hitchcock will no doubt remember the DB2/4 DHC from its prominent role in *The Birds* (1963) in which 'LML/944' was driven by co-star Tippi Hedren.

At least 102 drophead coupés were constructed on the DB2/4 chassis. The late example offered here, chassis number 'LML/1047', was retailed via Brooklands of Bond Street and sold new in November 1955 to Arnold Smith Esq of Moores Garage (Doncaster) Ltd. The accompanying copy guarantee form records the original colour scheme as Blue Haze with matching interior trim, and notes that it was re-cellulosed (repainted) twice, the colour being changed to Midnight Blue on the second occasion in October 1961. The car was first registered as 'TDT 500'.

The form lists three further owners: Metal Suppliers Ltd of Sheffield, W Barker of Luton, and T W Grillo of Godalming, none of these changes being dated.

Between Messrs Barker and Grillo, who in fact purchased the car in 1976, there were at least two other owners (Richard Wilkinson and John Badcock respectively) as evidenced by the accompanying copy of an old-style continuation logbook (issued 1962). The current vendor purchased the Aston from Thomas Grillo in September 2014.

In May 1962, while still registered to Wilkinson, 'LML/1047' was the subject of a road test carried out on behalf of Station Garage (Taplow) Ltd by Aston Martin Lagonda, whose detailed report is on file. The accompanying history file also contains photographs and numerous bills dating from the 38 years of Thomas Grillo's ownership, testifying to the care and attention he lavished on the car. Significant works carried out include body repairs and a re-spray (1999); rear axle overhaul (2001); 'lead-free' cylinder head conversion (2003); engine overhaul by Trinity Engineering (2006); distributor rebuild (2012); renovation of the convertible hood, frame, etc (2012); new carpets and hood bag (2012); and overhaul of the timing chains and tensioners (2013).

Described by the private vendor as in generally good condition, the engine being rated as 'excellent', this rare and desirable DB2/4 drophead is offered with a V5C Registration Certificate and the aforementioned history file.

£230,000 - 260,000
£260,000 - 290,000

287

Property of a deceased's estate

1971 MASERATI GHIBLI SS 4.9-LITRE COUPÉ

Coachwork by Carrozzeria Ghia

Registration no. JYY 580J

Chassis no. AM115/49 1990

- *Delivered new in Italy*
- *Left-hand drive*
- *Matching chassis and engine numbers*
- *Maintained and restored by McGrath Maserati*



'It differs from many cars of similar performance in that it is equally as suited to going to the opera as blasting down to Palermo on the Autostrada.' – *Road & Track*.

A strong contender for the 'most handsome car of the 1960s' title, Maserati's Ghibli debuted in coupé form at the Turin Motor Show in November 1966. Styled at Carrozzeria Ghia by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivalled the Ferrari Daytona for straight-line performance - its top speed was close to 170mph (275km/h) - while beating it for price and, arguably, looks. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it. Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tyres did not foul the wheelarches. The roofline fell away from the top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli's contemporaries, albeit one with restricted headroom for rear passengers.



Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon's tubular steel chassis in its live rear axle form. Perhaps surprisingly, the Ghibli set-up used leaf springs and a single locating arm in preference to the more complex suspension arrangements favoured by its rivals. The power unit was Maserati's venerable, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-litre form up to 1970 when it was superseded by the 4.9-litre 'SS' version in order to meet ever more stringent emission laws. The gain in horsepower was minimal but in either case performance was stunning, with 100mph (160km/h) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8's enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari 'Daytona' and represents exceptional value for money today, just as it did 40 years ago.

Maserati Classiche confirms that this left-hand drive Ghibli SS was supplied new in February 1971 to the Society HURT SpA in Arco, Vicenza, Italy. It was originally finished in Blu Pervinca (Periwinkle Blue) with a white Connolly hide interior.

The car remained in Italy, although the history from that time is limited. At some point it was registered in Florence, and a copy of the Italian registration document from that time is on file. Also on file is the ASI certificate from 2003, which establishes that the Ghibli is original and has matching numbers.

The current owner bought the car around 2007 in Italy and imported it into the UK. From then onwards it has been serviced by renowned marque specialists McGrath Maserati, for which there are extensive bills on file for mechanical work and routine servicing. In 2010, the Ghibli was displayed at the Salon Privé at the Hurlingham Club, but mostly it has been used sparingly.

In 2012 an interior re-trim was carried out in cream hide, and in 2014 a body restoration was started by McGrath Maserati and their bodywork partner, Prestige Restorations. The resulting works included fitting new sills inside and out, new door skins and frame repairs, and other minor repairs to what was otherwise a good bodyshell. After this, the body was stripped back to bare metal and repainted in the original Blu Pervinca (bills on file). Fresh from this restoration and fully fettled by McGrath, this superb car is now offered for sale by the deceased owner's executors.

£180,000 - 240,000
€200,000 - 270,000

288

Single ownership since 1975, documented 28,000 miles from new

1973 FERRARI DINO 246 GT BERLINETTA

Coachwork by Pininfarina/Scaglietti

Registration no. VTK 3M

Chassis no. 06648

- *Delivered new in the UK*
- *Right-hand drive*
- *E-series model*
- *Three owners*
- *Present ownership since November 1975*
- *Circa 28,057 miles from new*



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

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredino Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle.

The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, the body was now steel, and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M', and 'E', these designations reflecting detail changes in the specification.

Originally finished in Azzurro Metallizzato with black vinyl interior, chassis number '06648' - a right-hand drive E-series car fitted as standard with Cromodora alloy wheels - was delivered to the UK's official Ferrari importer, Maranello Concessionaires, in June 1973. In August of that year the Dino was sold to its first owner, Barry Jones of Ringwood, Hampshire, passing to its second owner, Tony Burke of Bishop's Stortford, Hertfordshire early in 1975. The current vendor purchased the car from Mr Burke in November 1975 (at 17,000 miles) and has been its custodian since then.



Important works carried out over the course of the last 43 years include a re-trim in black leather (1976); fitting a stainless steel exhaust (1984); bare-metal re-spray (1989); new rear screen (1992); suspension powder coated (1993); wheels refurbished (2001); new starter motor (2007); new fuel pump (2014); and engine and chassis water pipes replaced (2017). For the last 25 years the Ferrari has been looked after by GTC Engineering of Silverstone.

Its owner has used the Dino sparingly (the current odometer total is only 28,057 miles) and advises us that he has tried to cover 500 miles annually for the last 8-10 years. Original apart from the changes detailed above, the car comes complete with its original leatherette wallet with handbook and duster; original wheel chock, jack and tool kit; two ignition keys; and a most comprehensive history file containing MoTs, bills, etc.

While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Truly a driver's car par excellence, it is still highly regarded today. Every Ferrari collection should have one, and this well documented example, benefiting from long-term ownership and offered for sale for the first time in over 40 years, is worthy of the closest inspection.

£230,000 - 260,000

€260,000 - 290,000



289 * N

The Earls Court Motor Show

1948 ASTON MARTIN TWO-LITRE SPORTS DROPHEAD COUPÉ (DB1)

Registration no. TME 474 (to be applied for)

Chassis no. AMC48/7

- *The first post-war Aston Martin model*
- *First owned by Sir David Brown*
- *One of only 15 production cars made*
- *Works experimental car*
- *Offered from a private collection in Japan*



'The modern Aston Martin is a most interesting car. Its 9ft 0in wheelbase chassis is of entirely specialised construction, a rectangular section steel tube structure being used, which also forms a frame for the bodywork ... a very high degree of road-holding has been achieved - the Aston Martin is one of our most outstanding cars in this respect...' - *Motor Sport*, November 1948.

One of only 15 made, this Two Litre Sports is a fine example of the model that ushered in the 'David Brown' era at Aston Martin. Successful industrialist David Brown had bought the struggling Aston Martin concern in 1946, having seen a 'High Class Motor Business' advertised for sale in *The Times* newspaper with an asking price of £30,000. The following year he added Lagonda to his expanding motor-manufacturing empire, a move that made the latter's twin-overhead-camshaft, 2.6-litre six available for a new Aston Martin sports car.

When David Brown bought Aston Martin he acquired the Atom - a 2.0-litre four-cylinder prototype intended for post-war production - plus 'a few rusty old machine tools and the services of the Atom's designer, Claude Hill, who was very good...'. The chassis of the Two Litre Sports was a direct development of the Atom's, being of tubular construction and featuring independent front suspension by means of trailing arms, and a well-located live rear axle.

Coil springs were used all round, plus a torsion bar at the front. A departure from Aston Martin's customary overhead-camshaft type, the 1,970cc pushrod overhead-valve engine was intended to be more reliable and easier to service. The gearbox was a David Brown four-speed unit, and there were Girling drum brakes all round.

With the Lagonda purchase had come the services of their remarkably talented body stylist, Frank Feeley. Feeley designed the drophead coupé body for the Two Litre Sports, based on sketches he had made pre-War for the Lagonda V12. This modern, streamlined shape was very different from the traditional Aston Martin style, and its trend-setting influence can be detected in other handsome contemporary designs such as the Sunbeam Alpine. A foretaste of future glories was provided in 1948 when a stripped-for-racing Two Litre Sports won the Spa 24 Hours Race.

But David Brown was pressing ahead with the new DB2, with its 2.6-litre six-cylinder engine that had been designed by Willie Watson while the great W O Bentley was Lagonda's Chief Engineer. With the DB2 ready for release, production of the Two Litre Sports (retrospectively known as the 'DB1') was halted in mid-1950 after only 15 cars had been made. It is thus the rarest of all the 'David Brown' Aston Martin production models.



The car offered here, chassis number '7', was displayed on the Aston Martin stand at the 1948 Earls Court Motor Show, and then was used by the works for experimental purposes while owned privately by David Brown. Its history for the next 30-40 years is not known, though the AMOC Register records an appearance at the Greenwich concours in 1980 when the car was entered by someone called Whitaker, winning the Denman Trophy.

In 1989, this car was imported into Japan by the Azuba Motor Co Ltd, which had been appointed as an authorised importer by Aston Martin in 1986. During the boom years of the Japanese economy in the late 1980s/early 1990s, the Aston formed part of the private collection of Mr Kitaro Watanabe, at that time the world's sixth richest man according to *Forbes* magazine. During the 2000s, the Aston participated in various minor historic car events in Japan. Maintenance and servicing were carried out by Azuba Motor Co Ltd.

A possibly once-in-a-lifetime opportunity for the serious collector to own one of these ultra-rare and historic Aston Martins.

Please note that should this vehicle remain in the UK local import taxes of 5% will be added to the hammer price.

£220,000 - 280,000
€240,000 - 310,000



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.

The **CLIVE RICHARDS OBE KSG DL** Collection

Offered on behalf of the Clive and Sylvia Richards Charity

Registered Charity Number 327155

The Clive and Sylvia Richards Charity is committed to supporting Education, Healthcare, Heritage and Arts.

They provide support to charity organisations and seek to be a catalyst to unlock other funding sources for good causes and ensure sustainability and transformational change.

In addition, they provide support to individuals who wish to further their education primarily in the Music and Arts sectors and for young people performing charity work overseas.



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**1962 BENTLEY S2 CONTINENTAL
FLYING SPUR SALOON**

Coachwork by H J Mulliner

Registration no. 883 XVB

Chassis no. BC132CZ

- *One of 71 right-hand drive cars*
- *Delivered new in the UK*
- *Present ownership since 1983*
- *Sold in aid of the Clive and Sylvia Richards Charity*





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

Eulogising about Bentley's new 'S'-series cars, introduced in April 1955, The Autocar wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' Later, in October that same year, the Bentley Continental became available on the 'S' chassis, the model having been synonymous with effortless high speed cruising in the grand manner since its introduction in R-Type form in 1952.

Having relied exclusively on six-cylinder engines since civilian production resumed at the war's end, Rolls-Royce secured its long-term future by turning to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine.

Power-assisted steering was now standard and there was no longer the option of a manual gearbox, Rolls-Royce's own four-speed automatic transmission being the sole offering. The S2 Continental chassis differed by virtue of its shorter radiator, four-leading-shoe front drum brakes and - up to chassis number 'BC99BY' - higher gearing.

Independent coachbuilders continued to offer alternatives to the factory's 'standard steel' bodywork, perhaps the most stylish being those produced to cloth the Bentley Continental which was, of course, only ever available with bespoke coachwork. Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car, but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the 'S1' Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis.



To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior, and a generously proportioned boot. The Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962.

Records show that chassis number 'BC132CZ' was sold new to in June 1962 to one A Sherman and was first registered as '877 ELH'. The current vendor - Clive Richards OBE, KSG, DL - acquired the Bentley from renowned marque specialists P&A Wood on 15th February 1983, paying for it out of his company's account (copy invoice on file). At that time, one of the vendor's companies - Micro Business Systems plc - floated on the London Stock Exchange; he was Chairman, and before the floatation, MBS bought the Bentley for him. Several years later, when the vendor retired from MBS, he bought the Continental back via his own company and has since transferred ownership into his name.

Offered with a substantial history file, 'BC132CZ' represents a rare opportunity to acquire a fine example of this peerless *Bentley Grande Routière*.

£90,000 - 120,000
€100,000 - 130,000



291

*First owned by André Embiricos;
present ownership since 1986*

**1952 BENTLEY R-TYPE
CONTINENTAL SPORTS SALOON**

Coachwork by H J Mulliner

Registration no. SYE 556

Chassis no. BC18D

- One of 208 R-Type Continentals built
- Delivered new to Paris, France
- Right-hand drive
- Manual transmission
- Only three owners from new
- Sold in aid of the Clive and Sylvia Richards Charity





'The vocabulary of motoring being a lame and limited thing, it is difficult to put into words the gulf that separates a Continental from the average car in all the qualities that have a bearing on safety at speed. In acceleration, in braking, in cornering power, in roadholding, in responsiveness to the controls, this Bentley is the equal of modern racing cars, and superior to some.' – Raymond Mays, *The Autocar*, 2nd October 1953.

Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction in 1952 on the R-Type chassis. Of all-welded construction, the latter enabled the incorporation of a much-needed improvement to Rolls-Royce's standard bodywork in the shape of an enlarged boot together with associated changes to rear wings and suspension. The standard R-Type was a lively performer, achieving 106mph in silence and reaching 50mph from standstill in 10 seconds despite a kerb weight approaching two tons.

The Continental raised this already superlative combination of high performance and exceptional refinement to hitherto unattained levels. Unlike the ordinary 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, aluminium, wind tunnel-developed fastback of H J Mulliner. In developing the Continental, Bentley Motors made every effort to keep its weight to the minimum, knowing that this was the most effective way to achieve the maximum possible performance.

Rolls-Royce's six-cylinder, inlet-over-exhaust engine had been enlarged from 4,257cc to 4,556cc in 1951, and as installed in the Continental benefited from an increase in compression ratio - the maximum power output, of course, remained unquoted but has been estimated at around 153bhp. As the Continental matured, there was – inevitably – an increase in weight, which was offset by the introduction of a 4,887cc engine on the 'D' and 'E' series cars, commencing in May 1954. The Continental's performance figures would have been considered excellent for an out-and-out sports car but for a full four/five seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds and effortless cruising at the 'ton'.



Built for export only at first, the Continental was, once delivery charges and local taxes had been paid, almost certainly the most expensive car in the world as well as the fastest capable of carrying four adults and their luggage. As Autocar observed: 'The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started.' When production ceased in 1955 a total of 208 cars had been completed, the left-hand/right-hand drive split being 43/165.

The example offered here - right-hand drive chassis number 'BC15B' - was delivered new to the Paris-based Greek shipping millionaire and racing driver, André Embiricos, who had owned a succession of Bentley motor cars, including the famous 'Embiricos' 4¼-Litre Coupé, commencing in the 1930s. The Bentley was delivered new on 8th October 1954 via Franco-Britannic Automobiles, Paris. Special features included a Bluemels steering wheel; speedometer in km; HF horns; steering column 1" lower and 1½" shorter than standard; and an extended gear lever. The car was originally finished in Midnight Blue with tan trim.

Mrs A Embiricos subsequently part exchanged the Bentley with the factory on 27th June 1956, and on 12th September that year 'BC18D' was sold via Jack Barclay to its second owner, one W Bateman in England. The car received the registration mark 'SYE 556'. In October 1986, the Continental was sold by marque specialists P&A Wood to the current (third) owner, Clive Richards OBE, KSG, DL, and when acquired was still in entirely original condition. The car has now been donated to the Clive and Sylvia Richards Charity on whose behalf it is being sold.

One very unusual feature, which is still in working order, is the horn switch. At the time of the Bentley's delivery, traffic regulations in Paris forbade the use of car horns in order to cut down the noise that prevailed at the time. Motorists were expected to signal people politely to move out of the way of their oncoming car by flashing the headlights. Accordingly, the Bentley was fitted with a switch underneath the dashboard which, when turned on, stops the horns from activating but flashes the headlights!

Offered with a substantial history file, 'BC15B' represents a rare opportunity to acquire a fine example of the most famous post-war Bentley, possessing impeccable provenance.

£700,000 - 800,000

€780,000 - 890,000



292

1988 FRAZER NASH LE MANS REPLICA RECREATION

Registration no. 625 PPO

Chassis no. 58163

- Built by Werner Oswald (Frazer Nash Cars Ltd)
- Bristol 2.0-litre engine
- Restored in 2015
- May be run as a Formula 2 Historic Grand Prix Car (with wings removed)
- FIA/HTP papers
- Eligible for many of the most prestigious historic events





The Frazer Nash cars of the late 1930s had been re-badged BMWs (parent company AFN Ltd were the official importers) but after WW2 the firm returned to producing the kind of uncompromising, competition-orientated sports car that had forged its reputation in the 'Chain Gang' era of the 1920s. Frazer Nash had used a variety of proprietary engines in pre-war days, and when production proper resumed in 1948 it was with Bristol power units, a particularly appropriate choice given the latter's BMW origins. By the time production ceased in 1957, Frazer Nash had completed a little over 400 cars in some 33 years, yet had acquired a reputation and a fanatical following out of all proportion to the paucity of its output.

The 'Le Mans Replica' Frazer Nash is perhaps – quite justifiably – the most highly regarded of all post-war cycle-mudguard sports-racing cars. Originally marketed as the 'High Speed' or 'Competition' model, it gained the evocative 'Le Mans' name following a 3rd place finish in the French endurance classic in 1949. Only 34 of this model were made by AFN Ltd between 1948 and 1953, and these incredibly versatile cars were highly successful in sports car racing in their day. They are eligible for a wide variety of the most prestigious events today and command commensurately high prices.

An exact recreation of a Frazer Nash Le Mans Replica, the car offered here is the first in a series of 11 built by Werner Oswald. Known as 'WOK1', it was assembled largely from original parts for Oswald's personal use. Werner Oswald had bought the company name 'Frazer Nash Cars Ltd' and thus was free to construct exact reproductions. As such, this car was awarded FIA/HTP papers in 2010 making it eligible for many of the most prestigious historic events. After leaving Oswald's ownership, this car passed through the hands of various enthusiasts including actor Ray Winstone, renowned collector Peter Mann, and past chairman of the Historic Grand Prix Cars Association Julian Sutton.

Restored in 2015, '625 PPO' is fitted with full weather gear: windscreen, hood, side screens, windscreen wiper, and a lockable boot for rallies/touring. For sports car racing the spare wheel and windscreen may be removed, and aero screens and a tonneau cover fitted. With the wings removed this supremely adaptable machine qualifies as a Formula 2 Historic Grand Prix Car. Offered with its FIA Historic Technical Passport, sundry restoration invoices, and a V5C Registration Certificate, this highly versatile competition car represents a great value-for-money opportunity for some truly world class motoring.

£130,000 - 150,000

£140,000 - 170,000

1971 FERRARI 246 GT BERLINETTA

Coachwork by Pininfarina/Scaglietti

Registration no. BSK 747

Chassis no. 02640

- First UK registered in 1978
- Engine rebuilt in 1979
- Restored by Fosker Engineering 1987-1988
- UK owners known



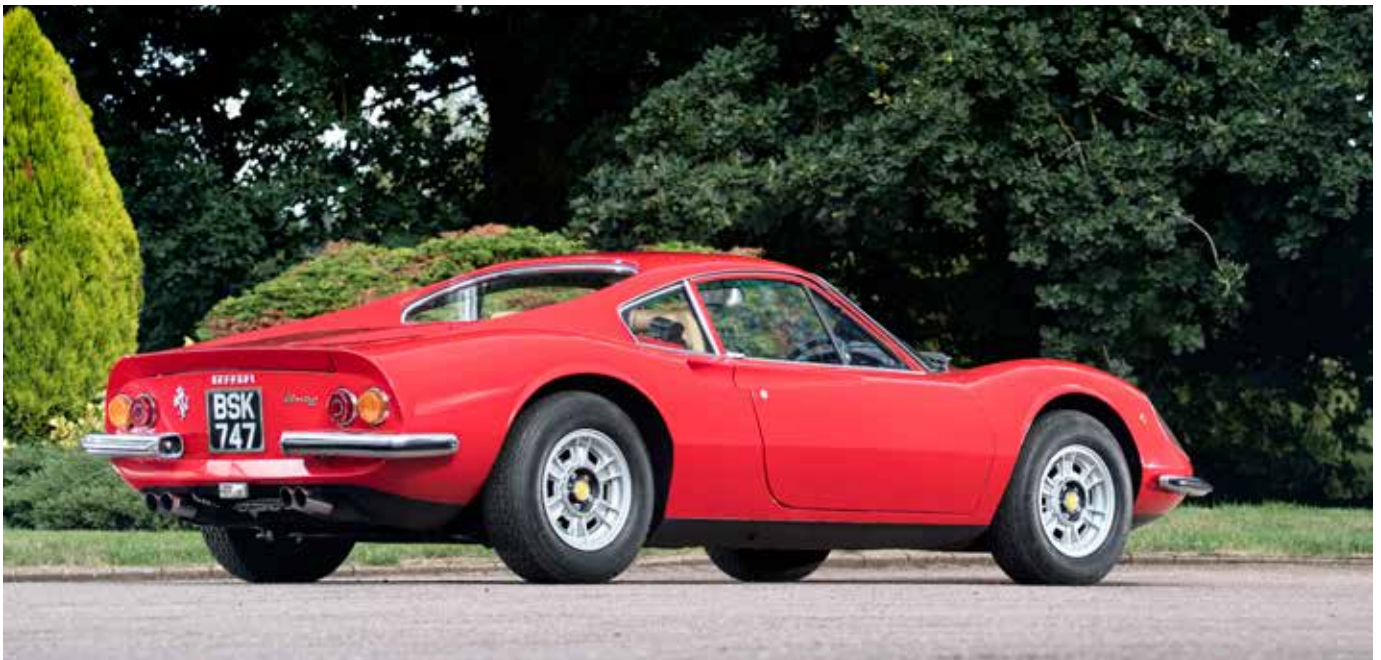
'It is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The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

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally.

A compact, aluminium-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, the body was now steel, and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M', and 'E', these designations reflecting detail changes in the specification.

Manufactured in 1971, chassis number '02640' was first registered in the UK on 6th March 1978 having been imported from the USA. The Ferrari was registered as 'XKJ 711S' and owned by Mr Paul Watson. Documents on file show that the engine was rebuilt in August 1979 by Modena Engineering Ltd, and that the car was converted to right-hand drive in February 1982.



On 12th September 1984, the registration changes to '376 VWK', the new keeper being recorded as Mr Malcolm Scott

During 1987-1988, an extensive restoration was carried out by Fosker Engineering at a cost of £32,438. In December 1986, the Ferrari passed to a new keeper, Mrs Teresa Watson, the registration changing to 'RWW 64'. In October 1990, the Ferrari was registered to Ocean Marine Trustees of R W Wells Trust and then in June 1993 to Richard W Wells. New owner Robert H Hogarth acquired the Dino in October 2004, and on 7th February 2005 the registration changed yet again, on this occasion to the current 'BSK 747'. On 22nd December 2007, the car passed to the next owner, Andrew Lorry, and then, on 5th April 2014, to the current vendor. Currently MoT'd, the car comes with a history file containing ownership records, sundry restoration invoices, and a V5C registration document.

While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Truly a driver's car par excellence, it is still highly regarded today. Every Ferrari collection should have one.

£180,000 - 240,000

€200,000 - 270,000



294

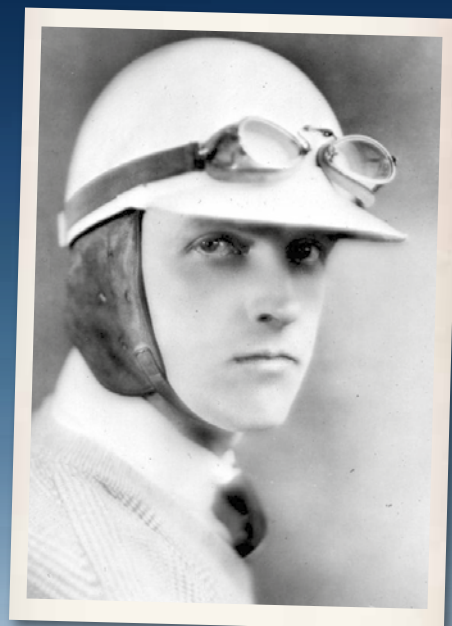
*First owned by Sir Henry Segrave; the ex-Olympia
and Scottish Motor Shows*

**1926 SUNBEAM 3-LITRE TWINCAM
SUPER SPORTS TWIN-CAM TOURER**

Registration no. UK 3059

Chassis no. 4001G

- *The pinnacle of automotive engineering in the Vintage era*
- *Used by Sir Henry Segrave at Daytona Beach, USA*
- *Documented ownership history*
- *Present ownership since 1998*
- *Professionally restored between 2001 and 2004*
- *Eligible for VSCC and numerous other prestigious events*



Sir Henry Segrave, 1896 - 1930 (image part of lot)





Founded by John Marston, a God-fearing Victorian industrialist who foresaw the growth in demand for private transport, Sunbeam was first associated with beautifully made, though expensive, bicycles. Although comparative latecomers to motor car manufacture, the Wolverhampton-based Sunbeam factory quickly established a fine reputation alongside Lanchester, Wolseley, Austin and Daimler at the heart of the expanding Midlands motor industry.

The company's first conventional car was largely conceived by T C Pullinger, who persuaded Marston to purchase a complete chassis from the French Berliet concern. Exhibited at the Crystal Palace in November 1902, it was marketed as the Sunbeam 10/12, 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 from Hillman in 1909 of influential designer Louis Coatalen and the pursuit of an effective competitions programme enabled the marque to establish a formidable reputation prior to WWI, its superbly made products enjoying a reputation rivaling that of the best from Alvis and Bentley thereafter.

Coatalen's Sunbeams won countless races at Brooklands and set a number of speed records prior to WWI, and after The Great War the firm continued to be active in motor sport at the highest level, supplying racing cars to Henry Segrave (later Sir Henry Segrave). An ex-Royal Flying Corps pilot, Segrave made history in 1923 when he won the French Grand Prix at the wheel of a Sunbeam, thus becoming the first British driver to win a Grand Prix driving a British car.

Segrave's car was powered by a new state-of-the art, twin-overhead camshaft, 3.0-litre racing engine designed by Vincent Bertarione, who had been recruited by Coatalen from FIAT.

The Segrave/Sunbeam combination won two further Grands Prix in 1924, and in 1925 he was included in Sunbeam's team contesting the Le Mans 24-Hour race. Two of the new 3.0-litre twin-cam Super Sports road models were entered, and although that of Segrave/Duller retired with clutch trouble after 32 laps, the other, driven by Jean Chassagne and Sammy Davis, finished a magnificent 2nd, beaten only by the Lorraine-Dietrich of de Courcelles/Rossignol.

Drawing on Sunbeam's considerable experience of building double-overhead-camshaft engines for Grand Prix racing, which stretched back to 1914, the 3.0-Litre Super Sports production model was powered by a twin-cam 'six' featuring an eight-bearing crankshaft, twin Claudel carburettors and dry sump lubrication. The chassis specification included a four-speed in-unit gearbox, torque tube back axle, semi-elliptic front suspension, cantilever rear suspension and four-wheel brakes. Producing anywhere between 90 and 120bhp, the Super Sports was capable of 90mph, making it one of the fastest production sports cars of its day.



This 3-Litre Super Sports was first owned by Sir Henry Segrave. As well as an accomplished racing driver, Segrave was an early pioneer in speed record attempts both on land and on the water, setting three land records and one water record. He was the first person to hold both titles simultaneously and the first person to travel at over 200mph on land. Segrave died in an accident in 1930 shortly after setting a new Water Speed Record on Lake Windermere. The 'Segrave Trophy' was established to commemorate his achievements.

The car offered here, chassis number '4001G', was taken to the USA in 1927 together with Segrave's 1000hp Sunbeam Land Speed Record breaker, having been displayed on the Sunbeam stand at the Olympia and Scottish Motor Shows the previous year (see photographs and '*Motor*' cartoon on file). The 3-Litre was used to reconnoitre the Daytona Beach course and received much favourable comment from Segrave's American hosts, who were mightily impressed by its 90mph top speed. As for 'Mystery', the twin-engined Sunbeam record breaker, its 1000hp proved sufficient to take back the land speed record from J G Parry-Thomas, setting a new mark of over 200mph for the first time. Further details of Segrave's fascinating American adventure with the two Sunbeams are recounted in copy magazine articles and book extracts on file.

Rather than bring the 3-Litre back to the UK, Segrave sold the car to the American Garfield 'Gar' Wood, holder of the World Water Speed Record. The deal involved the part exchange of two speedboat hulls, as Segrave wanted to make his own attempt on the World Water Speed Record. In October 1938, Wood gave the Sunbeam as a 'Christmas present' to Mr S O Greening of the Greening Wire Company, Ontario, Canada (see letter on file).

Over the next 30 or so years, the Sunbeam had several owners and was extensively modified, including having a Ford V8 'flat head' engine installed. By 1967 it was in a sorry state, having been left outside for ten years. It was then that it was purchased by John Sebert of Toronto to provide spares for another 3-Litre Twin-Cam Sunbeam he owned (chassis number '4062F'), which had been damaged in an accident. The Segrave car's aluminium body was transferred to the damaged car.

In 1978, '4001G' was imported into the UK by one A C Miller, who sold it to a G Harper in 1979. By 1998, the 3-Litre had passed through the hands of three more owners (details available) and was purchased that year by the current vendor, who proceeded to have it professionally restored to its original 1926 specification. After some initial work a full restoration was carried out by Colin Clifford between 2001 and 2004, this challenging task involved manufacturing a replica body in aluminium, and building an engine around a new cylinder block.



The car was returned to its specification as seen at the Olympia and Scottish Motor Shows, where it appeared finished in Ivory White with green chassis, mudguards, axles, etc. The running boards and instrument dials were white, and the interior upholstered in green leather, while the René Thomas sprung steering wheel (1" larger in diameter than standard) is believed to be an in-period modification made prior to the Daytona trip.

Various modifications and upgrades have been incorporated to make the Sunbeam safer and more reliable. These include coil ignition (using the magneto points); a voltage regulator, wiring, and fuses; electric fuel pump (supply pipe via Autovac); fuel filter; lights adapted to accept modern bulbs; sidelights modified to act as flashing indicators; toolboxes on the running boards; additional windscreen wiper; electric radiator fan; modern oil filter; knock-on wheel nuts (originals retained); heavy-duty brake drums (originals retained); and much more besides. A full list of all modifications is available together with a history file containing photographs of the restoration, copies of related invoices (totalling circa £110,000), and a schedule of the suppliers and firms involved. The file also contains general correspondence, shipping paperwork from 1938, an original handbook, and Sunbeam Talbot Darracq Register letter confirming that chassis '4001G' was registered in January 1927 as 'UK 3059'. The original dials for the cars gauges and instruments have been retained and are offered mounted in a display frame with the lot.

Since restoration, the car has been used sparingly, covering fewer than 9,000 miles. All MoT certificates are present to support this. 'UK 3059' has attended various VSCC events including 'The Great Gathering' of 3-Litre Sunbeams, and has been used as a course car at Cadwell Park. It also attended the STD Register's 80th anniversary at Beaulieu of the 1927 Land Speed Record; has won several 1st Class concours d'élégance awards; and been filmed for the BBC's 'Antiques Roadshow' Sports Relief Special with presenter Tim Wonnacott at Lord's Cricket Ground. A full write up of the car has been published in 'Practical Classics' magazine, and it has also been featured in 'Classic & Sports Car' and 'The Automobile'.

One of only 305 manufactured between 1925 and 1930, this superb Sunbeam Twin-Cam represents the very pinnacle of engineering excellence in the Vintage era. A wonderful opportunity to acquire a fine example of this most prestigious British marque, it exudes period charm and is eminently suitable for a variety of VSCC and other historic events - the perfect addition to any motor house.

£180,000 - 240,000

€200,000 - 270,000

295

2018 HONDA NSX SPORT HYBRID SH-AWD COUPÉ

Registration no. NSX 22

Chassis no. 1HGNC1200JY730011

- First registered on 14th June 2018
- One owner
- Circa 18 miles from new
- Extensively optioned
- Cost new £170,250





In 2014, Honda announced that it would be reviving the NSX name for the second generation of its mid-engined supercar, which was first shown to the public at the North American International Auto Show in Detroit in January 2015. The NSX made its European debut at Geneva in December 2015.

Developed by Honda's US division, with engineering input from Japan, the NSX is assembled at the Honda Performance Manufacturing Centre in Marysville, Ohio and is badged as an 'Acura' in North America. Showcasing Honda's 'hybrid' power-train technology, the new NSX uses a V6 engine like its predecessor but combines this 3.5-litre twin-turbocharged unit with no fewer than three electric motors: one augmenting the main petrol engine and a pair driving each of the front wheels to apply either negative or positive torque during cornering. The semi-automatic nine-speed dual-clutch transmission (DCT) is supplied by Ricardo and drives all four wheels.

Maximum power output of the petrol engine is 500bhp, with a further 73 horsepower available from the electric motors. Maximum torque is 476lb/ft (combined). On the road, this translates into a 0-100km/h (0-62mph) time of 2.9 seconds while the standing quarter-mile is despatched in 10.8 seconds, placing the NSX emphatically in the supercar league.

However, the NSX is no plug-in hybrid; rather, those electric motors are there primarily to boost performance and have little effect on fuel economy, which is nevertheless quite respectable at cruising speeds.

Like its predecessor, the new NSX is at the cutting edge of chassis design, employing a combination of aluminium, steel, and carbon fibre for the spaceframe, while the shapely aerodynamic body is composed of aluminium and plastic. Aluminium sub-frames support the power-train and double-wishbone suspension, which is controlled by magnetorheological dampers.

First registered on 14th June 2018, this NSX is finished in Valencia Red and incorporates the following options: carbon ceramic brake discs, red brake callipers, carbon fibre interior sports package, full leather powered and heated sports seats in Orchid, black Alcantara headlining, interwoven wheels (machined), and the navigation and parking technology package. All of which, with the addition of private registration "NSX 22", brought the purchase price up to almost £180,000. Due to a change of plans, the car is offered for sale by its first owner having covered a mere 18 miles from new. An exciting opportunity to acquire an effectively brand new example of Honda's flagship supercar at a fraction of the original purchase price.

£115,000 - 150,000
£130,000 - 170,000

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

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1971 PORSCHE 911S 2.2-LITRE COUPÉ

Registration no. GPK 50K

Chassis no. 9111301356

- Owned by the vendor in 1978/1979 and from 2009 onwards
- Professionally restored by Prill Porsche Classics
- Circa 800 miles since completion in 2015
- Restoration bills totalling circa £75,000 available
- Beautiful condition





A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356 that had secured the fledgling company's reputation as producer of some of the world's finest sporting cars. The iconic 911 would take this reputation to an even more exalted level on both the road and racetrack.

Porsche's long-running and much loved 911 sports car first appeared at the 1963 Frankfurt Show as the '901', but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers. The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat-six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.

The first of countless upgrades to the perennial 911 came in 1966, two years after production had commenced, with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. Improved handling courtesy of a lengthened wheelbase arrived in 1969, and then

in 1970 the 911's air-cooled, flat-six engine underwent the first of many enlargements - to 2.2 litres - in which form it produced 180bhp on Bosch mechanical fuel injection when installed in the top-of-the-range 'S' model. By this time the models on offer had stabilised at three: the 911T, 911E, and 911S, all of which were available as either a closed coupé or Targa convertible. With the 2.2-litre engine's arrival, a common type of cylinder head was adopted, the differing power outputs being determined principally by valve timing rather than valve sizes as had been the case hitherto. In total 1,420 coupé and 788 Targa convertible 2.2-litre 'S' models were sold worldwide.

This particular 2.2-litre 911S is one of only 44 right-hand drive examples delivered to the UK in 1971 out of 78 cars in total, making it a very rare Porsche indeed. Sold via Duncan Hamilton in 1971, there is a photo on file of the car outside the Duncan Hamilton dealership, and it still bears the dashboard sticker from this sale. The current vendor owned 'GPK 50K' during 1978/1979 and then, upon seeing it for sale some 30 years later in 2009, had to acquire it. A six-year comprehensive restoration then ensued, the task being entrusted to Andy Prill (Prill Porsche Classics), one of the most highly respected specialists in the business. The Porsche was returned to its delighted owner in October 2015, since when it has been used sparingly, covering a mere 800-or-so miles. Presented in beautiful condition, this expertly restored 911S is offered with current MoT, a V5C Registration Certificate, and restoration bills totalling some £75,000.

£120,000 - 150,000
£130,000 - 170,000

297

1960 JAGUAR XK150 'S' 3.8-LITRE COUPÉ

Registration no. 660 NPJ

Chassis no. T825157DN

- One of 115 right-hand drive 3.8-litre 'S' coupés
- Only four private owners from new
- Present ownership since November 2000
- Engine, gearbox, and overdrive rebuilt in 2003
- Numerous upgrades



'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money.' - *The Autocar*.

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.

Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes.

Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed.

'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps.



Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150 'S'. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in 'SE' (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

In the autumn of 1959 the XK150 became available with the 3.8-litre engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests. The 3.8-litre 'S' is one of the rarest of the family with only 282 built out of a total XK150 production of 9,396 cars.

Representing the XK150 in its ultimate configuration, with the 3.8-litre engine and overdrive gearbox, this rare 'S' coupé was manufactured in February 1960 and supplied to Henlys in London.

The car was originally finished in black with red interior, the same colour combination it has today. The accompanying original logbook lists only three owners, the last of whom, Harry Walker, acquired the XK in the late 1960s and is recorded as previous keeper on the current V5C.

The present owner purchased the XK from JD Classics in November 2000. JD Classics' correspondence on file states that the car was to be fitted with JD Sport four-pot brake callipers; JD Sport power steering; JD Sport electronic ignition; new chromed wire wheels; JD Sport electric sunroof; auxiliary electric engine cooling fan; and doorframe-mounted rear-view mirrors. Pre-delivery preparation was to include replacing various items of brightwork to include boot lid trim, door handles, etc; removing the wing mirrors; and carrying out an MoT and thorough service. In January 2003, the car was despatched to Forge Garage, Frittenden for a complete overhaul of the engine, gearbox, and overdrive, the former being converted to accept unleaded fuel in the process. A later (up-rated) Jaguar oil pump and an up-rated radiator were fitted also.

The accompanying history file is most comprehensive, containing the aforementioned logbook, JDHT Certificate, sundry bills, a quantity of expired MoTs and tax discs, and a current V5C registration document.

£100,000 - 130,000
€110,000 - 140,000

The **HERITAGE** Collection

The fates of two of the UK's most revered motoring marques had become inextricably intertwined in 1931 when Rolls-Royce acquired Bentley, snatching it from under the noses of rivals Napier. Production of Bentley motor cars was transferred from the firm's original Cricklewood base to Rolls-Royce's works in Derby. During WW2, the Derby factory was given over to production of the Merlin aero engine, arguably Rolls-Royce's finest achievement in any field, and to cope with anticipated demand for this incomparable power unit a new factory was built at Crewe. At the war's end, production of all Rolls-Royce and Bentley motor cars was transferred to Crewe when Rolls-Royce decided to devote its Derby works exclusively to aero engine manufacture.

In 1970, problems with an aero engine contract forced Rolls-Royce into bankruptcy, prompting the government to step in and nationalise this most iconic of British companies. The car side of the business was sold off, and for the next ten years the reconstituted Rolls-Royce Motors Ltd operated as an independent company.

In 1980, Rolls-Royce Motors Ltd was sold to the Vickers engineering group, remaining under the latter's control until 1998 when the parent company decided to sell it on.

Following the sale and reorganisation of Rolls-Royce Motors in 1998, Volkswagen acquired the historic Crewe factory, which in the future would produce only Bentleys, while rival German carmaker BMW acquired the Rolls-Royce brand name. As part of the deal, it was agreed that Volkswagen would continue to build Rolls-Royce cars at Crewe until the end of 2002, pending the completion of Rolls-Royce's new factory at Goodwood, whereupon the brand would become the exclusive property of BMW. And so Bentley Motors would be responsible for the final Crewe-built Rolls-Royces, retaining a selection of these last-of-the-line models for its own heritage collection and the relationship with the Royal Household.



Used by HM The Queen and HRH The Duke of Edinburgh for State occasions and kept in the Royal Mews until 2002, shown at the Sandringham Museum and currently on view on the Royal Yacht Britannia

1960 ROLLS-ROYCE PHANTOM V 'HIGH ROOF' STATE LIMOUSINE

Coachwork by Park Ward

Subject to private treaty sale.



298

1985 ROLLS-ROYCE SILVER SPUR CENTENARY LIMOUSINE

Chassis no. SCAZN0004FCH14000

- *The 100,000th Rolls-Royce motor car produced*
- *Retained by the factory*
- *Numerous non-standard special features*
- *Loaned for the exclusive use of the former Chairman of the R-REC*



Typically Rolls-Royce in so far as it represented evolution rather than revolution, the Silver Spirit and its long-wheelbase Silver Spur sibling were based on the preceding Silver Shadow II to which they bore a distinct family resemblance. The Shadow's floor pan was retained and power-train differences were minimal, the newcomers' chief advance over their immediate forebear being the heavily revised and improved type of rear suspension that had first appeared on the company's two-door models. The styling too came in for revision, with a lower waistline, increased glass area and a more-modern angular look; rectangular headlights graced the front of a Rolls-Royce for the first time, and the oft-changed radiator became wider and squatter.

Inside, the Crewe firm's exemplary standards of equipment and finish were maintained, the most noticeable change being the adoption of separate rear seats and the reinstatement of folding picnic tables. By now all cars, regardless of final destination, came with a Bosch fuel-injected V8 engine in three-way catalysed 'California' specification capable of meeting all current emissions targets.

Apart from slightly more prominent bumpers and a quartet of rectangular headlights, cars destined for the USA were outwardly indistinguishable from those sold elsewhere. The long-wheelbase Silver Spur turned out to be a major success for Rolls-Royce, and by 1985 accounted for almost the same number of sales as the shorter Silver Spirit despite being around 20% more expensive.

Great Britain celebrated 100 years of motoring in 1985 and to mark the occasion Rolls-Royce produced for sale an exclusive, limited-edition run of 25 Silver Spurs – the Centenary model – numbered '14001' to '14025' inclusive. The Centenary model offered here – chassis number '14000' – is Rolls-Royce's 100,000th car (all the Derby and Crewe-built Bentleys were included in the total).

Even more lavishly equipped than the already generously endowed standard version, the Centenary cars were eagerly snapped up by collectors worldwide. All that is except this example, which was retained by the factory and, purportedly, used occasionally by HRH Diana, Princess of Wales. It was also loaned for the exclusive use of the former Chairman of the R-REC.



The car is now offered for sale by Bentley Motors. Accompanying factory documentation records the colour scheme as Royal Blue with Champagne Nuella hide interior, and lists the following non-standard features:

- Cocktail requisites to centre litter bin comprising two special silver whisky flasks and four nip glasses
- Special box arm to rear centre armrest
- All interior woodwork to be heavily grained burr walnut veneer
- Fascia panel to be cross-banded above line of intermediate roll
- Door capping rails to front and rear compartment and picnic tables to be inlaid with silver
- Rear door trim pads to be veneered replacing standard hide trimmed pads
- Panasonic graphic equaliser
- Tread plates to front door sills to incorporate commemorative plaque
- Commemorative plaque to glove box lid
- 5001 presentation case
- Special badge to boot lid

Currently in the process of having a registration number allocated by the DVLA, this beautiful Silver Spur Centenary model offered for sale having been stored at the factory from new. The car has recently been MoT'd and is running condition; nevertheless, we would recommend servicing as appropriate following its period of inactivity.

£80,000 - 100,000

€89,000 - 110,000



299

The last Corniche IV built

**1995 ROLLS-ROYCE
CORNICHE IV CONVERTIBLE**

Coachwork by H J Mulliner, Park Ward Ltd

Chassis no. SCAZD02C5SCH50170

- *Iconic modern Grande Routière*
- *Circa 1,161 miles from new*
- *Retained by the factory*
- *Offered for sale by Bentley Motors*



'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.' - *Rolls-Royce*.

Rolls-Royce's adoption of unitary construction for its new Silver Shadow and T-Series Bentley necessitated the reorganisation of in-house coachbuilder H J Mulliner, Park Ward to enable it to produce new designs on the Shadow floor pan. Recalling the firm's glamorous Grandes Routières of pre-war days such as the Phantom II Continental, these final coachbuilt models were limited to just two, a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year. Some of the frontal panels were shared with the standard four-door saloon but otherwise the new bodyshells were unique, featuring a distinctive dipping upper wing line with parallel crease, and revised, more rounded posterior. Construction involved shuttling the bodysells between the Crewe factory and MPW's Willesden plant, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible.

These exclusive cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality including Wilton carpeting, Connolly hide and burr walnut veneers, such painstaking attention to detail resulting in a price some 50% higher than that of the standard Silver Shadow. Nevertheless, demand for these more glamorous alternatives to the much more numerous four-door model was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971. In Corniche form Rolls-Royce's well-tried 6.7-litre V8 produced around 10% more power than standard and proved capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match.

Despite its sky-high asking price, the model proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995, by which time the car was being manufactured in improved Mark IV form.



Retained by the factory, this MkIV example is the last of the original Corniche series produced and is offered for sale by Bentley Motors. Its accompanying factory specification sheet lists the following non-standard features:

- Silver inlay to all woodwork
- R-R emblems to waist rails
- Woodwork to be medium tone and highly figured at time of build
- Air bag front and rear plus steering wheel cowl to be trimmed in Royal Blue hide
- Silver R-R logos to picnic tables
- Headlining - magnolia cloth

Currently in the process of having a registration number allocated by the DVLA, this historic Rolls-Royce is offered for sale freshly MoT'd and 'on the button'.

£200,000 - 250,000

€220,000 - 280,000



300

Completed in Rolls-Royce's Golden Jubilee year, used by HM The Queen, kept in the Royal Mews from 1959 until 2002 and shown at the Sandringham Museum

**1955 ROLLS-ROYCE PHANTOM IV
STATE LANDAUETTE**

Coachwork by Hooper & Co

Chassis no. 4BP5

- *The most exclusive of post-war Rolls-Royces*
- *One of only 18 built*
- *Unique coachwork*
- *Automatic transmission*









'The most outstanding feature of the Phantom IV, revealed in 1950, was not that it was to be so exclusive (the sales policy was simple – examples would only be supplied to Royalty and Heads of State), but that it was the first eight-cylinder production car which Rolls-Royce had ever built. - Graham Robson, *'The Rolls-Royce and Bentley', Volume 2.*

The origins of Rolls-Royce's first ever eight-cylinder production power unit can be traced back to the decision, taken towards the end of the 1930s, to develop a 'rationalised' range of engines and chassis based on common components. By mid-1938 this had resulted in plans for four-, six-, and eight-cylinder inline engines – known as the 'B' range - using identical inlet-over-exhaust valve gear and sharing common bore/stroke dimensions. In the case of the eight-cylinder B80, this meant a swept volume of 5,675cc. As well as providing the motive power for Rolls-Royce's future passenger cars, these engines were also intended for commercial use, and for the first time it was considered appropriate to depart from tradition and release power and torque figures, which for the B80 were 162bhp and 282lb/ft respectively. The 'B' engines are also noteworthy as the first from Rolls-Royce to have the crankcase and cylinder block cast as a single unit.

Development of experimental cars proceeded during the war years and thereafter, one of the most famous of these being 'Scalded Cat', a modified Bentley MkV powered by a 6.3-litre straight eight. Rolls-Royce allowed several prominent individuals to drive 'Scalded Cat', one of whom was HRH the Duke of Edinburgh, who enjoyed the experience immensely. It is said that the Duke suggested that a limousine powered by this eight-cylinder engine would be a good idea, and his opinion may have had some influence on the Rolls-Royce management when they decided to build the Phantom IV. They may also have been swayed by the fact that the Daimler company, holder of a Royal Warrant since 1900 and hitherto exclusive supplier of cars to the Sovereign, had always favoured the straight eight.

Combining the lengthy straight eight engine with a roomy limousine body necessitated a very long chassis, that of the Phantom IV measuring 12' 1" (3.683 metres) in the wheelbase. The cruciform-braced chassis followed the general layout of that employed for the contemporary Rolls-Royce Silver Dawn and Bentley MkVI, albeit suitably strengthened, while the running gear was sourced from the Silver Wraith.



The first Phantom IV - chassis number '4AF2' - was completed in July 1950 having been ordered by HRH Princess Elizabeth (as she then was) and sent for bodying to H J Mulliner as early as July 1949. The choice of the Mulliner company marked another break with tradition, as hitherto the official Daimlers had usually been bodied by Hooper & Co. In total, Rolls-Royce would go on to build another 17 examples of the Phantom IV, though one of these - '4AF4' - was retained by the factory for use as a delivery wagon. Foreign customers included the Shah of Iran (two cars), General Franco (three cars), and the Ruler of Kuwait (three cars), while the Aga Khan, King Faisal of Iraq, the Prince Regent of Iraq, and Prince Talal al Souad Ryal of Saudi Arabia made do with one apiece.

The British Royal Family would own five, the car offered here - chassis number '4BP5' - being HM The Queen's second and one of only two equipped with automatic transmission from new, the other being HRH Princess Margaret's car, '4BP7'. Coachbuilding allocations were shared between H J Mulliner (nine cars) and Hooper (seven cars), with Prince Talal's car - '4AF22' - being bodied in France by Franay. The final Phantom IV - '4CS6', ordered by the Shah of Iran - was completed in November 1956.

Although HM The Queen's first Phantom IV had been bodied by H J Mulliner, '4BP5' carries coachwork by Hooper & Co, London-based carriage makers to her forebears Queen Victoria and King Edward VII and arguably the finest of all British coachbuilders. Accompanying copy chassis cards record the chassis delivery date as 9th November 1953 and the car delivery date as 6th October 1955, 1955 being, coincidentally, Rolls-Royce's Golden Jubilee year. A copy of the factory's June 1954 road test report is on file, showing that '4BP5' was still owned by Rolls-Royce at that time ('Company's Car') and that it had covered 980 test miles to date. Body style is described as 'enclosed landaulette' and the colour scheme as claret and black with dark blue and grey cloth upholstery.

Following completion, '4BP5' was kept at Rolls-Royce's London showroom as a demonstrator, being loaned occasionally to the Royal Household. The Phantom permanently entered Royal service a few years later, being handed over to a Royal equerry on 30th January 1959.



'4BP5' on display at Goodwood house (image part of lot)

The following special features are listed:

- Bonnet fastening from interior
- Special heating and ventilating
- Special radio to the interior with 2 loudspeakers
- Power aerial on wing
- Under car aerial
- Power operated windows
- 2 step lights
- Canopy light
- Perspex panel to roof with power shutter
- Interior clock
- 2 reading lamps
- Independent control to o/s wiper blade
- Mounting for roof flagstaff
- Emergency windows handle to brace
- Mohair rug
- GB plate
- Mascot and cap
- Modified cooling
- 2 interior fans
- 2 extra interior lights
- Illuminated shield
- Loose covers

It is understood that one of Rolls-Royce's conditions of sale was that cars should not be sold on by their owners but should be returned to the factory, which is what in due course happened to '4BP5'. By the time it returned to Rolls-Royce's Crewe factory, this stately Phantom IV had completed over 40 years in the service of the Royal Household, including many overseas tours.

It is identical to the car in which Meghan, Duchess of Sussex, was driven to Windsor Castle on her wedding day, highlighting the significance of Rolls-Royce motor cars for the British Royal Family. This much-travelled Royal Phantom is currently in the process of having a registration number allocated by the DVLA.

£1,000,000 - 2,000,000

€1,100,000 - 2,200,000

301

The last Rolls-Royce built at the Crewe factory

2002 ROLLS-ROYCE CORNICHE FINAL SERIES CONVERTIBLE

Chassis no. SCAZK28E72CH02079

- *The last Rolls-Royce Corniche*
- *Retained by the factory*
- *Circa 229 miles from new*
- *Numerous unique features*
- *Freshly MoT'd*



The original Corniche convertible had been a major success for Rolls-Royce, so the revival of the model in 1999 after a gap of five years caused considerable excitement. In fact, so enthusiastic was the response from eager customers that the company air freighted the first seven cars to California rather than sending them by sea! One of the final Rolls-Royce models to be developed at the Crewe factory, the Corniche was based on the Bentley Azure that had debuted at Geneva in 1995. The famous Italian styling house of Pininfarina – a firm with unrivalled experience in the design of soft-top Gran Turismos – had been chosen to develop the Azure on the four-seater Continental R platform, and there was no questioning that the result was most successful. But although the Corniche was recognisably a close relative, in actual fact nearly every one of its outer panels was different, while the wood-embellished interior was most definitely more traditional Rolls-Royce than modern Bentley.

Beneath the skin the two cars shared the same turbo-charged V8 engine, automatic transmission and adaptively damped suspension, although in every department the Corniche had been subtly altered to provide the more refined and relaxed driving experience preferred by the typical Rolls-Royce owner. Maximum power was down 60bhp from the Azure's 385 horsepower, yet remained sufficient to propel this weighty motor car to a top speed of 135mph with 60 coming up in eight seconds, not that such vulgarities would be of much concern to the majority of Corniche owners.

A stiffer bodysell, new hydraulic engine mounts, lighter steering, softer suspension and special Avon tyres all contributed to characteristics more boulevard than sporting, which is exactly what its target market expected.

Costing £250,000 in the UK at time of launch, the Corniche more than lived up to its illustrious name and proved an immense success, especially in North America where its combination of unmatched luxury, effortless performance and soft-top style was found highly attractive. Sadly, Rolls-Royce's reorganisation under new owners BMW meant that models powered by the old pushrod V8 would have a limited lifespan, and when production ceased in 2002 a total of only 374 of these '2nd Generation' Corniches had been built.

Chassis number '2079' is historically significant as the last Rolls-Royce to be built at the Crewe factory. The latter had been set up to build Merlin aero engines during WW2, transferring to motor car production at the war's end when Rolls-Royce decided to devote its Derby works exclusively to aero engine manufacture. Following the sale and reorganisation of Rolls-Royce Motors in 1998, Volkswagen ended up owning the Crewe factory, which henceforth would produce only Bentleys.



Finished in Silver Ghost with Spruce hide interior and green convertible hood, the car comes with its factory specification sheet listing the following non-standard features:

- Solid silver (hallmarked) Spirit of Ecstasy mounted to plinth (rosewood burr, etc) with plaque words to match console
- Photographic record of build in special hide cover with Corniche brochure and *Certificate of Authenticity
- Document wallet hide flap to rear of front seats (Silver Ghost theme)
- Show-car engine bay preparation - to level A standard
- Unique seat style - modern interpretation Chesterfield buttoned theme (spruce) from the Silver Ghost
- Solid cherry steering wheel - airbag to match main hide
- Solid silver (hallmarked) Spirit of Ecstasy mascot to radiator shell
- Cabinet cherry waist rails
- Straight grain cherry crossbanding in lieu of oak crossbanding and black boxwood inlay in lieu of standard boxwood inlay
- Silver text inlay on the radio flap beneath silver and red enamel badge - wording as follows: *The final Rolls-Royce Corniche chassis 2079*

- Special tread plates to say car is the last from Crewe - wording as follows: *The final Rolls-Royce Corniche chassis 2079 Rolls-Royce Motor Cars, Crewe, England 1946-2002*
- Voice activated telephone system - UK language
- Hide colour-matched interior rear view mirror
- Hide colour-matched top roll de-mister ducts
- Unique centre console - The final Rolls-Royce Corniche chassis 2079 Rolls-Royce Motor Cars, Crewe, England 1946-2002
- Main hide to be Spruce Green Chesterfield theme as per Silver Ghost
- No seat edge piping

Currently in the process of having a registration number allocated by the DVLA, this historic last-of-the-line Rolls-Royce is offered for sale having been stored at the factory from new. The car is expected to be running and MoT'd prior to sale; nevertheless, we would recommend servicing as appropriate following its period of inactivity.

£180,000 - 220,000

€200,000 - 240,000

302

The final Park Ward Silver Seraph

**2002 ROLLS-ROYCE SILVER
SERAPH PARK WARD LONG
WHEELBASE SALOON**

Chassis no. SCALD62E82CH19120

- Retained by the factory
- Circa 85 miles from new
- Top-of-the-range LWB model
- One of only 127 made
- Numerous special features





Whenever a new Rolls-Royce appears, it is the manner in which tradition is weighed against innovation that most intrigues the public, and there was certainly no lack of new components in the Silver Seraph of 1998; exterior door handles and the occasional switch excepted, nothing was carried over from its predecessor. The most significant break with tradition was, of course, the adoption of BMW engines, the Seraph's power unit being the 5.3-litre, 60-degree V12 of the range-topping 750i, its engine management system appropriately reconfigured for the heavier Rolls-Royce. The ZF five-speed automatic gearbox is likewise sourced from the 750i, and once again its electronics, which control shift points, are re-programmed to suit the different application.

Changes to the body may have seemed less radical, but were no less interesting. While the styling represented a conscious attempt to recall the looks of the Silver Cloud, its method of construction broke new ground for Rolls-Royce in several ways. Part of then parent company Vickers' £200m project investment was spent on new body plant, the Seraph being the first model built on a moving assembly line, and benefiting from the new semi-automated paint facility. The body itself - now fully galvanised - used significantly fewer panels than that of the Silver Spirit and took less time to make, while contriving to be 65 percent stiffer than its predecessor's. Build quality was by all accounts even better than before.

Recent years have seen major automobile manufacturers increasingly turning to outside consultants for assistance in shortening the development time of new models, and this policy was adopted for the Seraph programme. Apart from the BMW engine and ZF gearbox, the Seraph featured suspension conceived by Lotus, Bosch electronics, and design and engineering input from Mayflower, Hawtal Whiting, MSX, and Randle Engineering Solutions.

Quoted in *Car* magazine, project director Tony Gott said, 'For the first time, this is a Rolls-Royce that genuinely offers the owner the choice of driving or being driven, because it is a car one would really enjoy driving. The variable suspension, the adaptive transmission and the electronic throttle have enabled us to build two characters into the car.'

Premiered at the 2000 Geneva Motor Show and introduced for the 2001 model year, the extended-wheelbase version of the Silver Seraph took its name from Rolls-Royce's in-house coachbuilder, Park Ward, which had been wholly owned since 1939. The Park Ward had 10" (250mm) added between its front and rear doors, increasing the legroom for passengers. The Silver Seraph ceased production in 2002 when manufacture of all Rolls-Royce motor car ended at the historic Crewe factory, by which time only with a total of 127 of the LWB Park Ward variant had been produced.



The last of its type made before production of all Rolls-Royce motor cars ceased at the historic Crewe factory, this Silver Seraph Park Ward comes with its factory specification sheet listing the following non-standard features:

- Union Jack wing badges
- Hide coloured (Nautic Blue) top roll de-mister ducts
- Under bonnet showcar package-to level 'A' standard
- Photographic record of build in special hide cover with certificate of authenticity
- Locking plate with key for silver SoE
- Special tread plates to say car is the last Park Ward wording as follows: The final Rolls-Royce Park Ward chassis 19120 Rolls-Royce Motor Cars, Crewe, England 1946 - 2002
- Front number plates to be supplied loose
- Solid silver (hallmarked) Spirit of Ecstasy mascot to radiator shell
- Rosewood veneered door panels
- Standard R-R stainless steel transfer to radio flap



- Stainless text overlay on the radio flap underneath the R-R - \ wording as follows: The final Rolls-Royce Park Ward chassis 19120
- Contrast piping to seat edge profile in Nautic Blue
- 2 cushions with contrast edge piping and embroidered R-R motifs (Nautic Blue)
- Bottle cooler to rear armrest.
- Hide coloured (barley) rear view mirror.
- Voice activated telephone system - English language.
- Rosewood veneer insert to steering wheel
- Rosewood veneer seat switch surround
- Slim division and 'waterfall console' (as Tokyo Park Ward)
- Cocktail requisites to waterfall console (2x champagne flutes stored vertically inverted, 1x decanter and 2x spirit glasses stored on base)
- Rear and side curtains - outside to match paint, inside to match main hide.
- Rosewood burr veneer with cabinet cherry waist rails and straight-grain cherry crossbanding
- Black boxwood inlay in lieu of standard boxwood inlay
- Detailed spirit of ecstasy marquetry to waist rails (handed) in boxwood

- Small back light
- 2 tone paint - upper Silver Ghost, lower Silver Tempest
- Main hide, headlining, sun visors, rear parcel shelf, centre console, door kick pad binding, carpet binding and under-dash trimmed in barley hide
- Embroidered emblems to headrests in Nautic Blue
- Front number plates to be supplied loose
- Contrast piping to seat edge

Currently in the process of having a registration number allocated by the DVLA, this historic Rolls-Royce is offered for sale having been stored at the factory from new. The car has recently been MoT'd and is in running condition; nevertheless, we would recommend servicing as appropriate following its period of inactivity.

£70,000 - 110,000
€78,000 - 120,000

303

The factory demonstrator

**C.1979 ROLLS-ROYCE
PHANTOM VI LIMOUSINE**

Coachwork by H J Mulliner, Park Ward Ltd

Chassis no. PGH116

- *Last of the original Rolls-Royce Phantom models*
- *Loaned on occasions to the Royal Household*
- *To the highest possible specification*
- *The last word in motoring luxury in its day*
- *Continuously owned by the factory*





'The specification has been designed to make our Phantom VI the "Showpiece" of our demonstration fleet, and also to promote those extras that MPW are keen to sell.' – Rolls-Royce Motors.

With development of its dependable six-cylinder engine nearing an end and facing competition from faster rivals in the United States market, Rolls-Royce turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, the new 6,230cc all-alloy engine graced the Rolls-Royce Silver Cloud II and Bentley S2 as well as the Rolls-Royce Phantom V. Introduced at the same time, Rolls-Royce's new limousine model, the long-wheelbase Phantom V, effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. Built on a much modified and strengthened Silver Cloud II chassis, the new Phantom measured over 6 metres (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. A lower final drive ratio ensured that, while top speed was a little down on that of its stable-mates, 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. The usual upholstery for the front compartment was leather, which was also included in the list of alternatives for the rear together with West of England cloth. As one would expect in a car of this class, a cocktail cabinet was often incorporated into the rear compartment, while electric windows and air conditioning were among the other options.

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.





The last word in motoring luxury in its day, Phantom VI chassis number 'PGH 116' was built by Rolls-Royce to serve as the flagship of its demonstration fleet and as such incorporates a host of 'extras' in addition to the already generous standard specification. Dated 22nd November 1978, a (copy) factory document on file lists them as follows:

- Stainless steel side trim to sills and wheelarches
- Lengthened side chrome moulding
- Chrome centre door pillar
- Recessed rear light cluster
- Wing mirrors
- Flag masts to both front wings
- Fire extinguisher
- Radio to front compartment
- ACR 920 cassette to division cabinet
- Clock to division rail
- Electrically operated rear seat
- Curtains to back light and rear quarters
- Head cushions to rear seats
- Headrests to rear seat
- Vanity mirror to each rear quarter
- Bonnell reading lamps to rear

It would appear that Rolls-Royce retained the Phantom for some four or so years, as the factory documentation takes up the story in June 1984 when the car was being prepared for sale to G A Moore Esq of Linton, West Yorkshire.

A revised specification was issued at this time; noteworthy exterior additions included quartz iodine headlamps, sliding glass sunroof, and detachable bumpers (as per HM The Queen's cars). Additions to the interior included picnic tables; curtains to the doors and division; video and audio cassette storage; intercom for rear compartment; Corniche-type door pockets; coat hooks; speed control; and an alarm (full list available). It is understood that on occasions it was loaned to the Royal Household. Currently in the process of having a registration number allocated by the DVLA, this ultimate Phantom is MoT'd and 'on the button'.

£400,000 - 600,000
€440,000 - 670,000

304

The final example of this model produced

2002 ROLLS-ROYCE SILVER SERAPH SALOON

Chassis no. SCALA62E82CH08854

- *Circa 128 miles from new*
- *Top-of-the-range model*
- *BMW V12 engine*
- *Numerous special features*
- *Retained by the factory*



Whenever a new Rolls-Royce appears, it is the manner in which tradition is weighed against innovation that most intrigues the public, and there was certainly no lack of new components in the Silver Seraph of 1998; exterior door handles and the occasional switch excepted, nothing was carried over from its predecessor. The most significant break with tradition was, of course, the adoption of BMW engines, the Seraph's power unit being the 5.3-litre, 60-degree V12 of the range-topping 750i, its engine management system appropriately reconfigured for the heavier Rolls-Royce. The ZF five-speed automatic gearbox is likewise sourced from the 750i, and once again its electronics, which control shift points, are re-programmed to suit the different application.

Changes to the body may have seemed less radical, but were no less interesting. While the styling represented a conscious attempt to recall the looks of the Silver Cloud, its method of construction broke new ground for Rolls-Royce in several ways. Part of then parent company Vickers' £200m project investment was spent on new body plant, the Seraph being the first model built on a moving assembly line, and benefiting from the new semi-automated paint facility.

The body itself - now fully galvanised - used significantly fewer panels than that of the Silver Spirit and took less time to make, while contriving to be 65 percent stiffer than its predecessor's. Build quality was by all accounts even better than before.

Recent years have seen major automobile manufacturers increasingly turning to outside consultants for assistance in shortening the development time of new models, and this policy was adopted for the Seraph programme. Apart from the BMW engine and ZF gearbox, the Seraph featured suspension conceived by Lotus, Bosch electronics, and design and engineering input from Mayflower, Hawtal Whiting, MSX, and Randle Engineering Solutions.

Quoted in *Car* magazine, project director Tony Gott said, 'For the first time, this is a Rolls-Royce that genuinely offers the owner the choice of driving or being driven, because it is a car one would really enjoy driving. The variable suspension, the adaptive transmission and the electronic throttle have enabled us to build two characters into the car.'



The last of its type made before production of all Rolls-Royce motor cars ceased at the historic Crewe factory, this Silver Seraph comes with its factory specification sheet listing the following non-standard features:

- Under-bonnet show car package - to level A standard
- Photographic record of build in special hide cover with Certificate of Authenticity
- Bottle cooler to rear armrest
- Cocktail compartment to lower front seat back x2 - hide
- Straight grain cherry cross-banding in lieu of oak cross-banding
- Standard R-R stainless steel transfer to radio flap
- Locking plate with key for SoE
- Special tread plates to say car is the last Silver Seraph - wording as follows: **The final Rolls-Royce Silver Seraph chassis 8854 Rolls-Royce Motor Cars, Crewe. England 1946-2002*

- Front numberplate to be supplied loose - no holes drilled in bumper
- Black boxwood inlay in lieu of standard boxwood inlay
- Stainless text overlay on the radio flap underneath the R-R - wording as follows: *The final Rolls-Royce Silver Seraph chassis 8854*
- Hide coloured (Cotswold) rear view mirror
- Hide coloured (to match redwood) top roll de-mister ducts
- Solid silver (hallmarked) Spirit of Ecstasy mascot to radiator shell
- Main paint to be Silver Ghost

Currently in the process of having a registration number allocated by the DVLA, this historic Rolls-Royce is offered for sale freshly MoT'd and 'on the button'.

£70,000 - 100,000

€78,000 - 110,000

305

UK VEHICLE REGISTRATION NUMBER 'RR 1',

held on DVLA V778 Retention Document expires 04 Oct 2025.

Noel Woodhall, 'Car Numbers 1904-1974'; "H R Owen Limited,
17 Berkeley Street, London W.1. Dealers of cars of distinction.

RR 1 was purchased for the then World Record price of £4,800
when it was offered for sale by public tender in 1968."

£500,000 - 600,000

€560,000 - 670,000

RR 1

IMPORTANT NOTICE

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

Buyers Premium is charged at car rates for lots 305-306.

RRM 1

306

UK VEHICLE REGISTRATION NUMBER 'RRM 1'

at the time of going to press application had been made by the
Vendor to the DVLA to hold the number on a V778 Retention Document.
Further details will be available at the time of the auction.

£100,000 - 150,000

€110,000 - 170,000

END OF COLLECTION

FURTHER PROPERTIES

307

1953 JAGUAR XK120 O1953 JAGUAR XK120 3.8-LITRE COMPETITION ROADSTER

Registration no. 958 XUC
Chassis no. to be advised

- *Ex-USA car*
- *Converted from left- to right-hand drive*
- *Raced extensively in the USA and UK*
- *Ready-to-race condition*



'Three coachloads of Jaguar employees made the pilgrimage to Silverstone and were rewarded for their enthusiasm by seeing one of our cars gain one of the most convincing victories seen on a race track... whenever or wherever a production car race is held again, we may be sure that Jaguar will be well represented and will give a good account of itself.' – *Jaguar Journal*, 1949.

The XK 120 set new standards of comfort, roadholding and performance for British sports cars, and in keeping with the Jaguar tradition there was nothing to touch it at the price. It was an immense success in North America, finding the majority of its customers there, and when Road & Track tested one in 1951 they announced that 'the XK120 has performance far and above any stock American make... by far the fastest car yet tested by Road & Track, a two-way average of 121.6mph being attained.'

Although it had not been designed with racing in mind, the XK120's competition potential was immediately obvious, not least to the factory, which entered a three-car team in the Daily Express one-hour race for standard production cars at Silverstone in August 1949.

The XK's of Leslie Johnson and Peter Walker duly rewarded Jaguar's faith in its new sports car by finishing 1st and 2nd respectively, thus setting the scene for an illustrious competition career that would culminate in the development of the legendary C-Type.

This XK120 roadster was manufactured in 1953 and spent most of its early life in the USA. Following a lengthy period of storage, it embarked on a successful competition career, participating in events such as CARE, SVRA, HSR, VSCDA, and MCSCC at Road America, Road Atlanta, Watkins Glen, Sebring, Mid-Ohio, Blackhawk Farms and more between 1989 and 2006. The car subsequently moved to the UK under the new ownership of Andrew Moore, who raced it most competitively until 2014/15. It was then purchased by the current owner, who has raced the car to the present day.

Finished in Gunmetal metallic, '958 XUC' is fitted with a 3.8-litre XK engine, which breathes via triple SU carburettors and was rebuilt around six races ago, and has an E-Type gearbox, while the interior features a Pro Series Corbeau bucket seat and Mota-Lita steering wheel. Partially restored in 2017 and presented in ready-to-race condition, this potentially most competitive XK120 roadster is offered with sundry bills and a V5C Registration Certificate.

£50,000 - 70,000

£56,000 - 78,000

308

1961 BENTLEY S2 CONTINENTAL SPORTS SALOON

Coachwork by H J Mulliner

Registration no. SXW 1

Chassis no. BC15CZ

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



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

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

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

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



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

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

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

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

£200,000 - 250,000
€220,000 - 280,000

309

1987 FERRARI TESTAROSSA COUPÉ

Coachwork by Pininfarina

Registration no. E731 APU

Chassis no. ZFFAA17C000072699

- *Iconic model*
- *Rare right-hand drive example*
- *Present ownership since 1989*
- *Circa 8,173 miles from new*
- *Un-restored and original*





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

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

First registered on 12th August 1987, this un-restored example of the legendary Italian supercar has been owned by the current vendor since 1989. He bought the Ferrari, which had covered a mere 900 miles, from Maranello Sales Ltd at Tower Garage, Egham.

From correspondence, it appears that the car had been ordered and purchased by one of their clients, who almost immediately put it up for sale. When the vendor took delivery, all the original polythene wrapping was still in place on the seats, etc.

Chassis number '72699' is an early car with knock-on wheels, but does not have the so called single 'flying mirror' that was such a controversial feature of the first examples. This Testarossa has been professionally stored in a humidity-controlled environment by Storacar, and is described by the vendor as in excellent condition throughout, having covered a mere 8,173 miles from new.

In 2015 the Testarossa was invited to the 'Earls Court' display at the 2015 Goodwood Revival meeting. It comes with a good file of history, including the 1989 purchase receipt and bills and photographs relating to the most recent cam belt service, which was carried out in 2014. A head-turner wherever it goes, this wonderful Testarossa wants for nothing and would be the perfect addition to any collection of Ferraris.

£100,000 - 120,000
€110,000 - 130,000

310

1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. GNT 156M

Chassis no. 1S2036

- *Four owners from new*
- *Partially restored and repainted in 2012*
- *Circa 47,000 miles from new*
- *Fully documented*





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

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

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

This E-Type's first owner was John Foster, a collector who also owned Peter Walker's Jaguar XK120, 'JWK 977', and the Sir Robert Ropner semi-lightweight E-Type. In 2010, the car was offered for sale at Bonhams' Goodwood Festival of Speed auction (Lot 372) by the second owner, John Ramsbottom, and purchased there by SNG Barratt Ltd, who sold it to the current vendor in August 2011.

In 2012, the E-Type was stripped for repainting, while at the same time the suspension bushes, road springs, shock absorbers, clutch, brakes, and hydraulics were all replaced (Bills on file). The private vendor advises us that the car is free of rust and original apart from the change of colour to red (from sable) and that it runs superbly.

The E-Type comes complete with its original tonneau cover, and is offered with a V5C Registration Certificate, historical documents, and all expired MoTs verifying the recorded *circa* 47,000 miles from new.

£60,000 - 70,000

€67,000 - 78,000

311

1964 CHEVROLET CORVETTE STING RAY COMPETITION COUPÉ

Registration no. not UK registered
Chassis no. 40837S112243

- Prepared in the Netherlands by Tachyon Motorsport
- Fully functioning interior
- Present ownership since 2009
- FIA HTP valid until 2027
- Registered in the Netherlands
- Competitive Pre-'66 GT car



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical re-style for '56 had consolidated the Vette's position in the market before arrival of the heavily revised 'Sting Ray' version. Introduced for 1963, the spectacular Corvette C2 Sting Ray became an instant design icon and is considered to be one of the most beautiful cars ever produced. Radically different from its predecessor, the Sting Ray sported a totally new ladder-type chassis featuring independent rear suspension, the latter a rarity on American cars at this time, and for the first time there was a Gran Turismo coupé in the range.



As had been the case with the previous (1956-1962) generation of Corvettes, development proceeded slowly, being characterised by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of four-wheel disc brakes was the most significant development for 1965.

By the end of the 1950s, Corvettes had begun to establish an enviable competition record for the marque. Corvette Chief Engineer Zora Arkus-Duntov was a big fan of auto racing and it was he that was responsible for unlocking the car's innate potential and developing it into a genuine race-winner. At the same time the Corvette began to establish a reputation outside of the USA.

In 1960 Briggs Cunningham entered eight Corvettes in that year's Le Mans 24-Hour race, the car driven by Fitch/Grossman winning the over-4,000cc GT class on its way to 8th overall. These racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sports car.

This particular Corvette Sting Ray was imported into France in 1993 and professionally restored by a well-known racer/collector. The current owner acquired the Corvette in 2009 and further upgraded the car to its current outstanding cosmetic and competitive level. An extensive and detailed list of the works carried out in the Netherlands by Tachyon Motorsport is on file. No expense was spared, and all detailed worksheets are present. In 2012, world-renowned specialists APP Racing Engines of the Netherlands built a new homologated 402ci (6.6-litre) Big Block engine that produces 545bhp and 501lb/ft of torque (dynamometer printout on file). Since then the car has only completed the Liège-Rome-Liège Rally and one circuit race at Dijon. A brand new ATL fuel cell was installed in 2017 (certificate on file) and the new FIA HTP is valid until January 2027.

In the right hands this Corvette is capable of winning races in the popular Pre-'66 GT class. As the car is road registered and retains its fully functional interior, it can also be entered in high-profile events like the '100 Ore di Modena', any other FIA or FIVA-sanctioned event, or indeed any road or circuit event for Pre-'66 GT cars.

£95,000 - 115,000
€110,000 - 130,000

1967 MORRIS MINI TRAVELLER TO 1,275CC DOWNTON COOPER 'S' SPECIFICATION

Coachwork by Morris - Downton

Registration no. RRK 689E

Chassis no. MAW4927668

- Original MkIII Cooper 'S' engine
- Totally rebuilt by marque specialists Steve Harris *Motor Engineering
- Downton Stage 5 Conversion
- Restored between 2016 and 2018 with no expense spared
- Immaculate condition



Approximately 12 months after the Mini saloon's introduction, estate car versions appeared in the form of the Morris Mini Traveller and Austin Countryman, both of which were based on the long-wheelbase Minivan floor pan. At first the duo were available only with 'woody' embellishment, a style that had proved immensely popular on the Morris Minor Traveller, though in the Mini's case the timber was not structural. Naked, all-steel versions appeared later. Although produced until 1982, the Mini estates were never given Hydrolastic suspension while the single trim level available was equivalent to that of the De Luxe saloon.

At the other end of the practical/sporting spectrum was the Mini Cooper. Brainchild of racing car manufacturer John Cooper, the Mini Cooper arrived in September 1961 offering a size/price/performance package that was nothing short of miraculous. The Mini Cooper soon established its credentials as a rally and race winner, and the stage was set for even faster versions. The first of these - the 1,071cc Mini Cooper 'S' of 1963 - took engine development a stage further and provided the basis for the 971cc 'S' and 1,275cc 'S' of 1964. The ultimate Mini of its day, the 1,275cc 'S' pumped out 76bhp while remaining exceptionally flexible and was good for a genuine 100mph - an astonishing performance at the time.

This unique Morris Mini Traveller is fitted with a genuine MkIII Cooper 'S' engine with thick-flange block, originally converted by legendary BMC tuning specialists, Downton Engineering. Over the course of 2016-2018, the car was totally rebuilt by ex-Downton engineer Steve Harris and upgraded to a Downton Stage 5 Conversion while retaining the 1¼" SU carburettors (see letter on file). Steve Harris Motor Engineering also rebuilt the gearbox and treated the body and suspension to a full bare-metal 'ground upwards' restoration and professional re-spray with no expense spared.

Other noteworthy features include Dunlop alloy wheels (including spare), triple front spotlights, additional instrumentation, map light, sports seats, heated windscreen, re-trimmed rear seats, Morris Cooper S badges, and Downton Engineering roundels. We are advised that in excess of £20,000 was spent on the renovation. This most exciting Mini 'sports estate' is offered with restoration invoices, an old-style logbook, MoT to June 2019, and a V5C registration document.

£50,000 - 60,000

€56,000 - 67,000

313
NO LOT

314

1967 AUSTIN A40 'FARINA' MARK II 1.3-LITRE COMPETITION SALOON

Registration no. FPO 983
Chassis no. AAWH-159443

- A rally and race-car for many years
- Restored in 2012 to meet HRDC and St Mary's Trophy regulations
- 1,275cc full-race engine
- Road-registered and MoT'd



'BMC's links with Italian styling house we now know as Pininfarina were forged in the mid-1950s, and for a time that concern shaped all BMC's new mass-production models, and advised on others done in-house. The first of the Farina cars was arguably the best of all – the new-generation A40, launched in the autumn of 1958.' – Graham Robson, *'The Cars of BMC'*.

The unitary construction A40 Farina stood out from the rest of the BMC saloon range by being a 'two box' design, presaging the looks of the forthcoming front-wheel drive Austin/Morris 1100. Inherited from the preceding A35, its 948cc A-Series engine and running gear were a good deal less 'cutting edge', in particular the hydraulic front/mechanical rear braking system. In this 'Mark I' form the A40 did not last long, being superseded in 1961 by the revamped Mark II. Improvements included a longer wheelbase, greater rear legroom, front anti-roll bar, telescopic dampers (replacing the original lever-arm type), and full hydraulic braking. Power went up slightly, from 34 to 37 horsepower, but the first significant improvement in that department did not arrive until 1962 in the form of the 1,098cc version, which came with 48bhp on tap. Production continued until 1967.

The A40 Farina even enjoyed a short career as a works rally car, its most accomplished exponent being Pat Moss, whose best result was 10th overall in the 1959 Monte, winning the Ladies' Prize. There was no works involvement in circuit racing, but the A40 Farina was campaigned by various privateers at club level. Foremost among the latter was Mick Cave, whose battleship grey-painted Downton-tuned example – 'The Old Grey Mare' – was one of the fastest small racing saloons of its day, winning the BARC championship in 1963 and 1964, on the latter occasion with Harry Digby driving.

Owned by the current owner since 2012, this has been a rally and race car for many years and was restored in 2012 to meet HRDC and St Mary's Trophy regulations. The 1,275cc full-race engine is fitted with a cylinder head from Classic & Modern Engine Services, and there are currently two seats installed (a lightweight 'token' seat is available for racing). This is a 1967 car but is fitted with lever-arm shock absorbers to comply with HRDC regulations. Its specification also includes A-frame rear suspension and modified front uprights, and the car comes with six race wheels and four road wheels. Offered with restoration bills, current MoT, and a V5C document, it represents an affordable entry into historic saloon car racing.

£18,000 - 24,000
€20,000 - 27,000

315

1940 PONTIAC DELUXE SIX SEDAN

Registration no. not UK registered

Chassis no. 6640515 (01)

- *Professionally prepared for long-distance historic rallying*
- *Restored in 2013*
- *Twice a participant in the 'Peking to Paris Motor Challenge'*
- *Registered in Belgium*



Professionally prepared for long-distance historic rallying in 2013, this Pontiac Deluxe Six rally car could well provide a cost-effective entry into popular endurance rallies including the high-profile 'Peking to Paris Motor Challenge', which this car has taken part in on two occasions.

The Pontiac marque originated within another member of the General Motors family: Oakland. Introduced in 1926, the Pontiac had been conceived as a quality six-cylinder car for the price of a four and was a runaway success, setting what was then a record for debut-year sales of almost 77,000 units, considerably more than its Oakland parent achieved that year. Contributing to the Pontiac's success was the fact that it boasted up-to-the-minute styling yet was mechanically entirely conventional; it was essentially a four-cylinder Chevrolet chassis, re-engineered to accommodate a six-cylinder engine. More than 500,000 Pontiacs had been made by the time of the Wall Street Crash of October 1929, and although Pontiac would survive that catastrophe, its less-successful Oakland parent was axed.

We are advised that this is a no-frills, solidly prepared, robust endurance rally car. The chassis has been stripped to bare metal, sandblasted and fully re-sprayed, while inside the car a bespoke full roll cage has been installed together with a milled aluminium dashboard assembly.

The 3.6-litre six-cylinder sidevalve engine and three-speed manual transmission have been overhauled, although they may now benefit from a refresh. The column mounted gear change has been retained and is quite in line with the character of this charming classic Pontiac. The electrical system has been upgraded for improved reliability, incorporating an alternator in lieu of a dynamo, modern dashboard-mounted fuses, and electronic ignition. An aluminium long-range fuel tank and associated pumps have been fitted also, while a useful storage compartment occupies the rear seat space. Other noteworthy features include AVO telescopic dampers, coil-sprung front suspension, modern instrumentation and switch-gear, and re-chromed bumpers.

£28,000 - 34,000

€31,000 - 38,000

316

1957 ALLARD PALM BEACH 2.6-LITRE MARK I CONVERTIBLE

Registration no. 764 XUR

Chassis no. 21Z-5169

- *The last Palm Beach to leave the factory*
- *Believed used as a factory demonstrator*
- *Matching numbers*
- *Many unique features*
- *Restored to original specification 2016-2018*



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

Introduced in 1952, the pretty, alloy-bodied Palm Beach was Sydney Allard's final sports car design, employing a K3-type tubular chassis and his trademark independently suspended swing axles at the front with a coil-sprung live axle at the rear. Four- and six-cylinder engines were sourced from Ford, while the restyled 1956-onwards Mark II could be had with Jaguar XK power. Approximately 80 of all types were built up to 1958.

Believed used by Allard as a demonstrator, the six-cylinder example offered here - chassis number '21Z-5169' - is the last Palm Beach to leave the factory.

The car was exported to South Africa and then to Portugal before returning to the UK where it was fully rebuilt between 2016 and 2018, retaining its original features.

These include a special Ford-supplied pre-production engine and four-speed gearbox; triple SU carburettors on a period-correct manifold; free-flow exhaust system; long-range fuel tank; and a built-in navigator's light and stopwatch. The engine - number '21P2498X', with 'P' standing for pre-production and 'X' for experimental - was originally supplied to Sydney Allard for use in his Ford Zephyr in the Monte Carlo Rally, and has been fitted to this Palm Beach from new. A pair of competition bucket seats is the only notified deviation from factory specification.

Referenced in *Thoroughbred & Classic Cars* magazine (April 1983 edition) and featured on page 170 of the *Allard Gold Portfolio*, this beautiful Palm Beach was the hero of the Portugal/UK Run in 2016 and was featured in the Allard Owners' Club's magazine's November 2016 edition. Finished in red with black leather interior, this unique Allard sports car comes with sundry restoration invoices and a V5C Registration Certificate.

£60,000 - 70,000

€67,000 - 78,000

317 * N

1924 BUGATTI TYPE 13 BRESCIA SPORTS

Registration no. not UK registered

Chassis no. 2058

- *Delivered new to Switzerland*
- *Resident in Norway since the early 1930s*
- *Extensively restored in 1984*
- *Fitted with engine '366'*
- *Engine overhauled in 2017*
- *Extensively campaigned throughout Europe and beyond*





By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. Developed from the first Bugatti to be built at Molsheim - the short-wheelbase Type 13 of 1910 - the Type 13 'Brescia' took that name following the factory's first four places at the 1921 Italian Grand Prix for Voiturettes, held at the eponymous racetrack in Lombardy. Longer wheelbase Type 22 and Type 23 models were made, both of which used the single-overhead-camshaft 16-valve Brescia engine and were built alongside 8-valve 'Petit Pur Sang' versions.

Introduced in February 1923, the Brescia Modifié was a true thoroughbred sports car, derived directly from the racing Brescias that had dominated the voiturette category at the 1921 Italian GP. At a time when many 1½-litre production cars struggled to achieve 50mph, the Brescia Modifié was guaranteed to exceed 70mph. Of advanced design, the engine incorporated a ball-bearing crankshaft and aluminium crankcase, and was coupled to an excellent four-speed gearbox developed from that of the Brescia racers; indeed, many Brescia Modifiés were raced with great success.

Bugatti produced approximately 200 Brescia Modifié chassis in 1923, virtually all of them Types 22 and 23. The Bugatti factory record for '2058' initially described this car as a Type 22 fitted with twin SEV magnetos, but prior to its production this was changed to a Type 13 with single SEV magneto.

The car was completed on 5th May 1924 and invoiced to Bugatti's Swiss agency Messrs Addor & Cie of Lausanne. The Bugatti was delivered to Zurich as a racing car but the identity of its first owner is not known. Records of engine numbers for this batch of chassis no longer exist, but there is strong evidence that this car's original engine was '440' (see Sewell Report on file).

No identifiable trace of '2058' has been found in later records prior to it being purchased in 1927 from Bugatti's Swiss agency BUCAR by Norwegian student Bjørn Bjørnstad. At the time of the car's sale, the front of its chassis frame had been lengthened by 150mm as if to accommodate a longer engine, although its Bugatti unit was still fitted. Bjørnstad used the car in Switzerland for a couple of years before driving it to his native Norway. Once back in Norway he registered the car in Oslo circa 1931 with the number 'A-11016'. Some two years later, the Bugatti was left abandoned in his garden where it remained undisturbed until around 1960 when it was taken to a scrap metal merchant named Percy Shultz who proceeded to break it up. In 1955, Øisten Bertheau and his wife Kirsten of Oslo had acquired Type 13 chassis number '2073'. In 1961 they were told about this Type 13 and bought the remains as spares for their own car. Sadly, its engine had been broken up by Shultz only a few days earlier so was beyond recovery.

The Type 13's surviving components included the front and rear parts of the chassis frame; the gearbox; the front axle assembly with steering arms and rods; the complete rear axle; the prop-shaft; and the four wheels, road springs, and shock absorbers, but there was no radiator or clutch.



These parts were kept as spares until 1979 when it was realised that a complete car could be assembled from them. Evidently only the front axle had been required as a replacement on '2073', so the remaining parts were sold to fellow Norwegian, Arild Staver. In 2012, the Bugatti's ownership would be transferred to Arild's wife, Turid.

Restoration of the car by its new owner was initiated promptly and was completed by 1984. The chassis frame was returned to its original Type 13 specification and fitted with its original set of Type 13 racing-type flat front and rear springs. Its dumb-irons are understood to be 15mm less down-swept than on the touring cars. Two of the original shock absorbers were retained, while the other two fitted were remade to the correct pattern. The rear pair are fitted behind the axle in contrast with those on the later touring models. To replace the missing power unit, engine number '366' from chassis '1987' was acquired, overhauled, and installed.

The engine's refurbishment included new bearings, connecting rods, and pistons to its original crankshaft; a new 8-plug cylinder block; new valves, springs, guides, and tappets; and a new special camshaft, while its original oil pump, oil filter, and water pump were retained. The carburettor is its original 36mm Zenith DEF and the original twin Bosch ZF4 magnetos are fitted in a correct-specification bulkhead-mounted cradle.

The clutch is comprised of original parts except for its conversion to dry mode operation.

An original radiator complete with its original core was sourced; it is of the rare intermediary design with a brass surround to its Bugatti badge and a small cut-out for the starting handle. A new front axle was machined from an alloy steel billet and fitted with a pair of original stub axles, plus original front brake drums and back-plates and new brake shoes. Having been produced in 1924, the car originally had no front wheel brakes.

The wheels are as per the original 710x90 beaded edge variety. A new brake cross-shaft was manufactured from factory drawings to provide a fully compensated braking system exactly as was fitted to later examples of the model. The original transmission brake pedal and its mounting bracket survive with the car.

The gearbox retains all its original gears, which remain in good condition, and its original transmission brake drum. The prop-shaft has American Spicer universal joints, not the French made-under-licence Glaezners as fitted to some models. The rear axle still has its original 13x45 crown-wheel and pinion and its original Type 13-length torque arm, which lacks the riveted-in wooden insert found on all the longer-wheelbase models. A new body was made for the car using a construction technique copied from the body on Type 30 chassis number '4373', which since 1973 has been on display at the Norsk Technisk Museum in Oslo. Its frame is made from angle iron covered by an aluminium skin folded over its edges, resulting in a very light but adequately stiff structure. The headlights are by Eisemann, identical to those by Bosch.



No dynamo is fitted at present, the original having been fitted under the left (passenger) side gearbox arm and belt-driven from the split bobbin on the short shaft between the clutch and the gearbox. The original bobbin survives with the car. The rear-mounted oval fuel tank is secured by its original straps to the original four holes in the top flanges of the chassis frame. Upon completion, the Bugatti was road-registered with the number 'BL 953' but has since been reregistered 'C-101'. Since the completion of David Sewell's typically well researched and thorough report (dated July 2016), the engine has been fully overhauled (during the winter of 2017) and the gearbox lid replaced with an original from Type 37A '37365'.

The car's first event was the VSCC's 50th anniversary gathering at Malvern in 1984, since when it has participated in numerous rallies in Norway, throughout Europe, and as far afield as Tunisia, as well as many lesser events and several touring holidays in England. A full list of the major events attended is available. A wonderful opportunity to acquire a well known, well documented, and extensively campaigned original short chassis racing Brescia.

Please note that should this vehicle remain in the UK local import taxes of 5% will be added to the hammer price.

£380,000 - 400,000

€420,000 - 450,000



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

1963 ALFA ROMEO GIULIA SPRINT SPECIALE COUPÉCoachwork by *Carrozzeria Bertone*

Chassis no. AR 380106

- One of only 1,400 built
- Left-hand drive
- Formerly resident in Ireland
- Recent professional restoration in Italy



By the time of the Giulia's introduction in 1962, Alfa Romeo's highly successful 'small car, big performance' formula, begun by the Giulietta in 1954, was well established. Alfa's classic twin-cam four had been downsized to 1,290cc for the Giulietta, gaining an alloy cylinder block in the process. The original Bertone-styled Sprint Coupé was soon joined by Berlina (saloon) and Spider (open) versions, and then in 1957 came the model now recognised as the ultimate Giulietta - the Sprint Speciale - which was the first of the new 101-Series cars. Built on a slightly shorter wheelbase than the standard Sprint, and again the work of Bertone, the mouth-wateringly curvaceous 'SS' came with 100bhp on tap, a five-speed gearbox, and a top speed of 125mph. Compact, aerodynamically efficient and very powerful for its size, the SS proved highly successful in 1,300cc class racing the world over.

Outwardly almost indistinguishable from the outgoing Giulietta, the Giulia version boasted front disc brakes and a more powerful (112bhp) and much less fussy 1,570cc version of Alfa's classic twin-cam four. Other notable improvements over the Giulietta version included a redesigned dashboard with additional instrumentation. Only 1,399 of the Bertone-bodied Giulia Sprint Speciales were built up to 1965, and today this rare model is highly prized by Alfa Romeo connoisseurs.

This stunning Giulia SS was purchased in Ireland in 1990 by a family friend of the previous owner. Used only occasionally, the Alfa was stored in the garage of its owner's Dublin home when not on the road. Sadly, the owner passed away in 2008, and in 2013 his widow sold the car to the previous owner. The Alfa was then taken back to Italy.

As the car was still in solid condition, after some years off the road, refreshment was first considered before it was decided to have it comprehensively restored by Italian craftsmen. The body was fully refurbished, a bare metal re-spray carried out, the brightwork re-chromed, and the interior professionally re-trimmed in tan leather. Borrani wire wheels were fitted, and the engine freshly serviced.

The current vendor purchased the Alfa at Bonhams' Paris Sale in February 2017 (Lot 407), since when it has been serviced by his in-house mechanic. Described by the vendor as in 'restored/excellent' condition, the car comes with Irish registration documents and would be a welcome addition to any serious collection.

£80,000 - 120,000**€89,000 - 130,000**

319

1960 CITROËN 2CV 'FOURGONETTE' VAN

Registration no. 973 UYK

Chassis no. 611521

- *Iconic French light commercial vehicle*
- *Professionally restored in 2015*
- *Recent mechanical set up by Pete Sparrow*
- *Circa 7,500 kilometres
(approximately 4,600 miles) since restoration*



Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1949. Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings, going on to attain cult status as the favoured car of the environmentally concerned motorist. Although the original 375cc air-cooled flat-twin engine grew, eventually, to 602cc, the 2CV's performance remained modest at around 70mph flat-out, not that that concerned the majority of its devotees for whom the roomy interior, full-length sunroof, and frugal fuel consumption were of far greater importance.

The 2CV was built in civilian, military, and commercial versions, the latter - a small delivery van - being known as the 'Fourgonette', which was first seen in 1951. It was a sad day for many when the last French-built 2CV left the Levallois factory in 1988, although production continued in Portugal for two more years. By the time production ceased in 1990 more than 5 million 2CVs of all types had been made.

Known to the lady vendor's late husband as 'Elodie', this particular Fourgonette has the 425cc engine. '973 UYK' was restored by Froome 2CV (The 2CV Shop) in 2015 and recently was mechanically set up by the 2CV expert, Pete Sparrow of Hereford. Zeroed at time of restoration, the odometer currently displays a total of around 7,500 kilometres (approximately 4,600 miles).

The accompanying history file contains a V5C registration certificate; a recently expired MoT (car now exempt); and a quantity of restoration photographs, invoices, and receipts for spare parts totalling over £20,000. Presented in generally very good condition throughout, this charming 2CV van is the ideal paddock support vehicle for the Goodwood Revival and other prestigious motor sports events.

£12,000 - 16,000

€13,000 - 18,000

END OF SALE

THE ZOUTE SALE®

Friday 5 October 2018
Knokke-Le Zoute, Belgium

FINAL CALL FOR ENTRIES

ENQUIRIES

Philip Kantor
+32 (0) 476 879 471

Gregory Tuytens
+32 (0) 471 71 27 36

Paul Gaucher
+33 6 61 80 15 56

eurocars@bonhams.com



Original left hand-drive delivered new in black, matching numbers, concours condition

1963 ASTON MARTIN DB4 SERIES V VANTAGE

€950,000 - 1,250,000



Concours condition

**1960 FERRARI 250 GT SERIES II
PININFARINA COUPÉ**

€600,000 - 800,000



Original left-hand drive, concours condition

1958 AC ACE ROADSTER

€280,000 - 330,000



Unique coachwork by Anthem

1936 BENTLEY 4 1/4-LITRE CABRIOLET

€400,000 - 500,000

Bonhams

bonhams.com/motorcars

The Padua Auction

Important collectors' cars

*Purchased new by Anita Ekberg,
the star of "La Dolce Vita"*

1956 JAGUAR XK 140 SE ROADSTER

Chassis no. S 812181 DN

27 October 2018
Padua, Italy (near Venice)
Auto e Moto d'Epoca Fair

Bonhams is delighted to announce their return to their Italian auction which will take place at the "Auto e Moto D'Epoca" fair in Padua, Italy's largest fair for classic automobiles.

Participation is limited to an exclusive selection of 60 classic automobiles.

ENQUIRIES

Europe

+39 333 564 3610

gregor.wenner@bonhams.com

UK

+44 (0) 20 7468 5801

ukcars@bonhams.com



Bonhams

bonhams.com/motorcars

THE ALEXANDRA PALACE SALE

An Important Single Owner Collection
of Collectors' Motorcycles

Sunday 23 September 2018, 2pm
Alexandra Palace, London

ENQUIRIES

Ben Walker

+44 (0) 20 8963 2819

ben.walker@bonhams.com

Andy Barrett

+44 (0) 20 8963 2817

andrew.barrett@bonhams.com

Catalogue

+44 (0) 1666 502 200

subscriptions@bonhams.com

Bids

+44 (0) 20 7447 7447

bids@bonhams.com

**1973 MV AGUSTA 500/3 GRAND PRIX
RACING MOTORCYCLE**

£250,000 - 350,000 *



Bonhams

bonhams.com/allypally

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

**COMPLIMENTARY
AUCTION APPRAISAL**
Visit bonhams.com/motorcycles
to submit a complimentary
auction appraisal request.

A CHANCE TO WIN
Visit bonhams.com/lovebikes
to register for a chance to
win a 12 month worldwide
motorcycle catalog
subscription.

COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama
Saturday October 6, 2018

INQUIRIES
West Coast
Craig Mallery
+1 (323) 436 5470
craig.mallery@bonhams.com

Andrew Barrett
+1 (323) 436 5450
andrew.barrett@bonhams.com

CATALOG
+44 (0) 1666 502 200
subscriptions@bonhams.com

CONSIGNMENTS INVITED



2nd example built, history from new
1949 VINCENT 998CC BLACK LIGHTNING
\$400,000 - 500,000 *

Bonhams

bonhams.com/barber

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

**COMPLIMENTARY
AUCTION APPRAISAL**

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the London office or visit bonhams.com/motorcycles to submit a complimentary auction appraisal request.

THE AUTUMN STAFFORD SALE

**Important Collectors' Motorcycles,
Related Spares and Memorabilia
The Willowbrook Collection,
The Basil Keys Collection Part Two
and The Adrian Reed Collection**

The 25th Carole Nash Classic Motorcycle Mechanics Show
Saturday 13 & Sunday 14 October 2018

ENQUIRIES

Motorcycles (London)
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

Catalogue

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

Closing date for entries

Friday 31 August

FINAL CALL FOR ENTRIES



Bonhams

bonhams.com/autumnstafford

LONDON TO BRIGHTON VETERAN CAR RUN SALE

Friday 2 November 2018
New Bond Street, London

ENTRIES NOW INVITED

1894 PEUGEOT 2½HP
TWIN-CYLINDER TWO-SEATER

ENQUIRIES

Motor Cars

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ukcars@bonhams.com

Automobila

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automobilia@bonhams.com



Bonhams

LONDON

bonhams.com/motorcars

THE BOND STREET SALE

Exceptional Motor Cars

Saturday 1 December 2018

New Bond Street, London

ENTRIES NOW INVITED

A fully restored example

and one of only 25 built

1937 LAGONDA 4½-LITRE

LG45 RAPIDE TOURER

£750,000 - 850,000*

ENQUIRIES

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CATALOGUE

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subscriptions@bonhams.com



Bonhams

LONDON

bonhams.com/motorcars

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

ANTIQUE ARMS, AMOUR AND MODERN SPORTING GUNS

Including the Richard Garrett,

Daniel Williams and Max Gau Collections

Wednesday 28 and Thursday 29 November 2018

Knightsbridge, London

CLOSING DATE FOR ENTRIES

Friday 5 October

**A PAIR OF 12-BORE
'SPORTING MODEL DELUXE'
SINGLE-TRIGGER OVER-
AND-UNDER EJECTOR
GUNS BY HOLLAND &
HOLLAND, NO. 50631/2
Sold for £54,600 ***

ENQUIRIES

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david.williams@bonhams.com

Modern Sporting Guns

+44 (0) 207 393 3815

patrick.hawes@bonhams.com



Bonhams

MONTPELIER STREET • KNIGHTSBRIDGE

bonhams.com/armsandarmour

* Prices shown include buyer's premium. Details can be found at bonhams.com



The Endurance Rally Association
Home of the Peking to Paris Rally



Ready for a new adventure Entries now open



Adriatic Adventure, 18 to 29 September 2019

This brand new event will mirror the Baltic Classic in style and take competitors into countries that are new territory for 12-days of rallying. Starting and finishing in Trieste, we go from the mountains of the inland Balkans to the dazzling brilliance of the Adriatic coastline.



Rally New Zealand, 15 February to 8 March 2020

The ERA makes its first journey to New Zealand with a spectacular route planned to showcase this amazing country. Starting from Auckland, our crews will enjoy a fabulous mix of gravel tests, forest regularities, race circuits and undiscovered delights as we rally to Christchurch.

Open to pre-1976 cars.

Contact the Rally Office to request a brochure and more details.

 tel: +44 (0)1235 831221 email: admin@endurorally.com
 www.endurorally.com

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Polygon Transport was founded in 1984 and is one of the longest established Collectors' Motor Car and Motorcycle carriers in the UK



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Bonhams



Beaulieu



NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “you”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

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

1. OUR ROLE

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

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with the *Buyer*. The terms of that contract are set out in our *Buyer's Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*. This will govern *Bonhams’* relationship with the *Buyer*.

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the *Lot*. *Lots* are available for inspection prior to the Sale and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before

doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams’* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

Estimates

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams’* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer's Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the Sale.

Condition Reports

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. Nor does the *Seller* owe or agree to owe you as a *Bidder* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

The Seller's responsibility to you

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract* for Sale between a *Seller* and a *Buyer*.

Bonhams’ responsibility to you

You have the opportunity of examining the *Lot* if you want to and the *Contract* for Sale for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller's* agent only (unless *Bonhams* sells the *Lot* as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams’* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness

of any statement or representation made by *Bonhams* or on *Bonhams’* behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer's Agreement*.

Alterations

Descriptions and *Estimates* may be amended at *Bonhams’* discretion from time to time by notice given orally or in writing before or during a Sale.

THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE SALE.

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any Sale without stating a reason. We have complete discretion as to whether the Sale proceeds, whether any *Lot* is included in the Sale, the manner in which the Sale is conducted and we may offer *Lots* for Sale in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the Sale, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for Sale. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a Sale and, before the Sale has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from Sale to Sale and from *Auctioneer* to *Auctioneer*. Please check with the department organising the Sale for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the Sale. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the Sale and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the Sale. At some Sales, for example, jewellery Sales, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the Sale. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

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

Bidding in person

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

Bidding by telephone

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

Bidding by post or fax

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

Bidding via the internet

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

Bidding through an agent

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

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

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

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

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

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

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

- (a) Motor Cars and Motorcycles
15% on the first £500,000 of the *Hammer Price*
12% from £500,001 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 or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

CONTRACT FOR SALE

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.

- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

8	FAILURE TO PAY FOR THE LOT		behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.	10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	9	THE SELLER'S LIABILITY		
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .	10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.		
8.1.3	to retain possession of the <i>Lot</i> ;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,	10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;		
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;	10.5	If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;			10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.	10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;			10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and			10.9	References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.	9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.	10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.	10	MISCELLANEOUS	10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .	10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in *italics*. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
 - 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
 - 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
 - 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
 - 3.1.1 the *Purchase Price* for the *Lot*;
 - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
 - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
 - 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
 - 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
 - 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
 - 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
 - 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
 - 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- ### 5 STORING THE LOT
- We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale Information Page* or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.2	to retain possession of the <i>Lot</i> ;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the 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> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10	OUR LIABILITY
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.2	The discretion referred to in paragraph 8.1:	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	9	FORGERIES		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

Bonhams Specialist Departments

19th Century Paintings

UK
Charles O' Brien
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U.S.A
Madalina Lazen
+1 212 644 9108

20th Century British Art

Matthew Bradbury
+44 20 7468 8295

Aboriginal Art

Francesca Cavazzini
+61 2 8412 2222

African Modern &

Contemporary Art
Giles Peppiatt
+ 44 20 7468 8355

African, Oceanic & Pre-Columbian Art

U.S.A
Fredric Backlar
+1 323 436 5416

American Paintings

Liz Goodridge
+1 917 206 1621

Antiquities

Francesca Hickin
+44 20 7468 8226

Antique Arms & Armour

UK
David Williams
+44 20 7393 3807
U.S.A
James Ferrell
+1 415 503 3332

Art Collections, Estates & Valuations

Harvey Cammell
+44 (0) 20 7468 8340

Art Nouveau & Decorative Art & Design

UK
Mark Oliver
+44 20 7393 3856
U.S.A
Benjamin Walker
+1 212 710 1306
Dan Tolson
+1 917 206 1611

Australian Art

Merryn Schriever
+61 2 8412 2222
Alex Clark
+61 3 8640 4088

Australian Colonial Furniture and Australiana

+61 2 8412 2222

Books, Maps & Manuscripts

UK
Matthew Haley
+44 20 7393 3817
U.S.A
Catherine Williamson
+1 323 436 5442

British & European Glass

UK
John Sandon
+44 20 7468 8244

British Ceramics

UK
John Sandon
+44 20 7468 8244

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

UK
Helena Gumley-Mason
+44 20 8393 2615
U.S.A
Celeste Smith
+415 503 3214

Chinese & Asian Art

UK
Asaph Hyman
+44 20 7468 5888
U.S.A
Dessa Goddard
+1 415 503 3333
HONG KONG
Xibo Wang
+852 3607 0010
AUSTRALIA
Yvett Klein
+61 2 8412 2231

Clocks

UK
James Stratton
+44 20 7468 8364
U.S.A
Jonathan Snellenburg
+1 212 461 6530

Coins & Medals

UK
John Millensted
+44 20 7393 3914
U.S.A
Paul Song
+1 323 436 5455

Contemporary Art

UK
Ralph Taylor
+44 20 7447 7403
U.S.A
Jeremy Goldsmith
+1 917 206 1656

Entertainment Memorabilia

UK
Katherine Schofield
+44 20 7393 3871
U.S.A
Catherine Williamson
+1 323 436 5442

European Ceramics

UK
Sebastian Kuhn
+44 20 7468 8384
U.S.A
+1 415 503 3326

Furniture

UK
Thomas Moore
+44 20 8963 2816
U.S.A
Andrew Jones
+1 415 503 3413

European Sculptures & Works of Art

UK
Michael Lake
+44 20 8963 6813

Greek Art

Anastasia Orfanidou
+44 20 7468 8356

Golf Sporting Memorabilia

Kevin McGimpsey
+44 131 240 2296
Hamish Wilson
+44 131 240 0916

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

UK
India Phillips
+44 20 7468 8328
U.S.A
Nathania Nisonson
+1 917 206 1617

Indian, Himalayan & Southeast Asian Art

H.K.
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316	1957	Allard Palm Beach 2.6-Litre Mark I Convertible	268	1963	Chevrolet Corvette Sting Ray 'Split Window' Coupé
233	1934	Aston Martin 1½-Litre Mark II Short-chassis Tourer	311	1964	Chevrolet Corvette Sting Ray Competition Coupé
289	1948	Aston Martin Two Litre Sports Drophead Coupé	285	1955	Chris-Craft Cobra 21ft Speed Boat
241	1955	Aston Martin DB2/4 'Mk1' 3.0-Litre Sports Saloon	318	1960	Citroën 2CV 'Fourgonette' Van
286	1955	Aston Martin DB2/4 3.0-Litre Drophead Coupé	214	1965	Cooper-Cosworth Ford T76 Formula 3
250	1960	Aston Martin DB4 to GT Specification	204	1951	David Brown T.V.O Cropmaster Tractor
281	1964	Aston Martin DB5 4.2-Litre Sports Saloon	217	1964	Ferrari 250 GT Lusso Berlinetta
274	1964	Aston Martin DB6 Sports Saloon	293	1971	Ferrari 246 GT Berlinetta
242	1972	Aston Martin V8 Series 2 Sports Saloon	266	1972	Ferrari 365GT/4 Berlinetta
282	1989	Aston Martin V8 Vantage X-Pack Sports Saloon	263	1972	Ferrari Dino 246 GT
202	2003	Aston Martin DB7 GTA Coupé	288	1973	Ferrari Dino 246 GT Berlinetta
314	1967	Austin A40 'Farina' Mark II 1.3-Litre Competition Saloon	254	1984	Ferrari 308 GTSi Qv Targa Coupé
205	1959	Austin-Healey Sprite Mark I Roadster	309	1987	Ferrari Testarossa Coupé
225	1960	Austin-Healey 'Sebring' Sprite Mk1 Competition Coupé	278	2015	Ferrari LaFerrari Coupé
209	1924	Bentley 3-Litre Tourer	277	2017	Ferrari LaFerrari Aperta
216	1937	Bentley 4¼-Litre 'Woodie' Shooting Brake	252	1956	FIAT-Bartoletti Tipo 642 Racing Car Transporter
280	1947	Bentley Mark VI Drophead Coupé	218	1965	Ford Mustang 289ci Competition Coupé
291	1952	Bentley R-Type Continental Sports Saloon	229	1968	Ford P68 'F3L' Group 6 Endurance Racing Coupe
270	1957	Bentley S1 Continental	227	1971	Ford Escort Mk1 RS1600 Works Rally Car
308	1961	Bentley S2 Continental Sports Saloon	237	1972	Ford Capri 3.1-Litre Competition Saloon
290	1962	Bentley S2 Flying Spur			
219	1968	Bentley Bentley T-Series Two-Door Saloon			
236	2007	Bentley Continental GTC Convertible			
249	1959	BMC 5-Ton Race Transporter			
244	1949	Bristol 400 Sports Saloon			
247	1954	Bristol 404 Coupé			
245	1967	Bristol 409 Sports Saloon			



Lot No	Year	Model
292	1988	Frazer Nash Le Mans Replica Recreation
295	2018	Honda NSX Sport Hybrid SH-AWD Coupé
201	1963	Huffaker Genie MkIV/V Sports Prototype
221	1937	Jaguar SS100 3½-Litre Roadster
272	1951	Jaguar XK120 Roadster
248	1953	Jaguar XK120 SE 3.4-Litre Competition Roadster
307	1953	Jaguar XK120 3.8-Litre Competition Roadster
264	1953	Jaguar XK120 Drophead Coupé
215	1955	Jaguar XK140 Competition Coupé
257	1957	Jaguar XK150 3.4-Litre Coupé
269	1958	Jaguar XK150 SE 3.4-Litre Roadster
275	1959	Jaguar XK150 SE 3.4-Litre Drophead Coupé
297	1960	Jaguar XK150 'S' 3.8-Litre Coupé
210	1961	Jaguar MkII 3.8-Litre Saloon
276	1961	Jaguar E-Type 'Series 1' 'Flat Floor' 3.8-Litre Roadster
261	1961	Jaguar 'Series 1' 3.8-Litre Lightweight Replica Competition
228	1962	Jaguar E-Type 'Series 1' 3.8-Litre Semi-Lightweight Competition
239	1962	Jaguar E-Type 'Series 1' 3.8-Litre Roadster
226	1962	Jaguar E-Type 3.8-Litre Lightweight Low-Drag Coupé
208	1965	Jaguar E-Type 'Series 1' 4.2-Litre Coupé
310	1973	Jaguar E-Type Series III V12 Roadster
222	1974	Jaguar E-Type Series III V12 Commemorative Roadster
256	1990	Jaguar XJR-11 Group C Sports Prototype
234	1960	Kieft Formula Junior Monoposto
267	2009	Lamborghini Murciélago LP 670-4 Super Veloce Coupé

Lot No	Year	Model
220	1951	Land Rover 'Series I' 80" 4x4 Utility
235	1951	Land Rover 'Series I' 80" 4x4 Utility
206	1957	Land Rover 'Series I' 4x4 Utility
231	1964	Lang-Cooper II Group 7 Sports-Racing
253	2001	Lindsay LMP675 Sports Prototype
230	1963	Lotus Cortina MkI Competition Saloon
283	1969	Lynx-Jaguar XK SS 4.2-Litre Sports Re-creation
240	1971	Maserati Ghibli SS 4.9-Litre Spyder Conversion
287	1971	Maserati Ghibli SS 4.9-Litre Coupé
255	1957	Mercedes-Benz 300SL Roadster
260	1966	Mercedes-Benz 220 SE Coupé
232	1970	Mercedes 280 SL 'Pagoda' Convertible
262	1934	MG Magnette KN Sports to 'K3' specification
312	1967	Morris Mini Traveller
315	1940	Pontiac Deluxe Six Sedan
296	1971	Porsche 911S 2.2-Litre Coupé
238	1933	Rolls-Royce 40/50hp Phantom II Continental
251	1937	Rolls-Royce Phantom III Sports Saloon
300	1955	Rolls-Royce Phantom IV State Landauette
303	1979	Rolls-Royce Phantom VI Limousine
298	1985	Rolls-Royce Silver Spur Centenary Limousine
299	1995	Rolls-Royce Corniche IV Convertible
301	2002	Rolls-Royce Corniche Final Series Convertible
304	2002	Rolls-Royce Silver Seraph Saloon
302	2002	Rolls-Royce Silver Seraph Long Wheelbase Saloon
258	1960	Sadler Formula Junior Monoposto
223	1964	Shelby Cobra 289ci Competition Roadster
294	1926	Sunbeam 3.0-Litre Super Sports Twin-Cam Tourer
273	1962	Tojeiro EE-Ford Endurance Racing Coupe
212	1962	Volkswagen Type 2 'Split Screen' Camper Van
203	1944	Willys Jeep 4x4 Military Vehicle
207	1929	Willys-Knight Model 70B Saloon





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