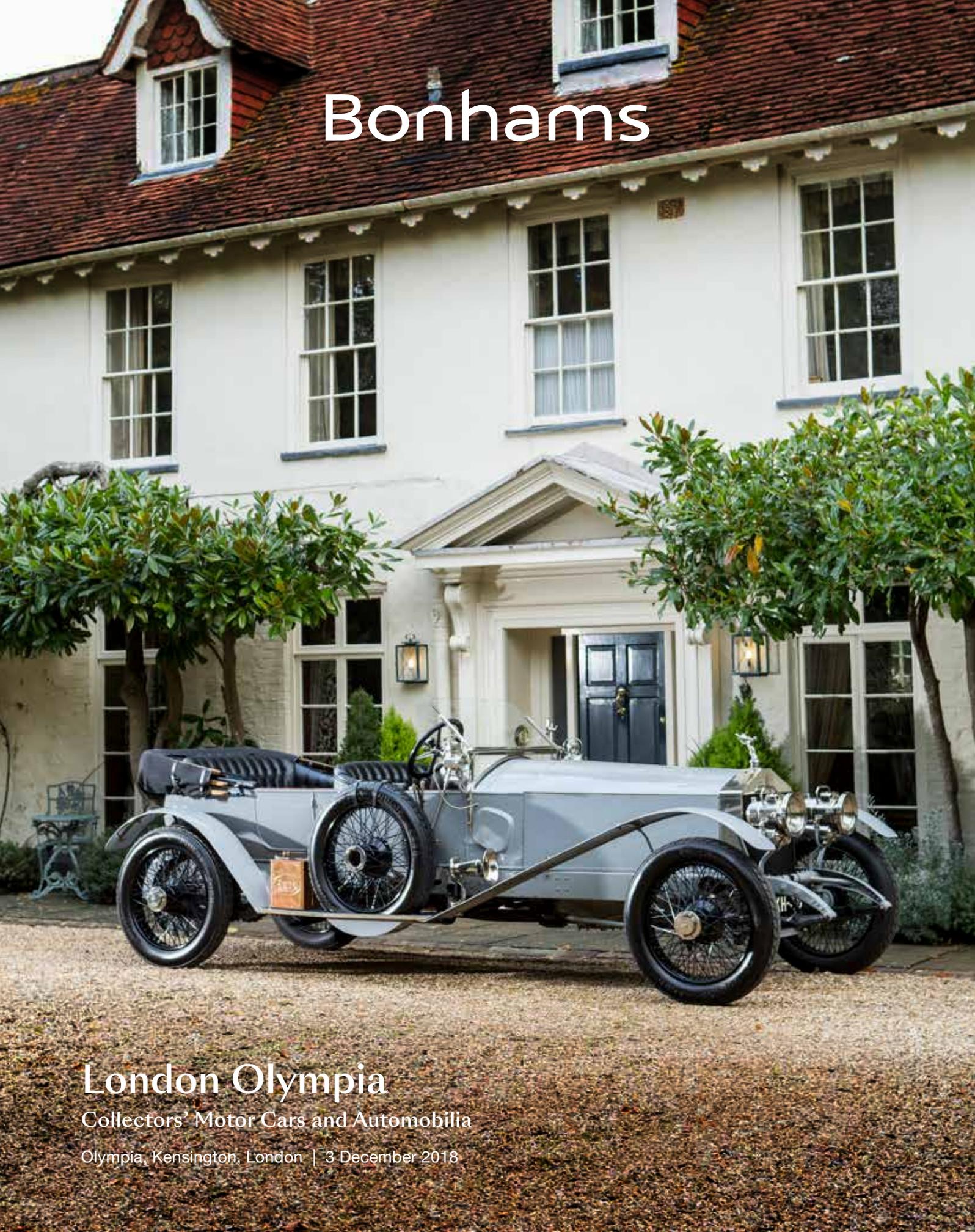


Bonhams



London Olympia

Collectors' Motor Cars and Automobilia

Olympia, Kensington, London | 3 December 2018



London Olympia

Collectors' Motor Cars and Automobilia

Olympia, Kensington, London | Monday 3 December 2018 at 12:00 and 14:00

VIEWING

Sunday 2 December
11:00 to 17:00

Monday 3 December
from 09:00

SALE TIMES

Monday 3 December
Automobilia 12:00
Motor Cars 14:00

SALE NUMBER

24881

CATALOGUE

£25.00 + p&p
(admits two)

BIDS

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

Please note that bids should be submitted no later than 4pm on Sunday 2 December. 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
+44 (0) 20 7468 5802 fax
ukcars@bonhams.com

Automobilia
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automobilia@bonhams.com

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AT THE SALE

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+44 (0) 87 0027 0089 fax

CUSTOMER SERVICES

Monday to Friday 08.30 to 18:00
+44 (0) 20 7447 7447

Please see the following pages for bidder information including after-sale collection and shipment

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 138
Back cover: Lot 148

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/24881 and click on the Register to bid link at the top left of the page.

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

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

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Harvey Cammell Deputy Chairman,
Emily Barber, Antony Bennett,
Matthew Bradbury, Lucinda Bredin,
Simon Cottle, Andrew Currie,
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Peter Rees, John Sandon, Tim Schofield,
Veronique Scorer, Robert Smith, James Stratton,
Ralph Taylor, Charlie Thomas, David Williams,
Michael Wynnell-Mayow, Suzannah Yip.

General Information

Admission

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

Absentee Bids

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

References

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

Bidder Registration

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

Premium

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

For 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 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.

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.

NMT

Motor vehicle lots marked "NMT" in the catalogue originate from or are registered in another EU member state and have travelled less than 6,000km from new. Accordingly HMRC and the DVLA classify such machines as 'New Means of Transport' under the Nova Scheme and are subject to VAT at 20% on the hammer price. Potential bidders should familiarise themselves with the relevant regulations in their country prior to bidding.

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.

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.

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

Telephone bidding

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

Absentee/Commission bidding

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

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

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

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 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 is checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

Can I change my mind after I have purchased a lot?

No. Lots are not sold as an option and there is no 'cooling off' period. Once the auctioneer drops the hammer a contract is made and you are obligated to proceed with said contract.

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:

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 Olive 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 the auction and immediately after the auction. Generally, vehicles remain at the sale venue until 12 noon the following day. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

Can someone deliver the vehicle for me?

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

IMPORTANT V5/V5C INFORMATION

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. 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



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Malcolm Barber



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Richard Stafford



Ben Adams

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Motor Car Presentation

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Automobilia

12:00

Lots 1 - 94

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

Not all imperfections are stated. All lots sold as viewed







1



2



3

1⁰⁰

A WOODEN TWO BLADED PROPELLER FOR A ROYAL AIRCRAFT FACTORY SE5A, EARLY 1918,

laminated construction, the hub stamped DRG No AB8080LH, D2514 P2850 200HP HISPANO-SUIZA 3/4 G669N54 also marked with production number 10289 and AIB marks, the central hub altered and widened to take timepiece (unfinished alterations, some wear, splitting and de-lamination in places), 251.4cm long.
£1,200 - 1,600
€1,400 - 1,800

2⁰⁰

A VELOCIPÈDE, CIRCA 1868,

steel frame with attractive leg rests to front, straight forks to red painted wooden spoked steel rimmed wheels, main wheel 39 inches diameter with metal cranks and weighted metal pedals (right crank repaired and pedal weight missing). Straight handlebars with turned pear grips, twist brake operating wire via double pulleys to sprung rear wheel brake, sprung saddle bar with ornate finial, metal pan with re-upholstered red vinyl seat, leading to rear forks with ornate fitting to rear hub, rear wheel 31 inches diameter, additional metal framed front wheel guard and metal support bar in front of headstock.
£1,500 - 2,000
€1,700 - 2,300

3⁰⁰

A 50 INCH ORDINARY BICYCLE, CIRCA 1882,

tapered round backbone with integral 'folded' saddle spring, with replaced leather Brooks saddle, front wheel guard, solid front fork to opposed radial spoked wheel, crescent section with solid white rubber tyre, adjustable cranks and pedals, the straight handlebar with turned pear grips, bronze housed twist brake mechanism, with wire through pulleys and eye-holes to rear wheel block brake, side step on left of spine and 21 inch trailing wheel with matching tyre.
£1,200 - 1,600
€1,400 - 1,800

4⁰⁰

A QUANTITY OF ASSORTED MOTORING BOOKS,

relating to various marques and subjects including Hugh Conway & Jacques Greilsamer: Bugatti (French & English text); Paul Kestler: Bugatti - L'Evolution d'un Style (French text); H G Conway: Bugatti; Hans Tanner: Ferrari (3rd edition); Johnnie Green: The Legendary Hispano-Suiza, and Bentley - Fifty Years of the Marque; Pininfarina Cinquantanni published by Automobilia (Italian text); Antoine Prunet: Pininfarina - Arte e Industria 1930-2000 (Italian text); Anderloni & Anselmi: Carrozzeria Touring (Italian text); Keith Bluemel & Jess Pourret: Ferrari 250 GTO (French text); Michael Frostick: The Jaguar Tradition, and Pininfarina - Architect of Cars; Chris Harvey: E-Type - End of an Era, and Jaguars in Competition; and other titles.
 (Qty)
£500 - 700
€570 - 800

5⁰⁰

A GOOD COLLECTION OF ROLLS-ROYCE AND BENTLEY RELATED MOTORING BOOKS,

including Peter Pugh: The Magic of a Name - The Rolls-Royce Story, a three-volume set in slipcase; H F Fergusson Wood: Rolls-Royce Catalogue 1910/11; Michael Frostick: Bentley - Cricklewood to Crewe; together with other single marque books on Jaguar, Jensen, Austin Healey, Ferrari and other general motoring titles.
 (Qty)
£500 - 600
€570 - 690

6⁰⁰

A GOOD QUANTITY OF GENERAL MOTORING BOOKS,

including Mike Hawthorn: Challenge Me the Race; Gerard Crombac: Colin Chapman - The Man and his Cars; Peter Garnier: Goodwood The Sussex Motor Racing Circuit; and other motor racing related titles, general motoring subjects, various single marque books and a good quantity of Castrol Achievements dating from the 30s to the 60s.
 (Qty)
£500 - 600
€570 - 690



11



12



13 (part)

7*

A GOOD QUANTITY OF AMERICAN MOTORING RELATED SUBJECT BOOKS,

including Russ Banham: The Ford Century; Tommaso Tommasi: From Brands Hatch to Indianapolis; Nick Georgano: The American Automobile - A Centenary 1893-1993; and various other American motor racing titles relating to stock car and Hot Rod racing, Jeep, Mustang, pickup trucks and other related general motoring subject books.

(Qty)

£500 - 600

€570 - 690

8* ♦

A GOOD QUANTITY OF GENERAL MOTORING BOOKS,

including Chris Nixon: Racing the Silver Arrows - Mercedes-Benz versus Auto Union 1934-1939; Michael Riedner: Mercedes Benz W196 - Last of the Silver Arrows; Denis Jenkinson - From Chain Drive to Turbocharger - The AFN Story; together with a large quantity of motor racing related and other general motoring titles.

(Qty)

£500 - 600

€570 - 690

9*

FERRARISSIMA; FIRST SERIES VOLUMES 1-25,

a complete run of Volumes 1-25 published 1984-1995 by Automobilia, each a numbered limited edition of 5,000, with dust jackets and some with paper bands, English, French and Italian text, some fading to spines, offered together with nine Ferrari Yearbooks for 1993, 1997-2000 and 2003-2006.

(34)

£500 - 700

€570 - 800

10*

ASSORTED ROLLS-ROYCE AND BENTLEY BOOKS AND PUBLICATIONS,

including sales brochures for Bentley Mark VI 4¼ Litre, Bentley S2, and Rolls-Royce Silver Wraith, French edition handbooks for Rolls-Royce Phantom V, Silver Shadow/Bentley T Series, Silver Cloud, Silver Dawn and Silver Wraith, Bentley S2, and Bentley S-Type, and other mainly Rolls-Royce related books including John M Fasal: The Rolls-Royce Twenty; Harold Nockolds: The Magic of a Name; Lawrence Dalton: Coachwork on Rolls-Royce 1906-1939, Those Elegant Rolls-Royce, and The Elegance Continues; Ian W Rimmer: Rolls-Royce and Bentley Experimental Cars; and other titles and technical literature.

(Qty)

£500 - 700

€570 - 800

11*

A BENTLEY DIRECTOR'S EDITION SET OF REPRINTED LE MANS SUCCESSES BOOKLETS PRESENTED TO BENTLEY BOARD MEMBERS, 2003,

titled 'Bentley - The Racing Legacy', stud-bound as a single volume with dark-green card covers, containing reprinted editions of Bentley Le Mans successes brochures originally issued 1927-1930, each in dark-green envelope and comprising 'Le Mans 1927', 'Again 1928', 'The Hat Trick' for 1929, and 'Plus Four' for 1930, and a 'Team Bentley Le Mans 80 Years' booklet for 2003, with the Le Mans 2003 Complimentary Dinner Menu included in the set and featuring a reprinted page of the original 1927 Savoy Hotel Complimentary Dinner menu with facsimile signatures of the Bentley Team and drivers, signed by the 2003 Le Mans drivers, presentation framed and offered with the lot.

(2)

£1,000 - 1,200

€1,100 - 1,400



14

12*

SEBASTIAN FAULKS: DEVIL MAY CARE; A SIGNED LEATHER-BOUND BENTLEY SPECIAL SERIES EDITION OF THE JAMES BOND '007' NOVEL, 2008,

deluxe bound in brown leather hard covers with embossed spine and red diamond lattice stitched decorative covers and Bentley 'Winged B' emblem to front cover, of the Bond novel by Sebastian Faulks writing as Ian Fleming, and signed by Faulks to title page and dated May 28th 2008, published by Penguin Books in association with Bentley Motors, a Special Series edition numbered 010 of 300, 397 numbered pages and incorporating within cut-out section of the pages a 1:43 scale pewter model of James Bond's Bentley Mark VI Special, the book contained within a Perspex slip-case.

£1,000 - 1,200

€1,100 - 1,400



15



16



17 (part)



18



19

13*

A COLLECTION OF ASSORTED POST-WAR SALES BROCHURES FOR VARIOUS MARQUES,

a good quantity, for various models from 1960s onwards, comprising examples for Alfa Romeo, Amphicar, Aston Martin DB5, Austin Healey, Austin, BMW, Chrysler, DAF, Daimler, Datsun, Ferrari 500 Superfast Pininfarina Coupe, 330 GT 2+2 Pininfarina Coupe, 275 GT Berlinetta Coupe, 275 GT Spyder, Fiat, Ford, Hillman, Honda, Humber, Jaguar including E-Type, Jensen, Lada, Lotus, MG, Morris, Morgan, Opel, Rolls-Royce, Rover, Saab, Simca, Singer, Sunbeam, Triplex, Triumph, TVR, Vauxhall, Volkswagen, Volvo, Wolseley, and other Show catalogues.

(Qty)

£800 - 1,000

€910 - 1,100

14*

A RARE INSTRUCTION MANUAL FOR FOUR FERRARI MODELS, ITALIAN, 1952,

for 212 Inter, 250 Mille Miglia, 340 Mexico and 342 America models, pale green card covers bearing Cavallino emblem and hand-written annotation and date '1952' in brown ink to front cover, printed Modena 1952, containing technical and maintenance details in Italian text including various fold-out diagrams, some light foxing to covers, 8vo.

£800 - 1,000

€910 - 1,100

15

A FERRARI DINO 246GT OWNER'S WALLET AND CONTENTS, EARLY 1970S,

the brown leather wallet with press stud tab, opening to divided silk lined interior housing Dino 246gt operating, service and maintenance manual, in Italian, French and English text, title page stamped FROM CAR N. 01118; 1971 Authorised Ferrari Service Agents directory with text in five languages and Dino 246gt Spare Parts Manual, also valid from car M. 01118, some light wear to wallet, one divider partially detached, books in very clean condition.

(4)

£3,000 - 4,000

€3,400 - 4,600

16

A FERRARI 250 GT/E COUPE PININFARINA 2+2 OWNER'S WALLET AND CONTENTS, MID 1960S,

the brown leather wallet embossed with Ferrari prancing horse logo, opening to divided interior housing Ferrari 250 GT/E coupe pininfarina 2+2 uso e manutenzione (operating, service and maintenance manual), in Italian text (spine loose), and a 1964 Authorised Ferrari Service Agents directory with text in five languages, some very light wear to wallet, books in very clean condition.

(3)

£9,000 - 11,000

€10,000 - 13,000

17

A COLLECTION OF ASSORTED MOTORING PHOTOGRAPHS INCLUDING SEVERAL SIGNED EXAMPLES,

approximately 80 monochrome images including a photograph of George Eyston, signed in black ink, another of Raymond Mays with his Supercharged Vauxhall Villiers TT, circa 1929, signed 'Ray' in blue ink, another pre-War race image of Mays signed by him in blue ink, each mounted and glazed, an unframed photograph of Humphrey Cook in ERA at Brooklands, signed in blue ink and dated 1935, a pen and ink cartoon by Arthur, dated '48, depicting a 1912 15.9Hp "Alphonso XIII" Hispano-Suiza, 22 x 23cm, and other assorted photographs, majority unframed, depicting mainly immediate post-War hill-climbs and rally events including Shelsley Walsh, offered for sale without copyright.

(Qty)

£500 - 700

€570 - 800

18

EIGHT SIGNED PHOTOGRAPHS OF RACE DRIVERS,

each monochrome, portrait and race scenes including Jaguar D-Type, comprising six 6" x 4" images, depicting Mike Hawthorn, Duncan Hamilton (x3 two faded), Paul Frere, Jack Fairman, Ivor Bueb (x2 one with slight loss), Desmond Titterton, and Rob Perry, and a 6" x 8" portrait photograph of Norman Dewis, each signed by the respective driver in blue ink.

(11)

£800 - 1,000

€920 - 1,100



20 (part)

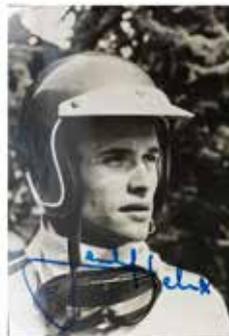


20 (part)

19
THREE SIGNED PHOTOGRAPHS OF MIKE HAWTHORN,
 each monochrome, 6" x 4", comprising a race scene of Hawthorn in the Jaguar D-Type 'OKV 3', circa 1955, and two portrait images, each signed by Hawthorn in blue ink, together with a Tourist Trophy Garage Ltd compliments slip typed 'J.M.Hawthorn'.
 (4)
 £800 - 1,000
 €920 - 1,100



21



21



21



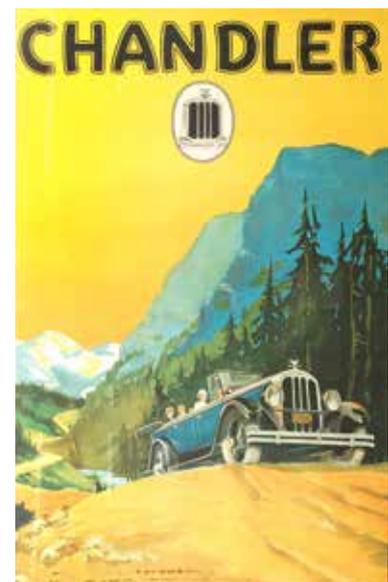
21

20
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, together with David Watson's copy of the "Fangio" script, a cropped black and white photograph of Watson and Fangio together in Monaco and a copy of Fangio, edited by Denis Jenkinson, the book based upon the film 'Fangio' by Hugh Hudson and Giovanni Volpi.
 (4)
 £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 saw limited release as "Fangio a life at 300KMH". During the filming Watson drove a number of Fangio's cars including the 1956 Championship winning Lancia-Ferrari D50 and the Scuderia Serenissima Ferrari 250TR. Attending the filming was Fangio himself, Count Volpi of Scuderia Serenissima and Uglioni the Maserati team manager. Watson asked them to sign his 200S Maserati photo as a memento.

21
A PHOTOGRAPH ALBUM CONTAINING MANY SIGNED PHOTOGRAPHS OF FORMULA 1 RACING DRIVERS AND OTHER MOTORSPORT PERSONALITIES,
 cord bound canvas covers with black hole punched pages, Formula 1 images include Alfred Neubauer; Hans Stuck (x2); Stirling Moss; Phil Hill; Jim Clark (printed signature but with hand-written dedication "To Jim, With Best Wishes,"); Graham Hill; Jackie Stewart; Jack Brabham; Jochen Rindt (signed postcard); Denny Hulme; Bruce McLaren; Dan Gurney; Innes Ireland; Jacky Ickx, Jo Siffert; Piers Courage and other motorsport personalities including autographed photographs of Ferry Porsche; Enzo Ferrari; Paddy Hopkirk; Don Garlits; Eliska Junkova (aka Elisabeth Junek or "The Queen of the Steering Wheel", a favourite of Ettore Bugatti); Josef Vermirovsky (Tatra Driver); Bohumil Turek on a V-twin Walter motorcycle; Bohumil Turek with Ela Slavikova with Aero car; some unidentified, some unsigned, a good selection, includes some rarities.

£1,200 - 1,500
 €1,400 - 1,700



22

22*
'THE MARK OF A FINE CAR' CHANDLER ADVERTISING POSTER, AMERICAN, 1920S,
 in full colour on paper, 85 x 55cm, mounted, framed and glazed, some minor creasing, pinholes and loss, staining to lower edge.
 £500 - 600
 €570 - 690



23



25



26



24

23^{AR}

GORDON HORNER (BRITISH, 1915-2006), 'THE ALLARD CAMP - SILVERSTONE 53', AN ORIGINAL ARTWORK FOR THE AUTOCAR, signed and titled, grisaille artwork in ink with wash on paper, a paddock view of an Allard 2-seater sports racing car undergoing mechanical inspection, some formatting notes in pencil, 56 x 76cm, with The Autocar ink stamp to reverse, believed re-produced in issue dated 17th July 1953.

£500 - 700

€570 - 800

24^{AR}

GORDON HORNER (BRITISH, 1915-2006), 'THE ALLARD TEAM AT SILVERSTONE', AN ORIGINAL ARTWORK FOR THE AUTOCAR, signed in pencil, grisaille artwork in ink with wash on paper, a paddock view of an Allard saloon car undergoing mechanical inspection and featuring the Ecurie 'Cochon' race transporter, some formatting notes in pencil, 56 x 76cm, with The Autocar ink stamp to reverse, believed re-produced in issue dated 1st July 1953, page 19.

£500 - 700

€570 - 800

25^{AR}

DION PEARS (BRITISH 1929-1985), 'JIM CLARK - FORD LOTUS CLIMAX - BRITISH GRAND PRIX 1965',

signed, oil on board, depicting Clark in the Lotus 33 Climax on his way to victory at Silverstone, 73 x 89cm, in wooden frame.

£500 - 600

€570 - 690

According to information supplied by the vendor, this painting was displayed on the main staircase at Ford Head Office in Brentwood, Essex, and was presented as an appreciation upon closure of the head office.

26

FREDERICK GORDON CROSBY (1885-1943) '1913 GRAND PRIX DES VOITURETTES, BOULOGNE',

unsigned, charcoal and watercolour artist's preliminary sketch on paper, with artist's hand-written title, 50 x 43cm, mounted, framed and glazed.

£800 - 1,200

€910 - 1,400

The VII Coupe des Voiturettes was run on the 21 September 1913 at Boulogne over 12 laps of a 51.983km circuit. The 623.8km was covered in a winning time of 6 hours 7 minutes and 40.8 seconds by Georges Boillot in a Peugeot carrying number 8. Car number 19, another Peugeot, finished second in 6 hours 16 minutes and 3.4 seconds, driven by Jules Goux, followed closely by Kenelm Lee Guinness in his Sunbeam, car number 23, in a time of 6 hours 18 minutes and 50.6 seconds.



27

27
FREDERICK GORDON CROSBY (1885-1943) '1913 PEUGEOT TAKES THE LEAD', signed, charcoal and watercolour on paper, 66 x 91cm, mounted, framed and glazed.
£1,500 - 2,000
€1,700 - 2,300

The 1912 Peugeot L76 (L for Lion and 76 for engine size) was an extremely successful Voiturette racing car. Powered by a 4 cylinder in-line 7598cc engine, it was the first motorcar to use dual overhead camshafts, with four valves per cylinder and centrally mounted sparkplug. In 1912 it won the Mount Ventoux hill climb, Grand Prix de l'ACF, Coupe de Sarthe at Le Mans and the first Voiturette Grand Prix of France, in 1913 it defended it's title at Mt. Ventoux and Grand Prix de L'ACF, as well as claiming victories at the 1913 Indianapolis 500, and four other French motorsport races and events, they also took a World Record at Brooklands for the half mile rolling start at a speed of 177kmh, making the Peugeot Team the most successful racing team in Europe in 1913.

28
A CAST ALUMINIUM SIGN DEPICTING THE PRE-WAR ASTON MARTIN WINGED EMBLEM, modern, preliminary casting used as artist's proof for a proposed limited edition, with brackets to rear for wall mounting, 88cm wide.
£1,000 - 1,500
€1,100 - 1,700

29
A CAST ALUMINIUM SIGN DEPICTING THE 1961-1963 JAGUAR EMBLEM, modern, one of a limited edition of 15 examples, with bracket to rear for wall mounting, 57.5cm wide.
£1,000 - 1,500
€1,100 - 1,700

30
A CAST ALUMINIUM SIGN DEPICTING THE DAVID BROWN ASTON MARTIN WINGED EMBLEM, modern, one of a limited edition of 15 examples, with bracket to rear for wall mounting, 88cm wide.
£1,000 - 1,500
€1,100 - 1,700

31
A CAST ALUMINIUM SIGN DEPICTING THE ASTON MARTIN WINGED EMBLEM, modern, one of a limited edition of 15 examples, with bracket to rear for wall mounting, 88cm wide.
£1,000 - 1,500
€1,100 - 1,700

32[◊]
AN "ASTON MARTIN SERVICE" ILLUMINATED HANGING SIGN, double sided, alloy frame with lettered panels, 23 x 94cm, in working order.
£500 - 700
€570 - 800

33[◊]
AN "ASTON MARTIN LAGONDA PARTS" ILLUMINATED HANGING SIGN, double sided, alloy frame with lettered panels, 32 x 79cm, in working order.
£500 - 700
€570 - 800

34[◊]
A "DAVID BROWN ASTON MARTIN SALES & SERVICE" ILLUMINATED HANGING SIGN, double sided, alloy frame with lettered panels, 30 x 80cm, in working order.
£500 - 700
€570 - 800



32



33



34



35



36



37



38



39

35
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.
£800 - 1,200
€1,100 - 1,700

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

36
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 - 1,400
€1,100 - 1,700

37⁰⁰
A PRE-WAR BULK TANK SHELL OIL PUMP,
 restored, complete with brand plate and transfer, 150cm high.
£800 - 1,200
€1,100 - 1,500

38⁰⁰
A WAYNE HAND-CRANKED PETROL PUMP,
 restored, in red Shell livery, with replica painted cast metal advertising flag, hose and nozzle, 166cm high.
£1,100 - 1,600
€1,300 - 1,800

39⁰⁰
A WAYNE HAND-CRANKED PETROL PUMP,
 restored, serial number 48960, in green Pratt's livery, with replica painted cast metal price flags, hose and nozzle, 204cm high.
£1,300 - 1,800
€1,500 - 2,100

40
A COMPLETE TOOLKIT FOR A FERRARI 275 GTB,
 comprising tool bag with leather straps housing Battaini jack with ratchet and handle, Hub Puller, rare Phillips bulb and fuses box (complete), Beta Wrenches N.55 complete set, pliers, Carello oil filter wrench, Weber carburettor Wrench, spark Plugs Wrench 20.8, Screwdriver V 12000 Set, Screwdriver Wood Set, Hammer Steel 500g, Hammer Lead, Pirelli fan belt, Bellux Roadside Reflector in original plastic sleeve, a complete set, used, suitable for concours events.
£5,000 - 7,000
€5,700 - 8,000

41⁰
A 4.5 LITRE GRAND PRIX FERRARI RADIATOR, CIRCA 1950,
 formerly the property of Cameron Millar, in used condition.
£500 - 600
€460 - 690

42⁰
A SET OF FOUR FERRARI DAYTONA CROMODORA ALLOY WHEELS,
 'star pattern', marked Ferrari 7½" L X 15", fitted with hubs and hub-plates, in used condition.
 (4)
£1,000 - 1,200
€1,100 - 1,400

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.

43
A FINE BRASS FOUR-TRUMPET "LE TESTOPHONE" BULB HORN, FRENCH, CIRCA 1909,
 polished brass, with French Deposee stamp, patent stamps, and numbered 1267 to chamber, some minor dents to trumpets in places, with rubber bulb, 61cm long overall.
£600 - 800
€910 - 1,100

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.



40



41



42



43

45†

A ROLLS-ROYCE LTD MOTOR CLUB ENAMELLED CAR BADGE,

by Willmott Breeden, chromed with black enamel centre, marked 'WB' to reverse, 13.5cm wide.

£500 - 600
€570 - 690



46

A FINE AND RARE AUTOMOBILE CLUB OF CHINA MEMBER'S CAR BADGE, 1920S,

number 1097, nickel plated bronze with inset enamel pagoda centre, under a 'blue sky with a white sun' enamel finial, 16.4cm high, some loss to plating, dark patina to remaining nickel.

£800 - 1,000
€910 - 1,100



44

44

ASSORTED MAINLY ROYAL AUTOMOBILE CLUB CAR BADGES,

comprising a 1920s RAC Full Member's brass Type 7 badge by Elkington, numbered D937, with Union Jack enamel centre, mounted on a wooden base, a brass RAC Associate Type 1A badge, circa 1912, numbered B 331, with enamel Union Jack centre, another RAC Associate Type 8 badge, cast alloy by Fry's, numbered F 180657, with RAC blue enamel diamond-shaped centre, late 1930s, a boxed RAC Full Member's Type 14 chromed badge, with mounting bars, post-War, a boxed RAC Centenary Full Member's Type 1 chromed limited edition badge with dark blue enamelling, 1997, a brass Automobile Association badge, numbered 124170, 1914-15, an 'AA' call box key, and a Queen Elizabeth II commemorative coronation enamelled car badge.

(8)
£500 - 800
€570 - 910

47

ASSORTED ROLLS-ROYCE BADGES AND MASCOTS,

including four RREC metal badges, five RREC embroidered badges, other Rolls-Royce related lapel badges, key fobs and collectable items, a permanent match in the shape of a Rolls-Royce radiator, a Spirit of Ecstasy cravat, two RREC Belgian awards, a Spirit of Ecstasy mascot mounted on a marble base, a plastic Spirit of Ecstasy mascot replica, and a Montagu of Beaulieu replica Whisper (leg cracked and repaired).

(Qty)
£500 - 600
€570 - 690



45



46



47



48



49



49



50

48†

AN UNUSUAL 'QILIN' MYSTICAL CREATURE MASCOT, CIRCA 1910,

unsigned, nickelled bronze, in the form of a Chinese mythical hooved beast with dragon's head and scaled body, 14cm high, mounted on a turned wooden display base.

£500 - 700
€570 - 800

49

A 'CUPID' MASCOT BY J.DUNACH, FRENCH, 1920S,

signed to base, nickel-plated cast bronze, depicting the winged cherub holding a heart, a rose and with full quiver of arrows, some loss to nickel-plating in places, 17.5cm high, offered together with a St Christopher mascot, unsigned, nickel-plated solid cast bronze, depicting the Patron Saint of Travellers carrying the Christ Child, 13cm high, with later replaced 'staff'.

(2)
£500 - 700
€570 - 800

50

A 'PROWLING TIGER' MASCOT AFTER A DESIGN BY A.RENEVEY, FRENCH, 1920S,

signed to base and marked 'Copyright' and stamped 'AEL', hollow-cast bronze, 9.5cm high, mounted on a cast bronze block base.

£500 - 700
€570 - 800

51

A 'GIRL IN THE MOON' MASCOT BY SYLVAIN KINSBURGER, FRENCH, CIRCA 1920,

signed to rear of base, bronze mascot depicting bust of a draped female with flowing hair within a crescent moon above a stylised cloud formation, 11.5cm high, mounted on a period radiator cap.

£800 - 1,200
€910 - 1,400



51



52

52
A 'LUCIFER GOLFING SOCIETY' CAR MASCOT, BRITISH, 1921,
 unsigned, nickel-plated bronze, depicting a pipe-smoking devil in plus-fours with golf club over his shoulder and caddy of clubs at his feet, engraved 'Lucifer Golfing Society' around the base, 11cm high, mounted on an early radiator cap.
£800 - 1,000
€910 - 1,100

53
A 'SNAKE GIRL' MASCOT BY M. PODIEBRAD, FRENCH, 1920S,
 signed to base, nickel-plated bronze mascot in the form of a crouched Egyptian female nude with serpent coiled around her body, 14cm high, mounted on a marble base.
£1,000 - 1,200
€1,100 - 1,400

54
A SCHNEIDER TROPHY SEAPLANE SUPERMARINE MASCOT,
 nickel-plated, inscribed 'Rolls-Royce' under one float, with rotating propeller, 15cm wingspan, 13cm long overall, mounted on a turned wooden display base.
£1,000 - 1,500
€1,100 - 1,700

55
A 'PIERROT DANS LA LUNE' MASCOT BY ANTOINE BOFILL, FRENCH, CIRCA 1915,
 signed to base, nickel-plated bronze mascot depicting a Pierrot playing a mandolin seated within a crescent moon, 14.5cm high, mounted on a radiator cap above a turned wooden display base.
£1,000 - 1,500
€1,100 - 1,700

56
A RARE DRUM MAJOR CAR MASCOT BY H BRIAND, FRENCH, CIRCA 1910,
 signed, bronze, 13.5cm high.
£1,000 - 1,200
€1,100 - 1,400

57
A 'TETE DE SIOUX' MASCOT BY HENRI PAYEN, FRENCH, 1920S,
 signed to base, nickel-plated bronze mascot in the form of a Native American Sioux chief, 13cm high, mounted on a wooden base.
£1,000 - 1,200
€1,100 - 1,400

58
TWO 1920S EGYPTIAN THEMED MASCOTS, FRENCH,
 comprising 'Egyptian Dancer' by Alonzo, signed to base, 14.5cm high, and a 'Winged Egyptian' mascot after an original design by Bonnot, unsigned, 12cm high, each mounted on a marble base.
 (2)
£1,000 - 1,200
€1,100 - 1,400



53



54



55



56



57



58



58



59

59

A 'BOXER' MASCOT BY JOSE DUNACH, FRENCH, 1920S,

signed to base, nickel-plated bronze, 14.5cm high, mounted on a wooden base.

£1,000 - 1,500

€1,100 - 1,700

60

A RARE NORTH EASTERN AUTOMOBILE ASSOCIATION 'GUARDIAN' MASCOT BY GRANT & SON, BRITISH, CIRCA 1921,

un-plated cast bronze mascot, stamped Grant & Son South Shields to rear of base with laurel wreath decoration, numbered 233 to front of base and further stamped with Registered Design number 686777, in the form of a Viking type warrior with chain mail armour, sword and winged helmet and holding circular shield with 'North Eastern Automobile Club' lettered surround, the mascot standing 14.5cm high.

£1,200 - 1,500

€1,400 - 1,700

According to information supplied by the vendor, this mascot was acquired 52 years ago directly from the family of Fred Keir, a prominent member of the N.E.A.A. and columnist in their Great War time Journal under the heading "Twinkles from a Dry Battery".

61

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

signed with 'Fumiere et Cie' foundry stamp to base, nickel-plated bronze mascot of a seated Alsatian with chain, 16cm high, mounted on a black marble base.

£1,200 - 1,400

€1,400 - 1,600



60



61



62

**62
A RARE AND EARLY 'L'ETOILE FILANTE' (SHOOTING STAR) MASCOT BY JEAN GARNIER, FRENCH, CIRCA 1905,**

signed 'J.Garnier' to front of base, nickel-plated bronze mascot in the form of a female nude riding the tail of a shooting star, approximately 22.5cm long, mounted on a turned wooden display base.

£1,500 - 2,000
€1,700 - 2,300



63

**63
A RARE 'FAUNE COURANTE' MASCOT BY JOE DESCOMPS, FRENCH, CIRCA 1925,**

signed to base, nickel-plated bronze mascot by the Etling foundry of Paris, depicting a running faun, larger version of the mascot, 17.5cm high, mounted on a radiator cap above a turned wooden display base.

£2,000 - 3,000
€2,300 - 3,400

**64
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 perdu' cast figure in bronze with dark patina depicting the patron saint of travellers 'seeking the way' with hooded cloak and staff, 11 cm high, fixed to wooden base with believed original mounting stud and bolt.

£2,000 - 3,000
€2,300 - 3,400



64

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.

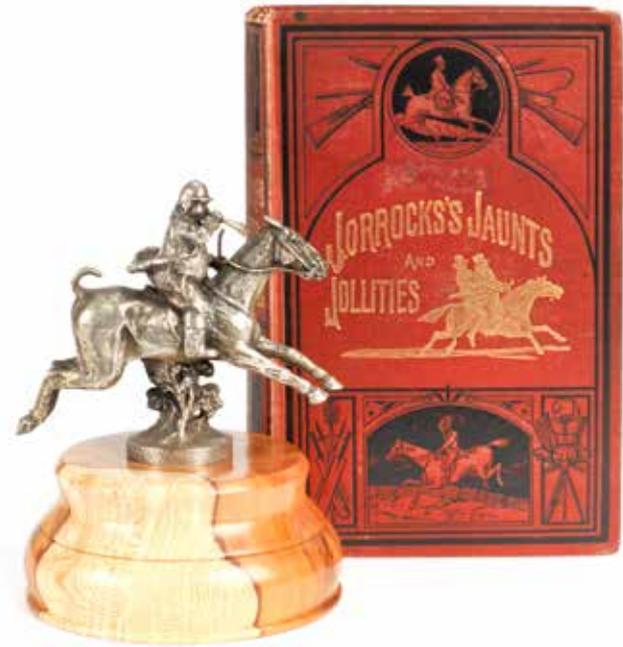
Further information supplied by research staff at the National Motor Museum at Beaulieu, where Lord Montagu's Daimler is currently displayed, suggests that the 'mascot' may have been fitted to the interior of the car, as there was no convention for the radiator display of mascots at that time

**65†
A RARE BEAR MASCOT BY OSCAR WALDMANN, FRENCH, CIRCA 1920,**

signed to base, nickel-plated bronze, depicting a bear balancing on a ball, 11cm high, mounted on a period radiator cap above a black-painted wooden display base.
£2,000 - 3,000
€2,300 - 3,400



65



66



67



68

66†
A RARE 'MR JORROCK'S' CAR MASCOT, BY 'SNAFFLES' (CHARLES JOHNSON PAYNE), BRITISH, 1922,

signed 'Snaffles' and with Registered Design No 692157 to base, 'cire perdue' cast nickel-plated bronze mascot, depicting the comical cartoon character 'Mr John Jorrocks' in huntsman's full dress sounding his bugle and mounted on his galloping horse, complete with riding crop and reigns, deluxe version of the mascot with decorative foliage base, differing from the simple post design of later examples, 12.5cm high, mounted on a wooden display base, offered together with a 4th edition of the 1874 publication Jorrocks' Jaunts and Jollities, published by George Routledge & Sons, featuring stories and illustrations of Mr Jorrocks humorous activities.

(2)
£3,000 - 4,000
€3,400 - 4,600

Mr John Jorrocks was a fictional comical character created by English novelist and sports writer Robert Smith Surtees (1805-1864) who serialised in pictorial form the exploits of 'Mr Jorrocks of St. Botolph Lane and Great Coram Street', a vulgar urban Cockney grocer with a taste for country life, sports and hunting, in his sporting editorial New Sporting Magazine between 1831 and 1834, which were later collated and published by George Routledge & Sons in the 1838 title 'Jorrocks's Jaunts and Jollities'.

Charles 'Snaffles' Johnson Payne (1884-1967) was an English artist, painting mainly military, racing and equestrian scenes, and was the sculptor of the 'Mr Jorrocks' mascot offered for sale here today.

67
A 'TETE DE COQ' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 3 FEBRUARY 1928,

signed with impressed mark 'Lalique, France' with double-tailed 'Q' to right side of the neck, in clear and frosted glass, small chip to tip of beak and comb ground down in places, 16cm high.

£800 - 1,000
€910 - 1,100

68
AN 'ARCHER' MASCOT BY RENÉ LALIQUE, FRENCH, 1928,

a fine example with slight amethyst tint, clear and frosted glass featuring a kneeling archer, intaglio moulded in a round plaque, marked R. Lalique wheelcut France, this design was first introduced August 3rd, 1928, as Lalique catalogue number 1126, the number is engraved under the base, 12.3cm high.

£1,000 - 1,500
€1,100 - 1,700



69

69 AN ART DECO 'DRAPED NUDE' GLASS MASCOT BY LUCILE SEVIN FOR ETLING, FRENCH, INTRODUCED 1932,

in satin glass, moulded 'Eting France 50' to side of stepped base, depicting graceful draped female standing holding her dress out, with her head held to one side, fixed within black painted wooden base, 22cm high overall.

£1,200 - 1,400
€1,400 - 1,600

70 AN INTERESTING COLLECTION OF 1960S/70S FORD RAC RALLY PAPERWORK AND RALLY PLATES

including Monte Carlo, Coupes des Alpes and other plates, Ford technical information, wiring and other information relating to competition Escorts, photographs, a signed dinner menu from the Rally Acropolis, Ford Boreham Wood headed paper, period stickers, monochrome Ford photographs and other items.

(Qty)
£500 - 700
€570 - 800

71 TWO PAIRS OF SIGNED HEINZ-HARALD FRENTZEN RACE OVERALLS,

comprising yellow and black Jordan Honda 2001 (part season) overalls by OMP, with sponsor's logos, driver's name and German flag on right hip pocket, label on reverse of belt written "Monte Carlo", and blue and white promotional Williams 1997 season overalls by sparco, embroidered 'not for race' on back of collar.

(2)
£500 - 700
€570 - 800



71



71

72 A PAIR OF LUCA BADOER FERRARI RACE OVERALLS,

by Nomex, in red with Marlboro Shell, Bridgestone, Tommy Hilfiger, Fed-Ex and other sponsors embroidered logos, with driver's name and national flag to belt, race history unknown, possibly used during testing mid 1990s.

£500 - 700
€570 - 800

The following four lots were gifted to 1994 British Superbike Champion Ian Simpson, a good friend of the McRae's, who often swapped helmets and overalls as acts of friendship between racers.

73 A SPARCO HELMET, FORMERLY THE PROPERTY OF COLIN AND ALISTER MCRAE,

predominantly blue with yellow Subaru World Rally Team logos, Alister McRae lettered in white, black plastic peak with short tinted visor, fitted with boom mic and lead (with taped repairs), with RAC International Motorsport helmet approval sticker, used condition with wear and tear.

£3,000 - 4,000
€3,400 - 4,600

74 A PAIR OF COLIN MCRAE OVERALLS BY SPARCO, BELIEVED TO BE USED DURING THE 1988 SCOTTISH RALLY CHAMPIONSHIP,

blue and white details, cuffs and ankles, with sponsorship logo and patches for Gemini, Shell oils and Colway, used.

£900 - 1,200
€1,000 - 1,400

In 1988 McRae performed a giant killing act when he took the Scottish Rally Championship driving the Vauxhall Nova, using Colway re-treads.



72



73



74



75



76



77

75
A PAIR OF COLIN MCRAE OVERALLS BY ADVANCED WEAR & SAFETY LIMITED, BELIEVED TO BE USED DURING THE 1989 BRITISH RALLY CHAMPIONSHIP,

white and blue with embroidered driver's name and blood type to left shoulder, sponsorship logos and patches for Ford, Shell Gemini Oil and Pirelli, used.
£1,400 - 1,800
€1,600 - 2,100

76
A PAIR ROBBIE HEAD'S RENAULT DEALER RALLYING OVERALLS BY SPARCO, WORN DURING THE RAC BRITISH RALLY CHAMPIONSHIP 1995,

yellow with blue detailing, with sponsorship patches for Renault Financial Services, Michelin, Scotkart and P&O, used.
£500 - 700
€570 - 800

Further Properties

77
A BOXED LES LESTON 'GRAND PRIX' HELMET, 1960S,

open-face helmet, size 6 $\frac{7}{8}$ (56), painted silver with black central stripe and Les Leston sticker, fitted with peak with pop-stud fastening and strap, with black leather padded lining and chin strap, with Les Leston label (detached) and in original card box with lid and label to front.
(4)
£600 - 800
€690 - 910



78

78
A HERBERT JOHNSON RACING HELMET FORMERLY THE PROPERTY OF G L HARBIN, 1950S,

size 38, composite, finished light blue, with cloth neck guard with leather straps, worn, together with a leather and Perspex peak-fitted visor.
£600 - 800
€690 - 920

According to information supplied by the vendor, G L Harbin and his wife Christine were regular drivers at Goodwood and other post-War circuits in the UK, and they counted among their friends such driving greats as Mike Hawthorn and Stirling Moss. After an accident in the 1950s, Harbin decided he should buy a helmet and chose this Herbert Johnson helmet, because it was so popular with drivers of the day.

79⁰⁰⁰
A 1998 FORMULA 1 SEASON TYRRELL 026 ENGINE COVER AND UNDER-TRAY COMPONENT,

large carbon fibre composite rear body panel in black and white, with Tactel, Goodyear, Ford and PIAA (part of) sponsor's logos, the inside lined with heat-resistant foil, marked 026/2, signs of wear and use.
£300 - 400
€340 - 450

The Harvey Postlethwaite designed Tyrrell 026 was the 1998 Formula One season car entered by the Tyrrell Formula One team. Powered by a Ford Zetec-R 72 degree V-10 engine, it was the last Tyrrell car to compete in Formula 1 as this was to become Tyrrell Formula One team's last year in F1. Ken Tyrrell had sold the team to British American Racing prior to the first race. The Tyrrell 026 was driven by Ricardo Rosset and Toranosuke Takagi.



80



81



82



83

80[†] ◊
A CASED PICNIC SET FOR SIX PERSONS BY G W SCOTT & SONS, CIRCA 1909, pig skin case with handle, nickelled lock and catches, with wooden edging to lid, opening to reveal wooden compartmentalised interior fitted with wicker-handled kettle with burner, three wicker-covered glass bottles of various sizes, two Coracle brand ceramic-based food containers, three smaller food tins, a set of six enamel tea-cups contained in metal frame, a set of six stacked gilt-lined nickel-plated beakers, and other picnic accessories, with six circular enamel plates and cutlery housed in the lid, front edge of wooden edging to lid detaching and requiring repair, the case measuring 76 x 36 x 19cm.
£3,000 - 4,000
€3,400 - 4,600

81[†] ◊
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, the lid and fall-front opening to interior with wicker framework, fitted with central wicker-handled Coracle kettle with burner and spirit flask, two large wicker-covered glass drinks bottles, a smaller glass milk bottle, a Coracle ceramic-based food box, a set of four gilt-rimmed Bisto bone china tea-cups with saucers, four rectangular enamel plates, four glass beakers in wicker frames, ceramic Butter and Preserves jars, and other accessories, with cutlery housed behind leather straps in the lid, the case measuring 62 x 22 x 31cm overall.
£4,000 - 5,000
€4,600 - 5,700

82[†] ◊
A 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 opening to olive leather-cloth lined interior, with compartments fitted with wicker-handled kettle and burner, two large wicker-covered drinks bottles, two Coracle ceramic-based food boxes, two smaller food tins, four glass beakers in wicker covers, and four small ceramic cups with saucers, with set of four rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 72 x 32 x 17cm overall.
£5,000 - 6,000
€5,700 - 6,900

83
TWO EDWARDIAN LEATHER-CASED TRAVELLING DRINKS SETS, the first a cased set of drinks bottles with sterling silver caps by William Amaziah Ellwick of London, 1909, honey leather cylindrical case with leather strap and buckle, fitted with four glass flasks with glass stoppers and sterling silver caps hallmarked London 1909, some dents to caps in places, the case 16cm high overall, the second a circa 1906 set in dark brown leather case, fitted with two glass drinks bottles with sterling silver caps, hallmarked London with engraved monogram initials 'P.H.' to caps and embossed to lid, the case 20cm high overall.
 (2)
£800 - 1,200
€920 - 1,400



84



83A



85

**83A
A FERRARI LEATHER BRIEFCASE,
ITALIAN, 1970S**
dark brown leather exterior with handle, combination locks and vinyl panel with 'Ferrari' and Cavallino emblems, with beige pig skin interior and documents pockets to inside of lid, used condition, 44 x 32 x 9cm, with cloth drawstring outer bag.
(2)
£500 - 700
€570 - 800



84

**84
A SUPERB TRAVELLING COCKTAIL SET IN THE FORM OF A 1920S AEROPLANE, BY J A HENCKELS ZWILLING OF SOLINGEN, GERMANY, CIRCA 1928,**
polished nickel-plated brass cocktail set inspired by the romance of air travel, in the form of a stylised 1920s monoplane, featuring 'fuselage' with 'twin-blade propeller' mounted 'cowling' cap, and pair of hip-flask 'wings', the whole fully disassembling to reveal full complement of drinking accessories, the 'fuselage' cocktail shaker with strainer/lemon squeezer and lid, containing drinks flask and set of four gilt-lined stacking cups and funnel, with set of four spoons stacked within the wheeled 'under-carriage' and corkscrew contained in the 'tail-plane', the strainer marked 'D.R.G.M. 894384 Made in Germany', and each cup marked 'Germany' to base, a rare larger example of the two versions originally produced, and measuring 32cm long overall.
£10,000 - 12,000
€11,000 - 14,000

**85
WEST MCLAREN MERCEDES PROMOTIONAL SKI EQUIPMENT,**
in silver, red and black branded colours, all unused condition, comprising a pair of skis, 185cm long, with Marker M9.1 Titanium boot bindings (unfitted with instructions, a pair of matching ski poles, made in Austria, with a branded Ski bag, and a branded ski boot bag.
(Qty)
£800 - 1,000
€900 - 1,300

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

**86†
TWO CASED SETS OF STERLING SILVER COMMEMORATIVE MOTORING INGOTS, BY JOHN PINCHES, 1970S,**
the first containing 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, complete with key and a set of 36 corresponding information cards, the second a cased set of 100 miniature sterling silver ingots, 1975, in dark green leather case with lid, opening to velvet lined interior fitted with 100 miniature .925 silver ingots each struck with image of a motorcar covering eras from 1875-1975, including De Dion Bouton, Mercedes, Hispano-Suiza, Lorraine-Dietrich, Mercedes-Benz, Alfa Romeo, Bugatti, Lagonda, Ferrari, Aston Martin, Porsche, Jaguar, Lotus, Rolls-Royce, Lamborghini, and others, each ingot approximately 11mm wide, together with accompanying ring-bound booklet containing details of the cars and with magnifying glass. .
(Qty)
£1,500 - 2,000
€1,700 - 2,300



86



87

87

A '24 HEURES DU MANS' SCARF, MID-1950S,

white cotton scarf decorated with race scene artworks after Geo Ham, one small stain to upper right corner, folded, 78 x 74cm.

£500 - 700

€570 - 800

88

CAPTAIN MALCOLM CAMPBELL'S SILVER CIGARETTE CASE, HALLMARKED BIRMINGHAM 1916,

by Horace Woodward and Co Limited, decorated with Campbell Clan symbol of boar's head with Latin motto 'Vix Ea Nostra Voco', a machine gun and multiple signatures both inside and out of fellow soldiers, some dated 1916, 1917 and 1918, also engraved with a cartoon head shouting "OH Canada". The seal engraved "IF FOUND RETURN TO M CAMPBELL, BONCHESTER, CHISLEHURST, KENT REWARD WILL BE GIVEN", 13 x 8 x 1cm.

£800 - 1,200

€910 - 1,400



88 (exterior)

89

A FINE BENTLEY GOLD NECKLACE,

18 carat marked as 750, continental marks, 20 gold links each a double-sided miniature Bentley winged B emblem, with clasp, 16 inch.

£1,500 - 2,000

€1,700 - 2,300

According to information supplied by the vendor this necklace was one of 11 made for Bentley Owner's taking part in a race at Le Mans in the 1980s.

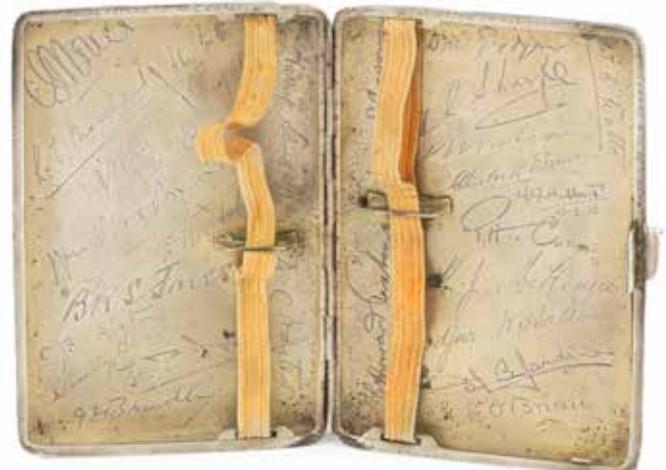
90^o

AN ENGINEER'S SCALE MODEL OF A ROTATIVE BEAM ENGINE,

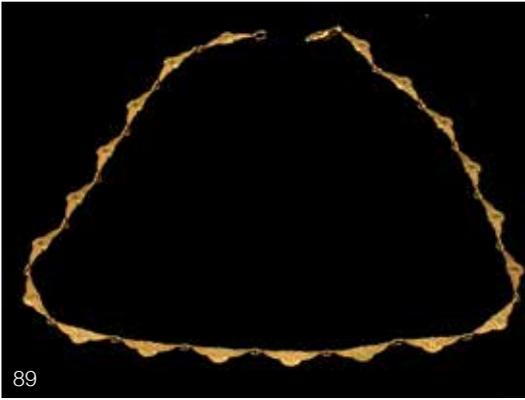
steel construction, single cylinder, the beam raised on single column, with flywheel and gantry, painted maroon and black, 28cm high, 37cm long, turns freely, locking screw missing from flywheel hub, mounted on a tiled wooden base with glass panel display case requiring repair.

£800 - 1,200

€1,300 - 1,800



88 (interior)



89



89 (detail)



90

91
A FINE 1:8 SCALE SCRATCHBUILT MODEL OF THE 1958 LISTER CHEVROLET 'KNOBBLY' BY JAVAN SMITH,

a limited edition kerbside model direct from Javan Smith's personal collection of this 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 gentle 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.

£2,200 - 2,700
 €2,500 - 3,100



91

92
A FINE 1:8 SCALE SCRATCHBUILT MODEL OF THE 1969 LE MANS WINNING FORD GT40 BY JAVAN SMITH

a scratch built, limited edition 'kerbside' model of the fabulous Ford GT40 chassis #1075 - one of the world's most celebrated race cars, '1075' has six race victories to its credit, but is 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 Jacky Ickx and Jackie Oliver. The model features full interior and visible engine detailing, build number 09 of only 25 example, mounted on a Perspex plinth within a 'GT40' etched Perspex display case and complete with certificate of authenticity and signed Limited Edition certificate, overall dimensions 60 x 27 x 22cm.

£2,400 - 2,800
 €2,700 - 3,200



92

93

A RARE CLOCKWORK TINPLATE MODEL OF AN ALFA ROMEO P2, BY CIJ, FRENCH, MID 1920S,

early type 1 version, spoked wheels fitted with smooth unbranded solid rubber tyres, drum brakes and shock absorbers, finished in dark blue French national race colours paintwork and wearing race number 2 with clover motif, with wire mesh grille, starting handle, filler caps and radiator cap (detached but present), some playwear commensurate with age, paintwork cracked in places, 53cm long overall, front right wheel steering not functioning, offered without key and clockwork mechanism not operating.

£2,000 - 3,000

€2,300 - 3,400



93

94⁰⁰⁰

A SCALE MODEL OF A 1933 MG J2J4 CONSTRUCTED AS A WORKING CHILD'S CAR,

modern, hand-built model constructed from an aluminium clad wooden body with steel box section chassis and steel wings, spoked wheels with 300 x 128 pneumatic tyres, front suspension and coil spring assisted beam axle with Andre Hartford-type shock absorbers, forward and reverse direction and a top speed of 8mph via 24volt rear mounted trans axle, powered by 2 (new) 34 A.H. (non-spill) batteries, complete with hydraulic disc brakes, rack and pinion steering, working head and side lights, removable steering wheel for easy cockpit access, adjustable pedal length, removable bench seat for larger drivers (average adult), dummy petrol tank and front cover that hinges down to reveal detailed model super charger. Finished in British Racing Green with black seating and trim, 240 x 88 x 80cm.

£5,000 - 7,000

€5,700 - 8,000

95-100

NO LOTS

END OF AUTOMOBILIA



94

Motor Cars

14:00

Lots 101 - 179

Further images of each lot can be found at:
www.bonhams.com/24881







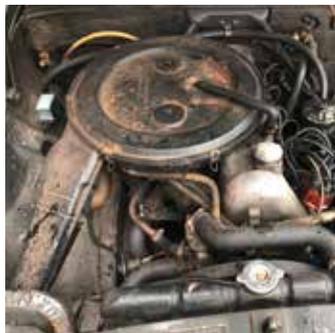
101

1970 MERCEDES-BENZ 250 SALOON

Registration no. NBH 67H
Chassis no. 11401022030153

The 250 saloon was one of 13 new models introduced by Mercedes-Benz for 1968. This 'baker's dozen' was divided into two groups by body size, though only the smaller 'shell' represented a clean break with past. Although more compact, the six smaller cars were almost as roomy internally as their larger cousins, and were built to the same exacting standards one would expect of Mercedes-Benz. At the top of the 'junior' range sat the 250 saloon, which was powered by a 2½-litre overhead-camshaft six producing 130bhp. *Motor* magazine achieved a top speed of 106mph with 'their' 250 automatic in 1970, summarising its attributes as 'beautifully made; fine handling, steering and roadholding; brisk performance...' It was, however, considered rather expensive, costing more than the 4.2-litre Jaguar XJ6, though Mercedes-Benz quality never did come cheap. Registered to the current owner since 16th October 2013, this automatic transmission example currently displays a total of circa 98,000 miles on the odometer and is described by the private vendor as in generally good condition, its engine running well. The car is offered with an instruction manual, V5C Registration Certificate, and a recently expired MoT (22nd November 2018).

£6,000 - 8,000
£6,900 - 9,100
No Reserve



102

1950 DAIMLER DE27 LIMOUSINE

Coachwork by Hooper & Co

Registration no. MWJ 281
Chassis no. D51074

Daimler traditional characteristics of unmatched smoothness of take-off and silent running had long endeared the marque to the nobility, and indeed, throughout the 1920s and 1930s the company's products were preferred by the Royal Family to those of rivals Rolls-Royce. Post-WW2, the straight eight continued as Daimler's top-of-the-range DE36 model alongside the not-quite-so-big but equally imposing DE27. The latter was powered by a 4.1-litre OHV six and, like the updated straight eight, featured a detachable cylinder head, coil spring IFS, and Girling hydro-mechanical brakes. Production of this stately model, most examples of which were bodied as limousines, continued until 1951. This Daimler DE27 limousine is one of only 205 made. Said to start 'on the button' and to drive well, the car is described by the private vendor as in generally good condition, though we are advised that the bodywork would benefit from tidying and that the exhaust manifold gasket needs replacing. The engine's timing chain was replaced three years ago and the interior re-trimmed within the last five years, while the provision of flashing indicators and front seat belts are the only notified deviations from factory specification. Mechanically sound but cosmetically improvable, this imposing Daimler is offered with a V5 registration document.

£8,000 - 12,000
£9,100 - 14,000
No Reserve



103

1962 LAMBORGHINI 1R TRACTOR

Chassis no. FL2 11505

Built well before the foundation of Automobili Lamborghini SpA in 1963, this 1R tractor represents the heritage of Ferruccio Lamborghini's automotive empire. After serving as a mechanic in the Regia Aeronautica during WW2, Lamborghini set up a small car and motorcycle repair shop near Modena before branching out into the manufacture of tractors using surplus military hardware. By the mid-1950s Lamborghini Trattori SpA had become one of the largest agricultural equipment manufacturers in Italy, a gratifying state of affairs that no doubt prompted Ferruccio Lamborghini's declaration: 'A tractor a day keeps the misery away!' Offered with a copy of its Italian registration document, this Lamborghini 1R tractor was acquired by the current vendor approximately one year ago, since when he has restored it. Built between 1961 and 1965, the Lamborghini 1R was powered by a 1½-litre twin-cylinder air-cooled diesel engine producing 32 horsepower, which drove via a four-speed manual transmission with alternative high/low final-drive ratios. Described by the private vendor as in generally excellent condition, this beautiful tractor would make a distinctive and welcome addition to any significant collection of classic agricultural machinery, or a unique addition to any Lamborghini collection. Finished in the Lamborghini's classic orange/blue livery, it has the potential to draw crowds, especially when exhibited alongside the most beautiful supercars sharing the marque's famous 'Raging Bull' emblem, such as the legendary Miura and Countach.

£14,000 - 20,000

€16,000 - 23,000



104

1997 LOTUS ELISE S1 ROADSTER

Registration no. L33 JTS

Chassis no. SCCGA1110WHC32067

Spiritual heir to the Lotus Seven, the Elise was a car that company founder Colin Chapman would have been proud of; indeed, at the time of its launch in 1995, Lotus Cars MD, Rod Mansfield declared, 'this car typifies what Lotus has done best for almost 40 years.' The Elise's success – it is still in production today – has proved ample justification for the British firm's decision to return to its roots. At the heart of the Elise is a chassis comprised of epoxy-bonded aluminium extrusions – a first for a road car – weighing only 65kg (143lb). The result was a kerb weight of 720kg (1,584lb), which endowed the Elise with a formidable power-to-weight ratio despite a relatively modest maximum output of 125bhp from its Rover K-Series engine. Although over 20 years old, the Elise is still one of the best driver's cars on sale at any price and continues to represent an affordable purchase for sports car enthusiasts on a budget who value both performance and looks. Unlike many of its fellows, this car has never been raced, instead enjoying an easy life in a heated/dehumidified garage, being serviced regularly and used for weekend road-driving fun. The cam belt and water pump were changed in 2016 at 62,524 miles, and the Elise is described by the private vendor as in pristine condition. This car comes with full service history; a nice personalised plate; and a colour-matched indoor cover from Classic Additions.

£12,000 - 15,000

€14,000 - 17,000



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

THE FOLLOWING THREE LOTS ARE FROM A PRIVATE COLLECTION



105

1959 MESSERSCHMITT KR201 ROADSTER PROJECT

Registration no. 994 VHX
Chassis no. 70335

Introduced in June 1957, the Messerschmitt KR201 Roadster is one of the most glamorous of all the 'kabinenroller' (cabin scooters). The 191cc Fichtel & Sachs engine featured a raised compression ratio of 8.0:1 compared to the KR200's 6.3:1, producing an extra 2bhp and endowing the sporting KR201 with a maximum speed of 65mph. In creating the Roadster, the bubble effect of the closed car was lessened and a simple elegance created by the frame-less windscreen and scissor-type hood, while the interior featured handsome black-trimmed upholstery picked out in imitation snakeskin. The front seat was adjustable and could be tipped up for convenient entry. A Cabriolet version (with fixed side windows replacing the Roadster's de-mountable screens) was introduced late in 1958. This KR201 was purchased as a restoration project by the current vendor in 2017 having been owned since 1996 by the previous keeper, who had used the car a couple of times only before consigning it to garage storage. Unfortunately, the vendor does not have the time to proceed with the rebuild, hence the decision to sell. Offered for restoration and sold strictly as viewed, this potentially most rewarding project comes with a V5 registration document.

£18,000 - 22,000
£21,000 - 25,000



106

1964 FIAT 500D TRANSFORMABILE

Registration no. DGW 384B
Chassis no. 645131

Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof, and all-independent suspension while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switch gear stalks, and hubcaps. Introduced in 1960 as replacement for the 500 Sport, the marginally more powerful 500D used the Sport's 499.5cc engine in de-tuned form. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and recently was voted 'Sexiest Car' by the readers of *Top Gear magazine*. Featuring the 500D's characteristic rear-hinged 'suicide' doors, this example was imported from Italy in February 2017 and purchased by the current vendor. Works carried out since then include fitting a new clutch, dynamo belt, front wheel bearings, kingpins, spark plugs, and distributor (all invoices available). Kept garaged and only used on a handful of occasions since acquisition, the car is offered with Italian registration papers and a V5C Registration Certificate.

£10,000 - 15,000
£11,000 - 17,000



107

1959 MESSERSCHMITT KR200 MICROCAR

Registration no. 629 VMH

Chassis no. 70843

Introduced in 1953 as the 'Fend', the Messerschmitt Kabinenroller microcar was soon being marketed under its manufacturer's name, the change coinciding with an increase in engine capacity from 148cc to 174cc. Sited at the rear, the single-cylinder two-stroke motor produced a modest 9bhp, enough nevertheless to propel the lightweight, aerodynamic KR175 to around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat behind one another, tandem style. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. Written by the immediately preceding owner, a document on file reveals that this KR200 was sold new by 'Two Strokes' of Stanmore, Middlesex. Little is known of its history prior to its discovery in Gloucestershire in the early 1970s, laid up but complete and retaining its original engine. '629 VMH' was then dry-stored for the next few years until its purchase in 1986 by the immediately preceding owner. The latter had the engine rebuilt before deciding to proceed with a full restoration, which commenced in April 1993 and took the next 12 months. The current vendor purchased the restored Messerschmitt on 31st August 2017. The car is offered with restoration photographs and a V5C registration Certificate.

£18,000 - 22,000

£21,000 - 25,000



FURTHER PROPERTIES

108

1966 JENSEN INTERCEPTOR COUPÉ PROJECT

Coachwork by Carrozzeria Vignale

Registration no. NAB 515D

Chassis no. 115/2517

With the second-generation Interceptor's introduction, Jensen switched from glassfibre to steel for its car bodies. Carrozzeria Touring had been commissioned to style the new model, but it was Carrozzeria Vignale that built the first bodies in 1966 before production transferred to West Bromwich early in '67. Underneath though, the preceding C-V8's chassis, running gear, and 6,276cc Chrysler V8 engine remained substantially un-changed. Chrysler's excellent Torqueflite three-speed automatic transmission was standard equipment, and with 325bhp on tap performance was more than adequate: The Motor recorded a top speed of 140mph, with 100mph arriving in 19 seconds. Braking was by servo-assisted Dunlop discs all round, while ride quality could be varied by the Armstrong Selectaride dampers' dashboard control. Leather upholstery, reclining front seats, and walnut veneer were all standard features. The very early Interceptor offered here is one of only 17 Vignale-bodied cars completed in 1966. Chassis number '115/2517' was first registered to Newbury Motors on 16th November 1966 with the number 'NAB 515D'. The original colour scheme was Charcoal Grey with red trim. The car subsequently spent some time abroad before returning to the UK in 1990, later finding its way to the Jensen Museum from which it was purchased by Rejen Sales in August 2013. Presented in 'barn find' condition and sold strictly as viewed, this historic Jensen is offered with a V5 registration document and assorted paperwork testifying to its provenance.

£10,000 - 14,000

£11,000 - 16,000



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109

Offered from the Heritage Collection

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.

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.

£30,000 - 40,000

€34,000 - 46,000

110 N

1931 SUNBEAM SIXTEEN SALOON

Registration no. not UK registered

- *High quality British make*
- *Factory coachwork*
- *Partially restored in 1990*
- *Registered in the Republic of Ireland since 2008*



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.

John Marston Limited's first Sunbeam production car, a De Dion-engined voiturette, was sold in 1901, but it was not until 1907, two years after the Sunbeam Motor Car Company had been formed, that the firm produced its first all-British model, the 16/20. The arrival of designer Louis Coatalen in 1909 and the pursuit of an effective competition programme enabled Sunbeam to establish a formidable reputation prior to WWI, its superbly made products enjoying a reputation rivalling that of the best from Alvis and Bentley thereafter. Produced between 1929 and 1933, the Sunbeam 'Sixteen' featured a massively built chassis frame sprung by semi-elliptics all round, and was powered by an overhead-valve six-cylinder engine of 2,040cc rated at 16.9hp for taxation purposes.

Hydraulic brakes arrived for 1931 together with a 2,193cc engine rated at 18hp, and in 1932 the four-speed gearbox gained synchromesh on third and top gears. Sadly, the collapse of the Sunbeam-Talbot-Darracq combine in 1935 and its subsequent acquisition by Rootes meant that the revised Sixteen - one of the last true Sunbeams - never got the chance it deserved.

According to recognised Sunbeam authority, Bruce Dowell, this 16hp Sunbeam was first registered in January 1932 and was supplied with the factory's own six-light saloon coachwork (see file). The last owner known to Dowell was a Mr Hayward of Merseyside, who is known to have owned the car up to 1993. The history file also contains an invoice (dated 1990 and totalling £5,162) from K Hodgson of Southport for various restoration works to the mechanicals and body. Additional documentation consists of sundry other invoices, an old MoT certificate, and an Irish registration document showing that the Sunbeam was first registered in Ireland in 2008. An original instruction book is included in the sale.

£10,000 - 15,000
€11,000 - 17,000

111

1930 ROLLS-ROYCE 40/50HP PHANTOM II SEDANCA DE VILLE

Coachwork by Hooper & Co

Registration no. GH 2957

Chassis no. 29GY

- One of 1,545 Phantom IIs made
- Original registration mark
- Present ownership since January 1988
- Engine rebuilt by Sargeants of Goudhurst



The Phantom II was introduced in 1929 as a successor to the New Phantom (retrospectively known as the Phantom I) with deliveries commencing in September of that year. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150" - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminium cylinder head common to both blocks - were retained, but the combustion chambers had been redesigned and the 'head was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI. The result of these engine changes was greatly enhanced performance, particularly of the Continental model, and the ability to accommodate weightier coachwork.

Highly favoured by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day and this example wears stately sedanca de ville coachwork by Hooper & Co, London-based carriage makers to Queen Victoria and King Edward VII and arguably the finest of all British coachbuilders.

One of 1,545 Phantom IIs made, chassis number '29GY' was completed in August 1930 and thus is an early example. It was registered as 'GH 2957' and first owned by one T Walton. The current vendor purchased the car from enthusiast David Baldock in January 1988 and then had the engine rebuilt by marque specialists Sargeants of Goudhurst using a new cylinder block and head. In March 1990 the sedanca top was restored and put back on the car, the owner having obtained a suitable mechanism from Ivan Odds. Apart from the foregoing works the car is un-restored. Described by the current vendor as in generally good condition, this imposing formal Rolls-Royce is offered with sundry bills, MoT to August 2019, and a V5C Registration Certificate. A modified dipswitch is the only notified deviation from factory specification.

£65,000 - 75,000

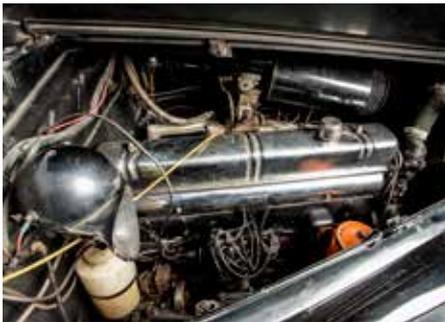
€74,000 - 86,000

1939 BUICK SUPER 90 LIMOUSINE

Registration no. FXE 869

Chassis no. 949333366

- *5¼-litre eight-cylinder engine*
- *Manual transmission*
- *Present ownership since 2001*
- *Ideal for wedding hire*



Scottish-born inventor David Dunbar Buick built his first automobile in Detroit, Michigan in 1903. More designer than businessman, Buick lacked talent in the latter role, a shortcoming that led to a number of changes of ownership in the firm's early years before its founder was eventually eased out in 1908, his departure from the Buick Motor Company coinciding with its establishment as the cornerstone of new owner William C Durant's General Motors. Under Durant's stewardship production rose dramatically from 750 cars in 1905 to 8,802 in 1908 when Buick's most popular model was the four-cylinder Model 10, priced at \$900 and a direct competitor for Ford's Model T. The first six-cylinder models appeared as part of the 1916 line-up, and their refined and flexible overhead-valve engines would help establish Buick's image as a quality automobile for the prosperous owner/driver.

At the end of 1930 Buick dramatically axed its six-cylinder models, adopting an all eight-cylinder range for 1931. Four series in varying wheelbase lengths were offered initially, the largest of which, the Series 90, had a 133" frame and a 344.8ci (5.6-litre) overhead-valve engine. By 1939 the Series 90 was powered by a smaller (320.2ci) but considerably more powerful eight and had a wheelbase of 140". Notable styling changes on '39 Buicks included a new two-piece 'waterfall' grille, increased glass area, and larger doors, while the 90 Limousine featured a moveable glass partition between the front and rear compartments.

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Bonhams & Brooks offered this right-hand drive Buick Limousine at its RAF Museum, Hendon Sale in April 2001, at which time it had been in the then owner's hands for 15 years. It was said to have been used sparingly and regularly serviced and MoT'd. The current vendor purchased the Buick in July 2001 and advises us that during WW2 it had been retained as a 'pool' car by the Admiralty, though no records survive to support this.

Finished in black with grey cloth interior, 'FXE 869' has the three-speed column-change transmission and is described by the private vendor as in generally good/very good condition. Ideal for wedding hire, this impressive American luxury automobile is offered with sundry bills, MoT to August 2019, and V5C document. Conversion to 12-volt electrics and a manual choke are the only notified deviations from factory specification.
£18,000 - 25,000
€21,000 - 29,000

113
NO LOT

114

1936 TALBOT BG110 SPORTS TOURER

Coachwork by Vanden Plas

Registration no. DUV 10

Chassis no. 4565

- One of only 13 or 14 made
- Three owners from new
- Present ownership since 1992
- Fully restored in the early 1990s by marque specialist Arthur Archer



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

Abandoning the one-model programme, Roesch developed the 14/45 to produce the 75 and 90 models, the latter setting Talbot on the path towards renewed sporting success. 1931 saw the arrival of the 3.0-litre 105 powered by a new 'six' featuring staggered valves, a Roesch stratagem allowing for improved breathing. There was more technical innovation for 1933 in the form of Luvax adjustable dampers and the Roesch-designed, Wilson pre-selector gearbox, the latter augmented for 1935 by Talbot's famous automatic 'traffic clutch' enabling automatic upward gear-changes. Also new for '35 were a dropped chassis frame and a 3½-litre model: the 110.



The ultimate Roesch Talbot, the latter had 120bhp on tap and provided 95mph performance while offering class-leading refinement. This top-of-the-range model featured such luxuries as driver-controlled hydraulic shock absorbers, centralised chassis lubrication, and DWS permanent jacks. The final version was the BG110, which featured an improved and strengthened chassis: of box section and with a cruciform cross-member. One of the great cars of the 1930s, the Talbot 110 was axed by new masters Rootes in 1937, the subsequent models progressively incorporating more and more standardised Rootes components.

The BG110 was the last of the 3½-litre Roesch Talbots, and this rare survivor is one of only 89 completed. All of Talbot's tourers were bodied in house with steel panelling apart from the 13 or 14 3½-litre tourers bodied in aluminium by Vanden Plas. The latter's body was much lighter, releasing more of the chassis' potential, as well as being both slimmer and considerably more stylish than Talbot's offerings. This car, chassis number '4565', is the only one to have an externally opening boot with the spare wheel housed inside, rather than semi-recessed into the lid.

Chassis number '4565' was first owned by a Mr Peacock, a grocer living in Hertfordshire, having been purchased new by his father for him from Fuggles the Bushey Heath, Hertfordshire based Talbot dealers, and kept the car until near his death in the late 1970s. It then passed into the ownership of Richard (Dick) Fuggle of the eponymous Talbot dealers.

Dick Fuggle had in fact collected this car from the Barlby Road Talbot factory as a young man when new and delivered the car to Mr Peacock, so impressed had he been by '4565' that he had always hankered after it and bought it as soon as it became available. The current (third) owner inherited the Talbot in 1992 from Fuggle.

Marque specialist Arthur Archer completed a full 'body off', 'ground upwards' restoration of 'DUV 10' in the early 1990s – engine and gearbox overhauls, re-spray, re-trim, etc - since when the car has covered 12,127 miles. In the course of restoration the hydraulic shock absorbers were removed and replaced with the André Hartford friction type. The first owner had a supercharger installed, and although the blower has long since been removed, its associated additional instrumentation is still on the dashboard. Benefiting from a recent fuel pump overhaul, the car drove well when collected by Bonhams in advance of the sale. Accompanying documentation includes sundry restoration bills; assorted correspondence; owner's maintenance/mileage logbook; a V5C registration document; a substantial quantity of expired MoTs dating back to the early 1990s; and an original instruction book signed by Dick Fuggle.

Beautifully proportioned, Vanden Plas Limited's alloy-bodied sports tourers are highly attractive and the most coveted of all Talbot 110 models. Almost all survive but they are only rarely offered for sale. An original example with only three owners from new, '4565' represents a wonderful opportunity to acquire an exceptional example of the ultimate Roesch Talbot road car.

£90,000 - 130,000
£100,000 - 150,000

2001 MERCEDES-BENZ G500 V8 SHORT-WHEELBASE 4X4 UTILITY

Registration no. X587 DSH

Chassis no. WDB4632402X122153

- One of only nine G500 SWB models currently registered in the UK
- Rare AMG special edition
- Automatic transmission
- Circa 62,000 miles from new
- Offered from a private collection



Introduced as long ago as 1979, the Mercedes-Benz G-Class 'Geländewagen' (cross-country vehicle) was the result of a joint venture with Steyr-Daimler-Puch of Austria, a firm with considerable experience in developing four-wheel-drive systems for off-road vehicles. Its purposeful appearance – fundamentally unchanged throughout its life – and engineering excellence has secured the 'G-Wagen' cult status and earned it a reputation as one of the most coveted of classic 4x4s.

Taking its cue from the rival Land Rover, the early G-Wagen was not luxurious by any means, featuring manually wound windows and fabric upholstery, but soon established a reputation for being able to traverse the most challenging terrain. This capability was emphatically demonstrated in 1983 when a 280GE crewed by Jacky Ickx and Claude Brasseur won what is arguably the toughest off-road event in the world: the Paris-Dakar Rally.

Early G-Wagens were powered by a variety of four- and six-cylinder petrol and diesel engines, while three body styles were available: two-door hardtop, two-door convertible, and long-wheelbase four-door station wagon. For 1991 a revised (type 463) chassis was introduced, incorporating the very latest in off-road traction technology in the form of three electronically engaged differentials in addition to anti-lock brakes.

Cabin comfort had been improved in the late 1980s, but by the early 1990s Mercedes-Benz had recognised the growing market of 4x4 owners who valued style, luxury and power above ultimate off-road capability, and in 1993 introduced the limited-edition 500GE, a V8-powered model that took the G-Wagen into Range Rover territory. Although it lacked the front locking differential, only needed for the toughest going, the 500GE came with 240bhp on tap and a luxurious interior trimmed in burr walnut veneer and fine quality leather, which is just what its target market demanded. After two years in production the 500GE disappeared from the range, returning in 1998 as the G500, again powered by a 5.0-litre V8 petrol engine.

One of only nine short-wheelbase variants currently registered in the UK, this G500 V8 is an AMG special edition - as evidenced by their plaque on the console - featuring special wing mirrors, up-rated brakes, xenon headlights, etc. Other noteworthy features include heated seats, sunroof, air conditioning, and iPod connectivity. Finished in Polar White with black leather interior, the car is described by the private vendor as in immaculate condition, running and driving superbly, having covered only some 62,000 miles from new. Offered from a private collection, this ultra-rare and exclusive Mercedes-Benz 4x4 is offered with a V5C document and 12 months MoT. The provision of later AMG wheels is the only notified deviation from factory specification.

£40,000 - 60,000

€46,000 - 69,000

116

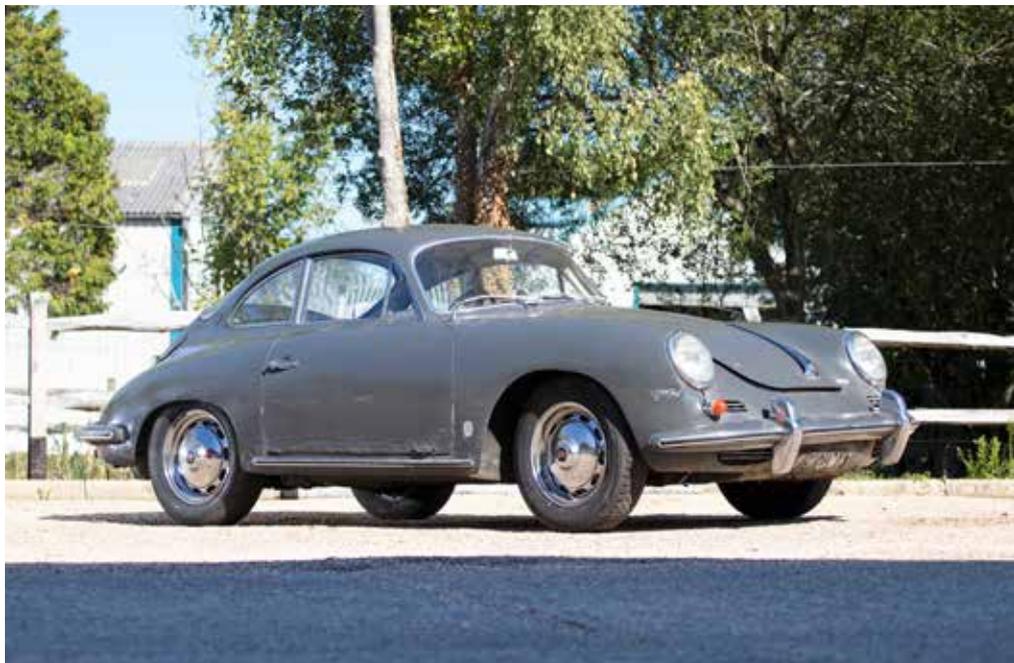
1962 PORSCHE 356B SUPER 90 COUPÉ

Coachwork by Reutter

Registration no. 579 GWX

Chassis no. 122346

- Rare right-hand drive example
- Offered for restoration
- Running condition
- V5 registration document



One of the all-time great sports cars, the 356 was the work of Ferry Porsche, who had been inspired by the FIAT-based Cisitalia of Piero Dusio. Ferry's 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Introduced in 1948, the Porsche 356 set a new standard for small sports cars and proved adaptable to all forms of motor sport including circuit racing and rallying. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 litres; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels. Numerous further styling revisions differentiated the 356B of 1959 from its immediate predecessor while the engine - now standardised at 1,600cc - was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90.

Although Porsche did not make a serious works effort in international rallying until the arrival of the 911, the 356 in private hands proved very competitive, being strongly constructed, light in weight and adequately powerful, especially in four-cam Carrera form.

Early successes included private entrants Helmut Polensky and Walter Schluter's victory in the 1952 Liège-Rome-Liège Rally and the same duo's European Touring Championship the following year. And as late as 1961 the 356 proved good enough to bring works-assisted privateer Hans Walter the European Rally Championship.

Today these versatile Porsche GTs are among the most competitive cars in their class in historic circuit racing and rallying, as well as the many prestigious public-road touring events. Ideally suited to the latter, the 356B represents significant advances in driveability and comfort over earlier models, and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability, and mechanical robustness.

A rare, right-hand drive, twin-grille example, with coach work by Reutter, Karosserie number: 122346, this Porsche 356B Super 90 was supplied by AFN (Porsche) Ltd and first owned by one Mr Webster of West Yorkshire carrying the registration 'HW 4'. The accompanying original logbook records only two further owners and is stamped up to December 1967. The most recent bill available is dated June 1969, and the car also comes with a V5 registration document and tax disc that expired in 1970. A total of 3,302 miles is displayed on the odometer. The current vendor advises us that the car is un-restored but in running condition, it still retains its original interior although in poor condition and its original radio. It is hoped that further information will be available at time of sale.

£70,000 - 75,000

€80,000 - 86,000

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1974 VOLKSWAGEN TYPE 2 MOTOR CARAVAN

Registration no. ORV 801M

Chassis no. 2332195425

- *Classic 1970s motor caravan*
- *Bare-metal restoration completed in October 2018*
- *Fewer than 200 miles since completion*
- *Perfect for Goodwood and other historic motor sports venues*



As readily recognisable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its countless 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 1,600cc to 2.0 litres before production ceased in 1978 with the introduction of the third generation.

This highly desirable 'Bay' motor caravan is offered fresh from a comprehensive bare-metal restoration only completed in October 2018. Indeed, the vehicle has covered fewer than 200 miles since the restoration, barely enough to run the engine in. Works carried out included installing a new (1,600cc) short-engine and a complete mechanical overhaul, while the body has been refinished in Savannah Beige and white and the interior re-trimmed in white-accented tan hide.

We are advised by the private vendor that the restoration was carried out to original specification with a few appropriate 'period' additions such as chromium-plated fittings and traditional cupboards remanufactured in rosewood finish. A modern twist is the use of Designers' Guild curtain fabric in a typically 1970s pattern reflecting the vehicle's period of origin. Inside, it feels like a boutique hotel! The addition of a retro-look stereo system with Bluetooth connectivity ensures compatibility with modern communications and entertainment devices. Presented in excellent condition, this well restored Volkswagen Type 2 motor caravan is offered with a V5C Registration Certificate and bills relating to its restoration. There can be no better way in which to enjoy the Goodwood gatherings and next summer's other historic motor sports events.

£50,000 - 60,000

£57,000 - 69,000

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1967 FORD MUSTANG 'BULLITT' FASTBACK COUPÉ

Registration no. JJZ 747
Chassis no. 7R02S108099

- Faithful replica of Steve McQueen's 'Bullitt' Mustang
- Rebuilt in 2008
- Converted from left- to right-hand drive
- UK registered since 2008
- Present ownership since 2014



Already an outstanding success, the Mustang was turned into a legend overnight following its appearance in the Steve McQueen film, 'Bullitt' in 1968. In one of the most spectacular car chases ever seen in a motion picture, McQueen's maverick cop wowed audiences as he pursued two hit-men in a high-speed chase through the streets of San Francisco. The resulting scene promptly became an unforgettable part of cinematic history and confirmed the Mustang as one of the all time classics.

This car was manufactured in 1967 at San Jose, California complete with fastback body and the 390ci (6.4-litre) high-performance V8 engine. The DSO tag confirms that it was built on 21st September and equipped with two front bucket seats, black interior, four-speed manual transmission, and the optional limited-slip differential. The Mustang was delivered to Los Angeles, California.

In 2008, this car completed an exhaustive, professional, bare-metal restoration totalling over 2,000 man-hours using original Ford or American high-performance parts. This comprehensive rebuild included the replacement of any damaged or corroded body panels and the replacement of all chrome and brightwork with new parts. A complete new deluxe interior was fitted, including new carpets, headlining, seating upholstery, and the rare overhead console with integrated map lights. The original wood grain dashboard, instrumentation, and door panel inserts were retained.

Replicating the 'Bullitt' Mustang, the exterior is finished in correct Highland Green metallic and, as per the film car, it is devoid of any insignias and has blacked-out grille and tail lamp details. As such, it is virtually indistinguishable from the McQueen car. Mechanically, the Mustang has been fully rebuilt. The original 390ci 'Big Block' V8 engine is now unleaded compatible, while the incorporation of numerous tuning parts ensures that power now far exceeds the original's 320bhp maximum. To handle this increase, the transmission, suspension, and brakes were up-rated appropriately.

At the restoration's completion the Mustang was imported into the UK. Owned by the current vendor since 2014, it has been serviced regularly, MoT'd, and fitted with a new competition clutch. This unique car is not just an ordinary Mustang; it has been restored to a far higher standard than the original and has the look, sound, and - even more so - the authentic feel of the car Steve McQueen drove in the legendary chase. Converted to right-hand drive and built for reliable everyday use, it embodies the dream of driving a perfect recreation of the world's most famous Mustang.

£70,000 - 90,000
€80,000 - 100,000

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

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The Property of Elliot Moss, son of Sir Stirling Moss

1953 ASTON MARTIN DB2 VANTAGE 'X' SERIES SPORTS SALOON

Registration no. MRU 200

Chassis no. LML/50/X4

- One of only 5 'X' Series Cars built
- In the present ownership for more than 25 years
- A gift from Peter Livanos to the current owner
- Retains Vantage engine
- Mille Miglia eligible



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

This DB2's unusual chassis number identifies it as coming from an exclusive batch of five cars ('LML/50/X1' - 'LML/50/X5') produced randomly within the normal production run among chassis '240' to '278', all of which were finished in November 1952. It is understood that the 'X' stands for experimental and it is quite likely these five cars were retained to test developments intended for the forthcoming DB2/4.

'X4' was delivered on the 31st December 1952, and was the third of these 'X' series cars to be delivered. A copy of its build sheet on file confirms that as new it wore the distinctive registration 'MRU 200', that it retains to this day, and that this rare experimental example carried a 'VB6B' prefix Vantage engine, signifying larger induction manifolds, also the sale that it still carries 66 years later.



The DB2 was sold through Tice & Son Ltd., to M.A.C. Drummond, of the Cadland Estate in Fawley, near to Southampton, as new it wore black paintwork and a contrasting red interior. As with many Astons, the car was in need of regular maintenance by the factory from day one. In fact, it had a service 8 days after delivery and returned again before the end of January 1953 for repairs to the near side front wing – such was the enthusiasm of Aston’s clientele as ever! Various items of servicing and repair are charted through to October 1956, but the most intriguing note on the Works document, is a simple annotation ‘Took part in racing June 1953’. The nature of this is unknown at this time, but may well warrant research by the next owner. A second custodian, W. Fullerton of The Gables in Dorchester Dorset is noted on the factory record, but no further keepers.

For the last 28 plus years the car has been the property of one of the most famous British motor racing families of all. In the mid-1980s, the car came onto the horizon of then Aston Martin owner, long-time enthusiast and racer, Peter Livanos. It was acquired by him and would subsequently be leant to his friend Stirling Moss and wife Susie to campaign in the Mille Miglia in 1987. Sometime after this, when Sir Stirling’s son, Elliot attended the Monterey Historic races at Laguna Seca, Mr. Livanos, walked a very young Elliot over to the DB2 and generously gifted the car to him! The Experimental DB2 has remained with Moss Jr. ever since.

In latter years, the car has been on display at the British Motor Industry Heritage Trust, alongside other prominent British Motor Cars. Today, the Aston has aged a little during its current custody, having a nice mellowed feel to its exterior, which was probably repainted to the current British Racing Green in the early 1980s, while the tan interior leather shows only limited wear, owing to modest use. Due to its display storage rather than use, a proper mechanical check over would be advised.

After this long custodianship, Elliot Moss has reluctantly decided to part with the car to further another project in the career that he chose as a chef, bringing this fascinating car to the market. With an early experimental history and association with two of the most prominent luminaries in the Aston Martin story, this unique DB2 Vantage has much to offer.

£130,000 - 160,000
€150,000 - 180,000

1965 FORD-LOTUS CORTINA COMPETITION SALOON

Registration no. KPU 388C (see text)

Chassis no. BA74EU59035

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



01 & 02
Alan Mann and Sir Jackie Stewart confer, Snetterton, 1966 © LAT



#035 in action with Peter Procter, Sebring, 1966 © LAT

Chassis number 'BA74EU59035' left Ford's Boreham plant in June 1965 as one of a batch of 11 pre-production cars for homologation with the new leaf-sprung rear suspension. The 'KPU' cars, as they became known, were split between Team Lotus, Alan Mann Racing, and Ford's own team. While Team Lotus focussed on the British Touring Car Championship, Alan Mann Racing concentrated on the European Touring Car Championship.

To differentiate their Cortinas from the host of similar entries, Alan Mann Racing painted theirs with the now famous Ferrari Red and gold livery and campaigned three cars during the 1966 season. 'Missing' for many years, this historically important Cortina, #035 has been driven by so many legendary Race Drivers. The reason it has been missing for so long would seem to be in its registration and chassis numbers.

'BA74EU59035' was registered by Essex County Council as 'KPU 388C' however according to AMR and its vast files of historic race entries, chassis number 'BA74EU59035' was known to them and raced under the registration number 'KPU 391C' - alongside Sir John Whitmore's 'KPU 392C' throughout the entire 1966 season.

The FIA had introduced new rules making it compulsory to include Chassis Numbers (previously not needed) in Race Entries along with registration numbers and drivers names for the 1966 season.

Included in the file of historic documentation is a letter from the Ford Motor Co to Alan Mann Racing confirming the purchase of KPU 390C & KPU 391C with corresponding Chassis Numbers '032' & '035' for the sum of £350 each. In addition a document dated 31st December 1966 stating "Please find enclosed, copies of the Log Books for 390C & 391C on loan to you." The car was then sold to Frami Racing in Holland.

This car has been inspected and verified by Henry Mann and his mechanics in the AMR workshop as that which they knew as 'KPU 391C' (see documentation). On inspection Henry Mann found the Lotus SE (Special Equipment) lower suspension arms to be stamped 'KPU 391C'. Verified by the Mk1 Cortina Owners' Club (see documentation) and wearing its original chassis plate, as well as being examined and verified by the DVLA's own inspection service. It should be noted that the shell now incorporates a number of left hand drive Cortina panels to the front, and a quantity of new panels elsewhere – not uncommon with a well worked race car.



'035' may well have raced in late 1965 but as yet this has not been established, though Team Lotus certainly campaigned a 'KPU' car at Brands Hatch in August 1965. In 1966, '035' was successfully campaigned by legendary drivers Sir Jackie Stewart, Jacky Ickx, Frank Gardner, Lucien Bianchi, Bo Ljungfeldt, Peter Procter, Richard Attwood, Hubert Hahne, and Paul Hawkins (see accompanying list of race results). In 1967 the car was sold to Frans Lubin of FRAMI Racing in Holland, then moved on to Theo Schoonderbeek for the 1968 season. '035' was found in an Essex lockup garage where it had been since 1978, in its partially restored condition and current white/green colour scheme. Of the other two Alan Mann Racing Lotus Cortinas, 'KPU 392C' is Sir John Whitmore's European Touring Car Championship-winning car, while 'KPU 390C' is in AMR's possession.

Following painstaking research by its current owner, this car was identified as '035' by AMR's Henry Mann, and confirmed to be correct with the important undisclosed bodyshell modification that was only carried out on AMR cars. Original race entries, invoices, and other paperwork in Alan Mann Racing's historic archive were studied, resulting in the discovery of copies of original letters from the Ford Motor Company to Alan Mann; letters to drivers confirming race entries stating registration and chassis numbers; and a letter to a Mr Ickx confirming a drive for his son, copies of which are included in the sale.

When '035' returned to the UK is not known, but it is likely that when it did, it was registered as KPU 388C, by 1978 it was in the possession of a Mr Williams in Essex. It then went to a Mr Townsend from Essex where restoration stalled due to illness and/or age. The Cortina then passed to the immediately preceding owner, Mr Spencer of Norwich, from whom it was purchased by the current vendor.

The car itself is in 90% restored condition, although the new owner would no doubt return it to its correct red/gold livery and factory-correct leather front seats (the 'KPU' cars came with leather in place of production vinyl). The engine (block number '701M6015') is listed as 'something rather special reputedly from Ford Germany' and is said to have been rebuilt, which the current owner has no reason to doubt. It turns over easily, with compression, but a precautionary check is recommended. All in all a very exciting find along with the large file of historical photographs and Alan Mann documentation and more history still to be uncovered at AMR, make this a car of great historical importance.

£80,000 - 120,000
€91,000 - 140,000

121

1959 MERCEDES-BENZ 190SL ROADSTER WITH HARDTOP

Registration no. 16 KPF

Chassis no. WDBR1210408500875

- Original right-hand drive model
- Two owners from new
- Professionally restored in Germany between 1990 and 1993
- In dry storage from 1993 to 2014



For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. 'Very few new sportscars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,' observed *Road & Track* magazine.

Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, the M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190 SL to 60mph in 13 seconds and on to a top speed of 107 miles per hour.

The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could out-perform it while costing a good deal less, did nothing to deter sales. The model was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This right-hand drive 190 SL was purchased new in 1959 by a Royal Air Force officer, at that time serving in Aden. Given the local registration '2 ADN', the Mercedes was imported into the UK later in 1959 and re-registered as '16 KPH', its current mark. In November 1990 the car was sent to Germany and restored there by KFZ-Meister Heinz Penders of Mönchengladbach. Returned to the UK on completion in 1993, '16 KPH' was placed in dry storage, remaining there until 2014 when it was purchased by the current vendor. Running well, but with paintwork that would benefit from attention, the car is offered with current MoT, a V5C Registration Certificate, and bills relating to its restoration in Germany in the 1990s.

£70,000 - 90,000

€80,000 - 100,000

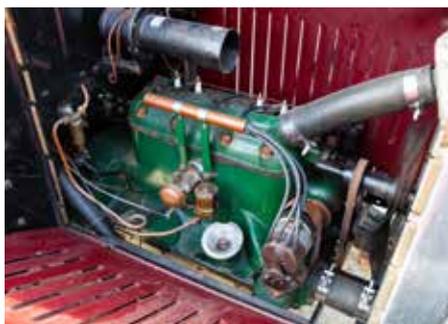
122

1927 MORRIS COMMERCIAL 13.9HP ONE-TON VAN

Registration no. CA 7020

Chassis no. 14446T

- *Early Morris commercial vehicle*
- *Originally operated by the LNER*
- *First owned by the vendor in the early 1970s*
- *Restored between 1982 and 1993*
- *Repurchased in 2015*



Following the acquisition of E G Wrigley & Co's Foundry Lane works in Soho, Birmingham in 1924, William Morris set up a new company: Morris Commercial Cars Ltd. By May of that year, production of the first Morris commercial vehicle – the one-ton T-type – was under way. Like their passenger-car cousins, the Oxford and Cowley, the first Morris commercials used the well-tried Hotchkiss-type four-cylinder sidevalve engine. A close copy of the Continental, the Hotchkiss engine had been made in 1,548cc, 11.9hp form initially, a larger (1,802cc) 13.9hp version becoming available in 1923. Brakes were fitted to the rear wheels only.

Another of the first models to emerge was an 8cwt light van based on the Cowley 11.9hp chassis, which would later be adopted by the Post Office. This one-ton T-Type though, has the larger 13.9hp engine. In common with most contemporary commercial vehicles, these early Morris vans offered little by way of protection for the driver, half-doors being the norm. Full-length doors were adopted later.

The factory offered various standard bodies, while many chassis carried bespoke coachwork built to suit the special requirements of their operators. Lighting was basic, consisting of two large side lamps and a single tail lamp, though a five-lamp set was available as an optional extra.

'CA 7020' was originally supplied to the London & North Eastern Railway and was finished in their distinctive livery of Crimson Lake/black. The vehicle was purchased by the current vendor from an Essex farm in the early 1970s and restored between 1982 and 1993. It was then sold on and repurchased in 2015. Features of note include stop lights, flashing indicators, and a charming 'AOFB' radiator mascot, the initials standing for 'Association Of Froth Blowers', a pre-CAMRA beer appreciation society! Accompanying documentation includes restoration bills, an old-style logbook, current MoT, and a V5C Registration Certificate, the vehicle has had servicing work in recent weeks to prepare it for sale. The original plain radiator cap is included in the sale.

£10,000 - 15,000

€11,000 - 17,000

123

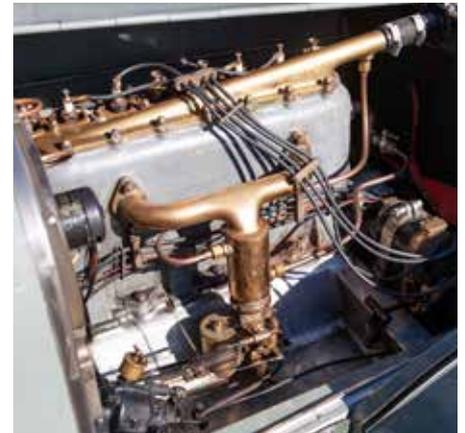
1913 SUNBEAM 12/16HP TOURER

Registration no. AD 1575

Chassis no. 6525

- *One of an estimated 70 survivors*
- *Formerly part of the Coach House Museum collection*
- *Restored in the 1980s*
- *Full weather equipment*





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. Apart from the curious Sunbeam-Mabley cycle car, Sunbeam's production centered mainly on four-cylinder models, which have survived in greater numbers than any of its aforementioned contemporaries.

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 rivalling that of the best from Alvis and Bentley thereafter.

By the outbreak of WWI, the Sunbeam range consisted of four-cylinder 3.0-litre 12/16hp and 4.0-litre 16/20hp models plus the six-cylinder 25/30hp. Fewer than 5,000 of the 12/16hp model were made between 1910 and 1914, the example offered here being one of an estimated 70-or-so survivors. Manufactured in 1913, it represents the model in its 'second series' form, with monobloc 'F'-head engine, bevel drive back axle, and rear-mounted fuel tank.

Bruce Dowell and Peter Ransom's book, *'The Sunbeam 12/16hp'*, records that this car, registered 'AD 1575', was operated from 1921 as a Hackney Carriage in Bury St Edmunds by one Mr Rolfe. In 1978 the Sunbeam was acquired in a rough but complete state by a Mr Young of Surrey, and in 1980 passed, in the same state, to a Mr Carter.

Mr Carter carried out a full restoration to a high standard, and in 1995 the restored Sunbeam was acquired by a Mr Cook of Leicester, forming part of the Coach House Museum collection. Noteworthy features include factory-fitted Bosch dual ignition; full weather equipment; and an 'Old Bill' radiator mascot/cap (plain cap with car). Presented in generally very good condition, this rare, powerful and most stylish 'Edwardian' is offered with a V5C registration document and VCC dating certificate.

£50,000 - 55,000
£57,000 - 63,000

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.

124

First owned by the Marquess of Queensberry

**1935 ROLLS-ROYCE PHANTOM III
SEDANCA DE VILLE**

Coachwork by Gurney Nutting

Registration no. DXE 782

Chassis no. 3AX109

- *Delivered new in the UK*
- *Featured in 'Rolls-Royce The Derby Phantoms' (Dalton)*
- *Previously in the USA*
- *Little used in recent years*





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.

The Rolls-Royce Phantom III was, of course, an exclusively coachbuilt automobile. Most of the great British coachbuilding firms offered designs, many of them unique, on the Phantom III chassis. Some of the most widely admired were the work of J Gurney Nutting, which was responsible for bodying this car, chassis number '3AX109'. Gurney Nutting was a company associated with quality marques - Bentley in particular - from its earliest days and a supreme practitioner of the coachbuilding craft in the late 1930s. Founded in Croydon, Surrey in 1919, Gurney Nutting had bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas.

Gurney Nutting's work had a sporting flavour from the outset and succeeded in attracting the attention of society's upper echelons; the Prince of Wales and Duke of York were clients, and the firm gained its Royal Warrant in the early 1930s.

Daimler and Rolls-Royce had been added to the Gurney Nutting portfolio in the mid-1920s, and the fruitful association with the latter continued into the succeeding decade.

This car features in Lawrence Dalton's book, '*Rolls-Royce The Derby Phantoms*' (page 371) and is recorded in several editions of the Rolls-Royce Owners Club's Directory, commencing in 1962 when the car formed part of the extensive collection of Rolls-Royces owned by William Klein Jr of Elizabethtown, Pennsylvania. '3AX109' next appears in the 1965 edition in the hands of Fred A Pennington of Mechanicsburg, Pennsylvania, and then in the 1976-77 edition while belonging to R D La Penta of Lakeville, Connecticut. The car last appears in the 1980-81 R-ROC Directory while owned by Frank La Coke of Dallas, Texas. It is likely that the rear wheel spats were added in the United States.

Copy photographs of the car undergoing restoration and finished in its current livery (taken in the 'States) are on file together with copies of build details and the R-ROC documentation, and an old V5 in the name of a Mr Forrest, who acquired '3AX109' in 1992. In more recent times the Phantom has seen very little use, venturing out only to attend local shows and concours events. Described by the private vendor as in good working order, with 'A1' chassis, the car comes with a V5C registration document and an almost complete set of tools in the boot.

£140,000 - 180,000
€160,000 - 210,000

125

1991 GTD FORD GT40 COUPÉ

Coachwork by GT Developments

Registration no. Q678 GFX

Chassis no. 23690

- Only 6,235 miles from new
- Extensively refurbished in 2015
- Ford 302ci (5.0-litre) V8 engine
- Superbly finished and detailed



This GTD 40 has recently undergone a five-month exterior and interior refurbishment, and is described by the private (engineer) owner as superb in all areas. Reportedly, the car was so good mechanically (having covered only 6,235 miles from new) that no other refurbishment was needed.

The bodywork has been beautifully finished to an exceptionally high standard by DC Coachworks in full Gulf Oil livery, while the interior has been sympathetically refurbished to exacting standards by D Upton & Son, coachbuilders. Carpets and leatherwork are matching slate blue, complementing the powder blue exterior beautifully. The dashboard is fully leather-bound and unmarked. Switches are toggle-type with beautiful bespoke brass-etched labelling.

A new replica quick-release steering wheel and GT40 centre boss was specially made in 13" diameter to create additional legroom for taller drivers. The latter can find the GT40 cramped, so the current owner has lowered the driver's seat and installed a 'Gurney top' to the driver's side roof. Air conditioning is fitted within the cockpit, only requiring a compressor and condenser to finish the installation.

To further improve ventilation, the door lids were extensively modified during the recent refurbishment to become removable, and the car carefully modified to take a Targa 'T' bar.

We are advised that cockpit access is much easier when the lids are removed, and especially when the car is in confined spaces, such as single garages.

The engine is a Ford 302ci (5.0-litre) V8 with Holley 4-barrel carburettor. A recent top-end rebuild saw new Edelbrock Performer RPM cylinder heads, intake manifold, and rocker boxes installed, and a general engine tidy. Power is transmitted via a high-performance clutch to the five-speed UN1 gearbox, while the gearshift is via the preferred cable option giving positive selection. Twin fuel tanks with their pumps and gauges are switchable from inside the car, which also benefits from an on-board fire extinguishing system and 4-point harness safety belts. Braking is via discs all round, with AP Racing 4-pot callipers and vented discs at the front, and indirect front and rear servo assist.

Wheels are brand new 15" BRM-replica GT40 alloys with Gulf Orange inserts and replica spinners. Said to be the only ones that make the GT40 sit correctly, the tyres are Avon R15: 215/60 front and 295/50 rear. Other noteworthy features include a Kenwood stereo, neatly mounted in the door pocket, and central locking with alarm. One of the best examples you will find in terms of the level of finish and attention to detail.

£60,000 - 70,000

€69,000 - 80,000

126

1957 JAGUAR MK1 2.4-LITRE SPORTS SALOON

Registration no. 271 UYM

Chassis no. S907056

- Original right-hand drive model
- Delivered new to Switzerland
- Off the road for circa 50 years
- Outstandingly original
- Recently re-commissioned and repainted



Right-hand drive chassis number 'S907056' was built on 30th April 1957 just two months after the devastating fire at the Brown's Lane factory had destroyed many cars on the production line. A manual gearbox model finished in Mist Grey with deep red hide upholstery, it was equipped with a number of options including twin fog lamps, half spats over the rear wheels, and a speedometer in kilometres. The car was then exported to Switzerland where it was sold through the main Jaguar distributor in Geneva, Garage La Claparede, to its first owner, Monsieur Douer. As far as can be established through the Swiss vehicle register records, it had two subsequent owners during 58 years in Switzerland before returning to the UK in 2015.

Reportedly, at some point during the early to mid-1960s, the Jaguar was involved in a relatively minor accident, sustaining damage to the offside front wing. At that time the car had covered just 50,000 kilometres (approximately 31,000 miles); apparently it would remain garaged, un-repaired, and unused for the next 50 or so years.

Acquired by the current owner in 2015, the car was repatriated and the accident damage finally repaired, including a full bare-metal repaint. Once stripped of all paint, and with the interior removed, the body's main structure was revealed to be exceptionally original, sound, and un-corroded, with all floors original and solid.

Mechanically, apart from a thorough service, very little was required apart from replacing the radiator, exhaust system, shock absorbers, fuel pump, and some of the steering joints. New radial tyres have been fitted, and the original brake system overhauled with new brake shoes all round.

As much as possible of the original interior was retained; the original woodwork was re-polished, and only the areas of the leather upholstery which had split due to drying out were replaced with new hide. The chromework is entirely original with the exception of the front bumper, which had to be re-plated due to slight accident damage on the offside. Accompanying documentation consists of re-commissioning bills; a BMIHT Certificate; and a V5C registration document.

To find a low mileage Mk1 of any description is unusual, but to find one that has remained in such exceptionally sound structural condition, never having been allowed to deteriorate, is extremely rare. With the current surge in interest in the Jaguar Mk1, their low survival rate and increasing popularity as historic competition cars, this outstandingly original example must represent exceptional value.

£24,000 - 29,000

€27,000 - 33,000

127

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*
- *Comprehensive history file*



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

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

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

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



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

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

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

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

£230,000 - 260,000
€260,000 - 300,000

128

First owned by Aston Martin CEO, Dr Ulrich Bez

2001 ASTON MARTIN V12 VANQUISH COUPÉ

Registration no. Y836 MWL

Chassis no. SCFAC13351B500007

- *One of seven Aston Martin Vanquish Press Cars*
- *Original registration mark*
- *Paddle-shift transmission*
- *Main dealer service history*
- *Factory paperwork confirming provenance*





An entirely new Aston Martin for the 21st Century, the V12-engined Vanquish coupé debuted at the Geneva Auto Show in March 2001 with deliveries commencing a few months later. Styled by Ian Callum, the man responsible for the DB7, the Vanquish was developed with assistance from Aston Martin's parent company, Ford, using constructional techniques more advanced than those of any contemporary road car. The monocoque tub was made of heat-cured bonded aluminium, braced by a central tunnel of carbon fibre to create a lightweight structure of exceptional rigidity, thus enabling the chassis engineers to develop suspension combining excellent handling and road holding with unrivalled ride quality.

Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. The six-speed gearbox was controlled by F1-style paddles and could be operated in either of two modes: fully manual or computer-controlled automatic, with a 'sport' setting available on both. The inventory of standard equipment included almost everything the discerning connoisseur could wish for, while the performance - 190mph and 0-60mph in 4.5 seconds - placed the Vanquish firmly in the supercar class.

The Vanquish was built in two versions: two-seater and 2+2. A pleasing blend of up-to-the-minute technology and traditional materials, the interior was dominated by an imposing aluminium centre console while also featuring Connolly leather upholstery and Wilton carpeting, emphasising the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it: one at a time and by hand. Like many of its illustrious brethren, the Vanquish enjoys the distinction of being a 'James Bond' Aston Martin, featuring in the movie *'Die Another Day'* starring Pierce Brosnan as '007'.

This early two-seater Vanquish carries the distinctive chassis number ending '007' and is the seventh of seven UK Press Cars, which carried the specially purchased sequential registration numbers 'Y829 MWL' to 'Y836 MWL' (with the exception of 'Y830 MWL'). This example, registered 'Y835 YML', was first owned by Aston Martin's then Chief Executive, Dr Ulrich Bez.

A beautiful example of the very first Vanquish produced and a true collectors' item, it features 'Power Park' mirrors; heated front seats, aluminium/leather steering wheel; heated front screen; satellite navigation; telephone integral system; and a fire extinguisher. Finished in Skye Silver with Chestnut Nubuck interior, the car comes complete with owner's/service book; main dealer service history; MOT to November 2019; two keys; Aston Martin Build Log; and Aston Martin paperwork confirming its Press Car provenance.

£65,000 - 75,000
£74,000 - 86,000

1958 ASTON MARTIN DB MKIII SPORTS SALOON

Coachwork by Tickford

Registration no. OWM 999

Chassis no. AM300/3/1612

- One of only 551 DB MkIIIs made
- Present ownership since 2003
- Used sparingly in recent years
- Last MoT'd to July 2012
- Candidate for sympathetic restoration



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

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

Its accompanying copy guarantee form reveals that chassis number '1612' was originally finished in Desert White with blue/grey Connolly hide trim. The car was sold new via agent J Blake to its first owner, one Mr Caunce of Lancashire.

The registration was 'OWM 999' (subsequently 'YFY 333' and now 'OWM 999' again). Also on file is a copy old buff logbook and copy old V5. Issued in July 1969, the former lists four owners, the last of whom is a Mr Baker, the previous keeper; his acquisition is undated but must have been in the 1970s.

The current vendor purchased 'OWM 999' in 2003 and has used the car only sparingly over the course of the last 15 or so years. In that time, general maintenance and replacement of the odd spare part has largely been undertaken by the vendor at his home. More recently, due to its owner's advancing years and a recent spell of ill health, the Aston has not seen active use and has only occasionally been started and polished; we would recommend that a thorough check of the engine and running gear is undertaken before returning it to the road.

A candidate for sympathetic restoration or to use 'as is', the car is offered with a history file containing assorted correspondence; a quantity of tax discs and MoTs (most recent expired July 2012); an original instruction book; photocopied literature; a current V5C; and a substantial quantity of invoices.

£100,000 - 140,000
€110,000 - 160,000

130

1953 HEALEY ABBOTT DROPHEAD COUPÉ

Registration no. NYK 794

Chassis no. F3068

- One of only 77 Abbott Drophead Coupés
- Formerly part of the Henry Ellard Collection
- Regularly used for the last 20 years
- Present ownership since 2015
- Extensively restored



'NYK 794' is a 1953 Healey Abbott F Drophead Coupé built using the 2.4-litre Riley engine favoured by Donald Healey. In *'The Healey Book'* by Bill Emerson, 'NYK 794' is featured on page 58 as an example of the Abbott F, only 77 of which were made. It is understood that only 20 are still in roadworthy condition today and thus this is a very rare motor car.

'NYK 794' formed part of the Henry Ellard collection from the late 1960s to the early 1980s with a reputed 25,000 miles on the odometer. The Abbott spent many years unused in the collection before being re-commissioned during the late 1980s/early 1990s for road use, for which paperwork and invoices are on file.

During the early 1990s, the Abbott covered around 5,000 miles, changing hands again in 1994. By 1996 it was benefiting from further expenditure; a new Kenlowe fan was fitted, and later on a new exhaust system, and the engine regularly serviced. In 2002 the clutch and ignition system were replaced. The Abbott has been regularly used since the late 1990s, and in 2003 was taken to Jordan as part of the 50th anniversary celebration of motor sport in the country, being paraded in front of the King.

The previous owner kept the car for some years before the steering became too much. The current owner - grandson of Peter Cavanagh, one of the founding fathers of the Healey Drivers' Club, and also committed Healey enthusiast - then purchased the Abbott in late 2015. A significant amount of restoration work was undertaken at the time of acquisition including a full re-spray; new seats; and numerous repairs to running gear and electrics. A rolling restoration has continued since then, the most recent works including fitting a new wiring loom; new convertible hood; and new carpets together with other mechanical works (all invoices present).

In 2017, the Abbott was driven to Barcelona and took part in the 'Espirit de Montjuic' event, completing a number of laps of the Formula 1 Circuit de Catalunya. The current owner's growing family means they can no longer travel together in the Abbott. As they believe the car should be used and enjoyed they have taken the reluctant decision to sell so that others can enjoy the Healey.

NYK 794 thus represents a rare opportunity to acquire a seldom seen motor car from one of Britain's most respected and appreciated manufacturers.

£45,000 - 55,000

£51,000 - 63,000

131

2009 FERRARI 599 GTB FIORANO COUPÉ

Coachwork by Pininfarina

Registration no. WX09 DHG

Chassis no. ZFFFD60C000168149

- *'F1' paddle-shift transmission*
- *Right-hand drive UK model*
- *Full Ferrari main dealer service history*
- *Circa 23,750 miles from new*





Introduced at the Geneva Motor Show in February 2006, the 599 GTB Fiorano took its name from Ferrari's famous test track and was the latest in a succession of models named after places associated with the marque such as Modena and Maranello. Styled by Pininfarina, the 599 with its long bonnet, small cabin, raised haunches, and aggressive stance seemed the very definition of the term 'sports car'.

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-litre V12 was a reworked version of that found in the Enzo. As installed in the 599, this state-of-the-art unit produced a staggering 612bhp at 7,600rpm with maximum torque of 448lb/ft at 5,600 revs. Developed as part of Ferrari's Formula 1 programme, the paddle-shift gearbox had become a feature of its range-topping sports cars and was available in its latest form for the 599. A conventional six-speed gearbox was available also.

Although active suspension had long been banned from Formula 1, its development for road cars had continued and the 599 came equipped with 'semi-active' dampers. Damper controls were placed on the Formula 1-style steering wheel together with those for traction control and stability, as was the starter button. The 599's fortunate driver would find him/herself looking at a central analogue rev counter flanked by a similar speedometer and an electronic display screen for all other functions. Ferrari thoughtfully provided plentiful storage space within the sumptuous leather-trimmed interior.

First registered on 19th June 2009, the fabulous and exclusive Ferrari supercar offered here has one of the nicest colour combinations (Grigio Silverstone with tan leather) and is particularly well specified. Desirable factory-fitted options include the following:

- 20" Monolithic wheels (Pirelli P Zero tyres)
- Carbon steering wheel with upper crown/LED
- Daytona seats in carbon
- Brake callipers in Titanium
- Yellow rev counter
- Leather dashboard and tunnel
- Front/rear parking sensors
- iPod installation
- Full electric seats
- Leather upholstery for rear bench wall
- Rear shelf in leather
- Sports exhaust

Offered with full main dealer service history, this right-hand drive 599 was supplied new in 2009 by Ferrari Swindon and serviced by them in 2010 at 4,349 miles. It has been serviced annually since then - on the last occasion by Graypaull Ferrari in May 2018 at 23,341 miles - and is presented in immaculate condition.

£100,000 - 130,000
£110,000 - 150,000

132

1937 BENTLEY 4¼-LITRE ALL-WEATHER TOURER

Coachwork by Vanden Plas

Registration no. DXM 229

Chassis no. B179JY

- Unique 'wide body' coachwork
- Restored in the early/mid-1990s
- Present ownership since 1998
- Featured in *Classic and Sportscar magazine*
- Overdrive transmission
- Excellent condition



'Think of all the driving qualities that make a sports car – crisp handling responses, precision of control, strong acceleration, a general liveliness in demeanour – and this imposing Bentley possesses them all.' – Mark Hughes, *Classic and Sportscar*.

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 a part-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 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. 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 gearchange and servo-assisted brakes.

Surviving factory records show that the car offered here, chassis number 'B179JY', was delivered new on 14th May 1937 to Miss D Skinner of Haywards Heath, Sussex having been sold to Sir Sydney Skinner (then Chairman of Barkers department store), presumably her father. The car was delivered with a unique all-weather touring body by London-based coachbuilder Vanden Plas, a firm that had forged its not inconsiderable reputation by a most fortuitous alliance with Bentley, bodying some 700-or-so of the latter's chassis during the 1920s, including the Le Mans team cars. The firm survived Bentley's demise and resurrection under Rolls-Royce ownership, diversifying into other makes and resuming the relationship with its old partner to produce some of the most sublime designs on the Derby Bentley chassis.



What makes this car's body unusual is the fact that it was specified to be 4" wider than standard, the bonnet being altered to suit - changes that contributed £45 to the final price of £1,705. In 1939, ownership passed to a Brighton pig farmer, who had an estate conversion grafted onto the rear of the original body, the boot section being removed in the process. It seems likely that this was done to take advantage of the additional wartime petrol allowance granted to 'utility' vehicles. In this form the Bentley was used and driven until it was placed in barn storage in 1970, remaining there until 1992.

Rescued by Robin Moore, Specials Registrar for the Bentley Drivers' Club, it then passed into the ownership of Benetton Formula 1 Team technician Robin Grant, an experienced devotee of the marque who had already restored two other Derby Bentleys. Fortunately, most of the Vandien Plas body had survived and was repairable, though a new boot section had to be fabricated to restore the car to original specification. Ravaged by woodworm, the original timber frame was replaced in its entirety, with all bodywork repairs and reconstruction being entrusted to Steve Penny of Vintage Carriage Bodies.

The body was repainted by Julian Stokes of RS Restorations, while the owner attended to the restoration of the chassis and mechanicals himself. An electrically operated overdrive was fitted and a new hood frame fabricated - all 104 pieces - a process that involved much trial and error before the hood could be made to fold down flush with the body as its maker intended. With the frames of the winding windows swivelled out of sight, the result is an elegantly smooth waistline running from front to rear.

Shortly after the restoration's completion, 'B179JY' featured in an article by Mark Hughes in *Classic and Sportscar* magazine, a copy of which may be found in the comprehensive history file. The current vendor purchased the Bentley from Robin Grant in June 1998, since when it has been maintained in full working order, and is only selling it because a forthcoming house move will see him lose his six-car garage.

Possessing unique coachwork by one of the most exceptional coachbuilders, and a fascinating history, 'B179JY' remains a rare and significant representative of one of the most exclusive and desirable of all British Post-Vintage Thoroughbreds: The Derby Bentley.

£120,000 - 150,000
€140,000 - 170,000

133

1984 FERRARI 308 GTSI QV TARGA COUPÉ

Coachwork by Pininfarina

Registration no. 308 NMM

Chassis no. 54903

- *Delivered new to the UK*
- *Right-hand drive*
- *Present ownership since 2001*
- *Circa 37,400 miles from new*
- *Full service history*



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 308 GT4. 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. 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 right-hand drive example of Ferrari's first Pininfarina-styled V8 road car was sold new in the UK in December 1984 and has belonged to the present owner since October 2001. The car is finished in classic Rosso with Crema leather interior, and looks just like the one driven by Tom Sellick in the American TV series, 'Magnum PI'. Scarcely used since acquisition, apart from the occasional day out, the car has covered only some 37,400 miles from new and has been serviced throughout its life by recognised Ferrari specialists. The private vendor advises us that it performs perfectly and is a pleasure to own and drive, and is only selling the Ferrari because a forthcoming house move will see him lose his six-car garage.

£60,000 - 70,000
€69,000 - 80,000

1991 HONDA NSX COUPÉ

Registration no. to be advised

Chassis no. NA11001859

- *Delivered new in Japan*
- *Right-hand drive*
- *Automatic transmission*
- *Circa 61,000 kilometres recorded*



Honda's first supercar, the NSX set new standards for the class on its arrival in 1989, possessing the expected stupendous performance while remaining as civilised and easy to drive as the average family hatchback. The Japanese manufacturer had first signalled its intentions back in 1984 when it displayed the Pininfarina-designed HP-X concept car, yet few would have believed that its first attempt at building a Ferrari-beater would prove so successful. Honda was already committed to Formula 1, supplying engines to the all-conquering McLarens of Alain Prost and Ayrton Senna, and was able to call on the latter to assist in developing the NSX, which is the only road car ever to benefit from the great Brazilian driver's expertise. The result was a car that wowed the motoring press when the scribes first got their hands on a pre-production prototype in the summer of 1989.

'Honda has bridged the gap between invigorating supercar and friendly sports car,' enthused *Car* magazine's Gavin Green. 'It will bring a whole category of car into the reach of those who can't afford Ferraris or Lamborghinis. The Japanese, it seems, have opened the door to Europe's remaining automotive secret.'

Despite being developed during F1's turbo era, the NSX's 24-valve 3.0-litre V6 engine was normally aspirated. Equipped with the new VTEC variable valve timing system, the all-alloy unit produced 270bhp initially, which was good enough for a top speed of 168mph and a 0-60mph time of less than six seconds.

Those performance figures put the NSX on a par with Ferrari's 348 GTB, but in terms of comfort, ergonomics, driving dynamics, and build quality, the NSX was in a different league entirely. Sadly, this superiority was not translated into sales, and by the time production ceased in 2005 fewer than 20,000 NSXs had been sold.

A desirable pop-up headlamp model (later versions had fixed lamps) this right-hand drive NSX was delivered new in Japan, though details of its ownership history there are not known and there is no service history. In December 2017 the car moved from Japan to the USA and had one owner there before finding a new custodian in Belgium, who is selling it in the UK as the car is right-hand drive. A fog light was added for the MoT test, which was passed on 19th September 2018 (expires 18/09/2019).

The vendor advises us that the NSX drives very well: its engine very smooth and the gearbox changing without hesitation. On 5th October the car was driven without fault to the Goodwood Breakfast Club to be displayed at their 'Japanese Sunday' event, a distance of some 40 miles. Offered with an instruction manual (in Japanese) and the old US Certificate of Title, it represents a rare opportunity to acquire one of the defining supercars of the 1990s at relatively modest cost.

£38,000 - 42,000
€44,000 - 48,000

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

Registration no. 715 FGX
Chassis no. 850164

- *The 164th right-hand drive roadster*
- *Present ownership since February 1985*
- *Extensively professionally restored over the last four years*
- *Most recent service in June 2018*





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

The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor.

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance did not disappoint: firstly, because it weighed around 500lb less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

According to its accompanying Jaguar Heritage Trust Certificate, this E-Type was manufactured on 21st September 1961 as a right-hand drive open two-seater. The original colour combination was black with tan leather interior, while the original distributor was Henlys, London. The chassis number sequence of the right-hand drive roadsters began at '850001', making this car the 164th made.

The E-type was acquired by the current vendor in February 1985 having had three former keepers according to the V5C document on file. Also on file are numerous invoices relating to extensive renovation carried out over the course of the last four years. Mostly undertaken by Xtreme Jaguar Restorations Ltd of Woodchurch, Kent, these works have included an engine rebuild; carburettor overhaul; front suspension and steering rebuild; fitting a new bonnet frame; and a repaint.

Accompanying bills for parts and labour total well in excess of £18,000. Last serviced in June 2018 (bill available), the car is described by the private vendor as in generally good condition. Electronic ignition is the only notified deviation from factory specification.

£130,000 - 160,000
€150,000 - 180,000

136

1987 FERRARI TESTAROSSA COUPÉ

Coachwork by Pininfarina

Registration no. E393 KNO

Chassis no. ZFFAA17C000070623

- *Delivered new to New Zealand*
- *Rare right-hand drive example*
- *Circa 13,000 miles from new*
- *Un-restored and original*



Ferrari's flagship model, the Testarossa (red head) supercar revived a famous name from the Italian company's past when it was premiered in Paris 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 around 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied - styling devices. A larger car than the 512 BB - the increase in width being necessary to accommodate wider tyres - the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512 BB, the Testarossa was lighter than its predecessor, the body - its steel doors and roof excepted - being, somewhat unusually for a production Ferrari, of aluminium.

Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive; factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

One of 7,177 produced between 1984 and 1991, this rare right-hand drive example of the legendary Italian supercar was delivered new to a Mr Ray of Auckland, New Zealand on 12th May 1987. The immediately preceding owner purchased the Ferrari from Park Lane Ltd in 2015. An enthusiast, he set about bringing the Testarossa up to perfection with no expense spared. Renowned Ferrari specialists, DK engineering, undertook the required works, which included the all-important change of cam belts (see their detailed invoice dated March 2015 in the accompanying history file). The current vendor purchased the car in May 2016. Offered with a V5C document and MoT to May 2019, this exceptional Testarossa would be the perfect addition to any collection of Ferraris and a guaranteed head-turner in any company.

£85,000 - 100,000

€97,000 - 110,000

137

1987 MINI MARGRAVE 1,275CC SPORTS SALOON

Coachwork by Wood & Pickett Ltd

Registration no. D82 ROK

Chassis no. SAXXL2S1020338771

- Rare and desirable upmarket Mini variant
- Automatic transmission
- Numerous luxury upgrades
- Unused and unregistered until 2013
- Circa 4,000 miles from new



Wood & Pickett Ltd was founded in the early 1960s by Bill Wood and Les Pickett, both of whom had been employed until the late 1940s by Hooper & Co, one of Britain's leading traditional coachbuilding firms. Inspired by the success of Harold Radford's upmarket Mini de Ville, Wood & Pickett decided to specialise in converting Minis to similarly luxurious specification, calling their version the 'Margrave'. The latter featured a distinctive leather and walnut dashboard, leather or Dralon upholstery and front/rear 'nudge' bars, while customers were able to choose from a wide range of extra-cost options.

A number of senior staff defected from Radford to W & P and the latter went from strength to strength, diversifying into conversions for other models, most notably the Range Rover. With the arrival of the Metro, up-rated versions of that were developed and during the 1980s the Montego received similar treatment. In 1986 Wood & Pickett was purchased by the Henlys dealership group under whose ownership greater emphasis was placed on their highly profitable conversions for the Range Rover. Since being sold by Henlys in 1989 the company has changed hands again and is still existence today in Leatherhead, Surrey where it is concentrating once more on conversions and restorations of classic Minis.

A letter on file from W J Furber Ltd of Shropshire states that the company purchased this Mini Margrave - reportedly the last built by Wood & Pickett - sometime between 1985 and 1988. Unregistered and unused at time of acquisition, the car remained with W J Furber until it was sold in 2013, passing its first MoT test on 18th November 2013 with only 61 miles recorded (the current odometer reading is circa 4,000).

Its specification includes the following:

Landau-type vinyl roof, Minilite-style 12" alloy wheels, Porsche Palsalor 474 paintwork, Wooden dashboard, Full leather seats in beige, Moto-Lita steering wheel, Electric windows, Centre console, Automatic transmission, Sports exhaust, Modern radio and antenna, Aston Martin-style fuel filler cap and New Yokohama tyres

Presented in excellent condition and driving well, this rare and highly desirable upmarket Mini is offered with its original black leather wheel, UK and continental front lights, sundry bills, some expired MoT certificates, DVSA MoT summary, V5C registration document, Belgian registration papers, and an illustrated valuation report (in French) compiled in September 2017 by Maxime Hubrecht, Expert Automobile.

£20,000 - 30,000

€23,000 - 34,000

No Reserve

138

Originally owned by Mrs W K Vanderbilt

**1921 ROLLS-ROYCE 40/50HP SILVER GHOST
'LONDON-TO-EDINBURGH' TOURER**

Coachwork by Alpine Eagle

Registration no. XH 48

Chassis no. 48CE

- *Derby-built Silver Ghost*
- *Delivered new to the USA*
- *Rebuilt in the late 1990s*
- *Engine rebuild in December 2017*





This magnificent Rolls-Royce Silver Ghost, number '48CE', was built at Rolls-Royce's Factory in Derby and shipped, presumably as a rolling chassis, to the company's United States subsidiary, Rolls-Royce of America Inc. The car left the UK aboard the SS Carmania on 23rd March 1921 bound for New York. Files compiled by Rolls-Royce's US importer, J S Inskip, indicate that it was intended for sale to J W Hubbard of Pittsburgh, Pa. The card is marked 'cancellation'.

The Silver Ghost was eventually completed with Town Coupé coachwork by Locke and delivered to Mrs W K Vanderbilt of Fifth Avenue, New York City on 2nd August 1921. Mrs Vanderbilt was the wife of William Kissam Vanderbilt II (1878-1944), a motor racing enthusiast and yachtsman, and member of the prominent Vanderbilt family. The Rolls-Royce was serviced by the Long Island and Palm Beach maintenance depots during Mrs Vanderbilt's ownership.

Nothing is known of the Ghost's subsequent history prior to 1957 when it was purchased by William D (Bill) Small of St Louis from a farmer named Vincent Ogle. The car was nicknamed 'The Togle', a play on the preceding owner's name. Vincent Ogle had been using the Rolls-Royce as a pickup truck on his farm in Illinois.

The original town car body had been cut off just behind the driver's seat and made into a crude flatbed truck. The Ghost was moved to St Louis and again sat for many years in storage.

In 1969, Bill moved to Victoria, British Columbia in Canada. Prior to the move the Rolls-Royce was advertised for sale, becoming embroiled in a lengthy lawsuit that would not be resolved until 1977. Eventually it was decided to build a proper body for the Rolls-Royce; a shooting brake was chosen and constructed using white oak. When Bill Small died in February 1984, the body rebuild stopped and 'The Togle' did not move until 1995 when it was started by Bill's son, Caleb, in preparation for sale.



Having changed hands for the first time in almost 40 years, the Rolls-Royce was despatched to the UK for restoration. A new sporting 'London-to-Edinburgh' open touring body was supplied by Alpine Eagle Ltd, and the entire car restored by Rolls-Royce specialist, Jonathan Harley. This restoration work was carried out for a UK-based specialist dealer on behalf of their client, a noted collector based in California.

In 2008 the Ghost was bought by its previous owner, Bryan Richmond-Dodd, and returned to the UK where its care and maintenance was assigned to Ghost specialist, A J Glew Ltd. In 2010, A J Glew fitted new shock absorbers and a new crown wheel/pinion assembly; repaired the magneto; and fitted a taller windscreen

Since 2016, the current owner has used the services and workshop of the National Motor Museum, whose work has included driver tuition for the owner's chauffeur! Running well, as witnessed by Bonhams on a recent test drive, maintenance works have included fitting a replacement cylinder block (via a specialist), engine rebuild, tune and test (December 2017).

A unique example with a fascinating history, this much-travelled Silver Ghost is offered with a V5C registration document and a history file containing copies of the original order form, chassis cards, etc. Bonhams would like to thank the Rolls-Royce Foundation for their help in the preparation of this description.

£300,000 - 400,000
€340,000 - 460,000



139

2013 FERRARI F12 BERLINETTA

Registration no. DL62 SVF

Chassis no. ZFF74UHB000192929

- *Delivered new in Holland*
- *Left-hand drive*
- *'F1' paddle-shift semi-automatic transmission*
- *Circa 7,000 miles from new*
- *Full Ferrari service history*
- *All books and tools*





Introduced to the motoring public at the 2102 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engined Gran Turismos. Ferrari's gorgeous new berlinetta was soon garnering critical accolades, being voted 'Supercar of the Year 2012' by *Top Gear magazine*, and in 2014 receiving the coveted 'Premio Compasso d'Oro ADI', one of the world's oldest and most prestigious design awards.

It is an oft-stated cliché that 'the heart of every Ferrari is its engine', and the F12's 6.3-litre, 65-degree, normally aspirated V12 is acknowledged as one of the finest ever. With 730bhp on tap, this award-winning power unit - one of the most powerful ever installed in a Ferrari road car - delivers stupendous performance, propelling the F12 to 100km/h (62mph) in 3.1 seconds on its way to a top speed of 211mph. Around Ferrari's Fiorano test track, the F12 proved to be 3.5 seconds quicker than the preceding 599 GTB and 2.0 seconds quicker than the mid-engined Enzo; even the hardcore 599 GTO was slower. And all that from a comfortable and civilised Gran Turismo.

Styled by the Ferrari Styling Centre and Carrozzeria Pininfarina, the F12's voluptuous body restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. Based on that of the Ferrari FF, the 'Frau leather' interior featured aluminium, Alutex, and carbon fibre trim. The F12's optional accessories were extensive, though pricey.

This superb left-hand drive example was delivered new in January 2013 via the official Ferrari dealer in Holland, Kroymans Automotive, and is presented in the tasteful colour combination of Grigio Silverstone with Nero leather interior, the latter featuring contrasting Bianco stitching on the optional Daytona-style electric seats. The interior is also equipped with stitched Cavallinos in each headrest; Bianco gauges; carbon fibre driver's zone and dashboard inserts; LED shift light; and cruise control. Externally the car features Scuderia wing shields; AFS lighting system; Nero mirror inserts; front and rear parking sensors with rear parking camera; privacy windows and Grigio Silverstone brake callipers.

In September 2017, the Ferrari was exported to the UK where it has had only one owner; it has covered a little over 7,000 miles from new and is presented in commensurately excellent condition having been serviced most recently by Dick Lovett, Swindon on 20th June 2018. It has full Ferrari service history and its service pack expires in 2020. Representing a wonderful opportunity to own one of Ferrari's all-time-great, front-engined supercars, this stunning F12 comes with complete with its original book pack, tools, car cover and spare key, and is offered with a UK V5C registration document.

£150,000 - 180,000
£170,000 - 210,000

1966 FORD LOTUS CORTINA MK1 SPORTS SALOON

Registration no. FHJ 246D
Chassis no. BA74 4362065

- First rebuilt in 1977 using a genuine Lotus Cortina bodyshell
- Restored again in the late 1990s
- Authenticated by the Lotus Cortina Register
- Featured in *Classic Ford* magazine
- Large history file



This Lotus Cortina was restored in the late 1990s by two 'performance Ford' enthusiasts, Paul Edwards and Rob Sloan, and shortly after completion was featured in *Classic Ford* magazine (July 2000 edition, copy available). The car had been advertised in *Classic Ford*, and at time of acquisition was finished in black with a brown vinyl roof. A copy of the Lotus Cortina Register newsletter on file reveals that the car had been rebuilt in 1977 around a genuine Lotus Cortina 125E bodyshell by its then owner, Mr Yuill of Essex. Apparently, the bodyshell had been used for experimental purposes by an engineering company, and Mr Yuill had been able to obtain it when the firm went bust. Following the rebuild, the DVLA issued a 1977 registration, 'TMP 86S'.

Rikki Nock, Membership Secretary and Registrar of the Lotus Cortina Register, was able to confirm that this car's chassis number (as recorded on the V5C document) relates to an example manufactured probably around November/December 1965, and that '4362065' is the 2,065th right-hand drive example built.

Eventually, and again with help from the Register, the DVLA issued a more appropriate age-related (1966) registration: 'FHJ 246D'. When Messrs Edwards and Sloan returned the rebuilt car to the road circa 2000, it had been out of action for some 12 years. The current vendor purchased the Cortina at a UK auction in 2015, the previous owner, as listed on the accompanying V5C, being a Mr Meale of London, who acquired it in March 2004.

The large history file contains a substantial amount of paperwork and all photographs taken while the car was undergoing its full restoration. The latter included the engine (rebuilt with 'unleaded' valve seats and 'fast road' cams), mechanicals, and body, the latter being refinished in classic Ermine White with contrasting green stripe. The files also contain the aforementioned press cuttings.

£40,000 - 50,000
€46,000 - 57,000

141

Originally owned by Lord Sugar

1998 ROLLS-ROYCE SILVER SERAPH

Registration no. S821 ORV

Chassis no. SCALA61E4XCH02042

- First registered 'AMS 1'
- Used in early episodes of 'The Apprentice'
- One company owner and three private owners from new
- Circa 80,000 miles from new
- Full Rolls-Royce dealer and independent specialist service history



Whenever a new Rolls-Royce appears, it is the manner in which tradition is weighed against innovation that most intrigues the public, and the Silver Seraph's introduction in 1998 was no exception. There was certainly no lack of new components in the new car; exterior door handles and the occasional switch excepted, nothing was carried over from its Silver Spur 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 re-configured 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, was reprogrammed to suit the different application.

Changes to the body 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 parent company Vickers' £200 million project investment was spent on new body plant, the Seraph being the first model built on a moving assembly line. 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% stiffer than its predecessor's.

Build quality was by all accounts even better than before. Apart from the BMW engine and ZF gearbox, the Seraph also featured suspension conceived by Lotus, Bosch electronics, and design and engineering input from various other motor industry specialists.

The Rolls-Royce Seraph offered here was ordered by Lord Sugar and, carrying his personal registration, 'AMS 1', was used in the first episodes of the popular BBC TV series, 'The Apprentice'. The car was registered to Lord Sugar's Amstrad Industries up to 2002 when it was transferred to his personal ownership. In 2005 the car effectively changed hands for the first time, passing to a Mr Fyfe, the registration changing to 'S111 FYF'. Mr Fyfe kept the car until 2011 when it was acquired by the current owner, who registered it as 'SSG 3'. Currently displaying a total of 79,854 miles on the odometer, this most imposing motor car is described by the private vendor as in 'A1' condition. Accompanying documentation includes a V5C document; current MoT; all expired MoTs and many bills; and full service history with Rolls-Royce dealers and recognised specialists. The car's original 'AMS 1' numberplates are included in the sale.

£20,000 - 30,000

€23,000 - 34,000

142

**1966 AUSTIN HEALEY 3000 MARK III
PHASE II CONVERTIBLE**

Registration no. LAN 117D

Chassis no. HBJ8-34338

- *Original right-hand drive example*
- *Two owners from new*
- *Professionally restored in the early 1990s*
- *Circa 6,700 dry miles since completion*
- *All restoration details and bills available*





Launched at the New York Motor Show in March 1959, the Austin-Healey 3000 retained the muscular good looks of its 100/6 predecessor while providing a useful increase in performance thanks to a larger-capacity version of the long-established C-Series engine. Over-bored to 2,912cc, the latter produced 124bhp at a leisurely 4,600rpm, which was good enough for a top speed of 114mph with the optional hardtop in place. Otherwise, the car was much as the 100/6, though Girling front disc brakes were a welcome improvement.

Introduced in 1961, the Mark II in Convertible form brought with it improved practicality courtesy of a fixed foldaway top and winding windows, while engine improvements in the form of triple SU carburettors and a revised camshaft liberated an extra 8bhp. From now until the end of production, the only model available would be the 2+2, the less popular two-seat version having been dropped. From November '61 the 3000 was equipped with a new gearbox, a development which at last moved the gear lever to the centre of the transmission tunnel.

The 3000 Mark III with 148bhp engine appeared early in 1964, to be followed later in the year by the Phase II version with increased ground clearance – addressing a long-term criticism – and revised rear suspension incorporating twin radius arms instead of a Panhard rod. Top speed was now 121mph and the 0-60mph time dipped below 10 seconds.

Despite the antiquity of the basic design the 'Big Healey' remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered. By the time production ended in December 1967, over 16,000 Phase IIs - by far the most popular variant - had been built.

An original right-hand drive car, benefiting from the optional heater and overdrive gearbox, both fitted from new, the Phase II offered here is a nicely presented two-owner example, the second owner having purchased it in 1982 with approximately 27,000 miles on the odometer. After a few years light motoring, and having become a very cherished possession, the car was sent to Denis Welch Motors in 1989 for an engine rebuild and full balance, and then onto a full restoration by Austin-Healey specialists JME, which was completed in 1991. Approximately £30,000 was spent on the rebuild, during which the odometer was replaced/zeroed. Since then the Healey has covered only 6,700 dry miles and been kept garaged. Finished in green with black interior, the car is offered with MoT to March 2019 and assorted paperwork including a British Motor Industry Heritage Trust Certificate; engine rebuild invoices; full details and invoices from JME; and a quantity of MoT certificates and old tax discs.

£72,000 - 82,000
€82,000 - 94,000

143 * N

1933 MG MIDGET J1 SPECIAL SPORTS

Registration no. APC 401

Chassis no. 0490 BK

- One of only 380 built
- Rebuilt in the late 1980s/early 1990s
- Original engine (rebuilt in 1996)
- Present ownership since December 2014



Descended from the first Midget - the M-type - and introduced for 1933, the J-type refined the qualities of the immediately preceding C and D types, reaffirming the classic MG look which would characterise the marque's sports cars well into the 1950s. With its deeply cutaway doors, fold-flat windscreen, and fixed cycle-type mudguards, the J-type revealed its race-bred pedigree in every line and set the British sports car fashion for many years. Today the model is one of the most sought after of pre-war MG sports cars.

One of only 380 built, this particular J1 Midget was delivered new via MG main dealer Hazlemere Motor Co Ltd to Jim Gammon, brother of racing driver, Ken Gammon. Its next owner, from 1937, was Leslie Hawthorn of The TT Garage. There is then a gap in the ownership history covering the war years before the MG re-emerged in 1947 in the ownership of one G J Roberts. Apart from the period 1951 to 1960, the car's history is known thereafter.

In 1986, a Mr Holland saw the MG advertised for sale 'fitted with a Ford 10 engine'. He travelled to South London and bought the car, which was a non-runner in need of full restoration, which was undertaken over the next six years. Mr Holland decided to keep the Ford 10 engine and in 1992 the resurrected MG was back on the road, rebuilt with a two-seater body and Morris hydraulic brakes to the front (see photographs on file).

Purchased by the immediately preceding owner in May 1995, 'APC 401' came with the remains of the original J-Type engine, which has been rebuilt and was reinstalled in June 1996 (see photographs and bills for £5,000 on file). Various other maintenance tasks have been carried out over the years, including relining the brakes; fitting new kingpins and a new water manifold; and installing new carpeting. It is understood that the car has always run well, covering around 200 miles each year while with preceding owner. The current vendor purchased 'APC 401' at Bonhams' Oxford Sale in December 2014 (Lot 316) and had the MG shipped to his home in Australia where it has continued to be maintained and serviced, including fitting a new fuel pump.

Described as in good working order, this unique MG special is offered with an original sales brochure, old-style logbook, V5C document, and a quantity of expired MoTs and tax discs. The extensive history file (viewing recommended) also contains receipts for works carried out and parts supplied by MG specialists Monthéry Garage, Somerset Sports & Vintage, and South Cerney Engineering.

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

£20,000 - 30,000

€23,000 - 34,000

1922 AUSTIN 20HP TOURER

Registration no. PM 1271

Chassis no. PCH597

- Originally bodied as a landaulet
- Stored from circa 1940 to 1969
- Present ownership since 1969
- Restored and rebuilt as a tourer in 2011



General Manager of the Wolseley Sheep Shearing Machine Company, Herbert Austin set the Birmingham firm on the road to motor manufacture in 1896 when he designed its first automobile, a twin-cylinder tri-car. The first production Wolseley though, was four-wheeled and, like Austin's 1896 prototype, carried its single-cylinder engine horizontally. Wolseley's directors did not share Austin's belief in the horizontal engine's virtues however, and he departed in 1905 to set up his own company at nearby Longbridge. Somewhat surprisingly perhaps, the first Austin cars were powered by conventional inline fours with side valves arranged in 'T-head' fashion.

During The Great War, Austin manufactured munitions and expanded greatly as a result, employing more than 22,000 workers by the cessation of hostilities in 1918. When civilian production recommenced it was with a single 20hp model, influenced by the six-cylinder Hudson - one of America's most advanced designs - that Herbert Austin has used during the war. Derived from that of the pre-war 20hp model but enlarged to 3,620cc, the four-cylinder sidevalve engine powered Austin commercials and a tractor as well as its passenger cars. A detachable cylinder head was used and the motor was built in unit with the gearbox, which featured a central change lever. Of 12' 6" wheelbase, the chassis was able to accommodate the largest bodies.

Although robust and reliable, the 'Twenty' was relatively expensive and in an increasingly difficult economic climate did not sell in sufficient numbers to keep Austin afloat. Restructured in 1921 following a period in receivership, the firm abandoned its 'single model' policy, introducing the 12hp and 7hp models that would prove its salvation. The Twenty continued at the top of the range, but by the decade's end the old four-cylinder had gone, replaced by a new model built in both 'short' and 'long' chassis variants, both of which were powered by a 3.4-litre six.

Originally a landaulet, this Austin Twenty was used as a taxi in Bude, Cornwall by Messrs Edwards & Sons during its early life, and then in 1938 was converted into a lorry by a Mr Jennings. Stored at the outbreak of WW2, the Austin remained off the road until the current owner purchased it as a 'barn find' in 1969. The car was rebuilt as a tourer in 2011, retaining all of its original mechanical parts including the chassis, and has been fitted with an overdrive. Finished in maroon/black with grey leather trim, this striking Vintage-era soft-top is offered with an old-style continuation logbook and a V5C Registration Certificate.

£18,000 - 20,000

€21,000 - 23,000

145

1939 BENTLEY 4¼-LITRE TOURER

Coachwork in the style of Vanden Plas by Crailville Ltd

Registration no. 33 MX

Chassis no. B-7-MX

- *The ultimate expression of pre-war motoring refinement*
- *Desirable M-series overdrive model*
- *Original engine*
- *Present ownership since 1970*
- *Professional restoration completed in the late 1990s*
- *Extensive history files*



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. 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 carburetors, 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 gearchange 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 an overdrive gearbox and improved lubrication system on Bentley's peerless Grande Routière, improvements which coincided with the introduction of the 'M' series cars in 1939. Refinement, reliability, and effortless long-distance cruising (3,000 revs equates to 78mph) were hallmarks of the coveted overdrive-equipped 'M' series. Only some 200-or-so were produced during 1939 and all are most highly regarded today.

With thanks to John Floyd and Bruern Abbey School



With its 4¼-litre engine, overdrive gearbox, and Vanden Plas-style touring body, 'B-7-MX' represents the Derby Bentley in its ultimate and most desirable incarnation. Copy factory chassis cards on file indicate that this original Bentley 4¼-Litre was fitted with engine number 'K-9-BE', which it retains. Completed by the Derby works and put on test on 17th February 1939, the rolling chassis was sent to Park Ward one week later and fitted with a four-door, four-light, saloon body. The completed car was finally tested on 2nd May 1939 and despatched to Rossleigh Ltd in Edinburgh where it was employed as a demonstrator, registered 'CWS 1'. It is believed to be the first overdrive model sent to Scotland. The accompanying extensive history files are particularly worthy of inspection, and the car also comes with a V5C registration document.

An early continuation buff logbook shows that by 1949 the Bentley was with Jack Barclay Ltd in Hanover Square, London. Subsequent owners are listed, and in 1954 the car was reregistered as 'FWG 135'. The current owner purchased this MX-series Bentley from a Mr Beeman Honess of Kent in the early 1970s. By this stage the car was a non-runner, but the underpinnings were thought to be quite solid and ripe for restoration.

The entire car was carefully dismantled and the engine and many mechanical components sent off to various specialists such as Fiennes Restoration Ltd and S Brunt Ltd, with related invoices on file for engine rebuild work and numerous parts. At the time of restoration the original body was beyond economical repair; it was set aside and is included in the sale of the car. A new body was constructed by Crailville Ltd of Southall to replicate the extremely rare and sought-after sports touring coachwork by Vanden Plas, as ordered originally by the likes of Sir Malcolm Campbell.

The restoration was completed in the late 1990s and the car reregistered as 'MX 33,' a rather nice number for an MX-series car. The current owner and his wife have enjoyed the 'MX' exactly as its maker intended, completing many trouble-free touring miles on the continent, the overdrive allowing for comfortable cruising speeds much as it would have done when new. Sold only due to the owner's advancing years, this fine Derby Bentley offers the ultimate in Grand Touring comfort and style.

£120,000 - 150,000
€140,000 - 170,000

1960 JAGUAR XK150 3.8-LITRE DROPHEAD COUPÉ

Registration no. XSV 153

Chassis no. S838988

- *Delivered new to the USA*
- *Converted from left- to right-hand drive*
- *Original colour scheme*
- *Five-speed gearbox*
- *Numerous other upgrades*



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. 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.

In the autumn of 1959 the XK150 became available with the 3.8-litre engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.

Representing the XK150 in its ultimate configuration, this 3.8-litre drophead coupé was dispatched to Jaguar Cars, New York on 1st November 1960 and was one of the last 3.8-litre models manufactured. Only 677 XK150 DHCs were produced with the 3.8-litre engine, making it a particularly rare variant. Little is known of this car's early history before it returned to the UK in 1990 and was converted to right-hand drive. Since then the XK has had only two owners, the most recent recorded keeper owning it for the last 19 years. The car is finished in black with matching hood and red interior - its original colour scheme. Various mechanical changes and improvements have been made including a manual choke; alternator conversion; upgraded front brakes; 15" chrome wire wheels; radial tyres; oil filter conversion and Mocal oil cooler; Kenlowe thermostatic cooling fan; and a five-speed gearbox.

We are advised by the vendor that the car performs well, with a very crisp gear change, and is in good condition overall. It has recently been checked through and serviced, and with a very nice interior is a car that can be used immediately while offering scope for further improvement if desired. It comes with a Heritage Certificate confirming the production numbers and a current V5C registration document. An opportunity to acquire a rare yet affordable XK150 3.8-litre drophead coupé.

£56,000 - 62,000

€64,000 - 71,000

147

1979 ASTON MARTIN V8 VOLANTE

Registration no. NMA 517T
Chassis no. V8COL/15036/LFA

- One of 849 V8 Volantes made
- Delivered new to the USA
- Left-hand drive
- Automatic transmission
- Extensively restored
- Original colour combination



'It's not by any means the world's most expensive drophead in production (the Corniche costs an extra £23,000) nor is it quite the quickest, though a Porsche Cabrio would have to be very well driven to get away from it, but the Aston Martin Volante is perhaps the greatest. It is a true sports car which is also luxuriously comfortable.' - *Fast Lane*.

Described by former Aston Martin Chairman Victor Gauntlett as, 'a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe,' the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

Left-hand drive chassis number '15036' is one of the 439 'Series I' cars built up to January 1986 which were fitted with Weber carburettors as standard (the 'Series II' used Weber fuel injection). The 36th production Volante completed, it was shipped new to the USA on 24th January 1979. The accompanying (copy) Car Record Card shows that this car was originally finished in Crusader White with Burgundy trim. Extensively restored during 2016/2017, the Volante benefits from upgraded brakes and cooling system; new hood; refurbished leather trim; reconditioned wheels; new interior wood veneer and steering wheel; new paintwork; and engine compartment detailing.

All the mechanical work - replacing oils, seals, etc - has been carried out by a retired Aston Martin engineer. Related bills totalling more than £34,000 are on file, and the car also comes with a current MoT and a V5C document. Described by the private vendor as in good condition throughout, this beautiful Volante is ready to be enjoyed.

£65,000 - 85,000
€74,000 - 97,000

148

Restored to Concours condition

1973 FERRARI DINO 246 GTS SPIDER

Coachwork by Pininfarina/Scaglietti

Registration no. PPU 69M

Chassis no. 07176

- One of 235 right-hand drive models
- Supplied new to the UK
- Single family ownership from new
- Extensively restored 2013-2017
- Beautiful condition





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. 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.

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.

A rare UK-supplied right-hand drive model, this exceptional Dino has belonged to the same family from new. One of only 235 RHD examples made, chassis number '07176' was completed on 21st September 1973 and delivered new to Colonel Ronnie Hoare's Maranello Concessionaires Ltd in Egham, Surrey. Its accompanying Massini Report also reveals that this car's original colour scheme was Rosso Chiaro with Nero interior, and that it left the factory equipped with Cromodora alloy wheels. Maranello Concessionaires sold the Dino to Frank Sytner Auto, Nottingham in October 1973. Only one former keeper (the current registered keeper's father) is listed on the V5 registration document, making this a rare single family-owned example.

Between 2013 and 2017, the Dino was treated to a complete, bare-metal, 'last nut and bolt' restoration by independent Ferrari specialists, Hoyle Fox Classics, with every component either rebuilt or replaced. Works carried out included rebuilds of the engine and gearbox, and substantial repairs to the metalwork to remove any corrosion, while the interior was re-trimmed and the seats' red cloth inserts changed to the more desirable all-black pattern. Only some 200 miles have been covered since the rebuild's completion.

Offered with restoration invoices and the aforementioned V5 document, this immaculately restored Ferrari Dino has to be one of the very best examples - if not the best - currently available and is worthy of the closest inspection.

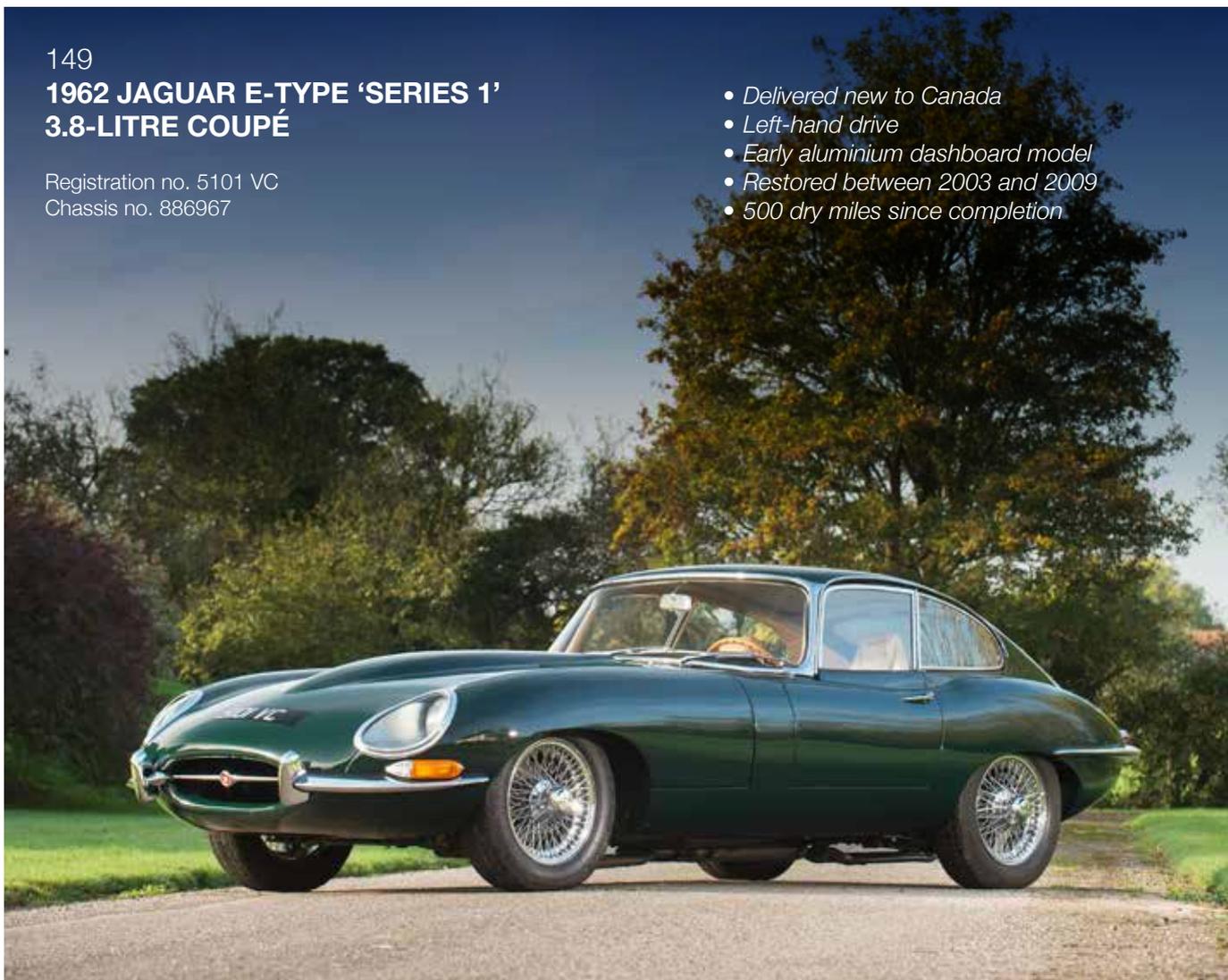
£350,000 - 400,000
€400,000 - 460,000

149

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

Registration no. 5101 VC
Chassis no. 886967

- *Delivered new to Canada*
- *Left-hand drive*
- *Early aluminium dashboard model*
- *Restored between 2003 and 2009*
- *500 dry miles since completion*





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

Delivered new to Jaguar of Eastern Canada in Montreal, chassis number '886967' was imported from Vancouver, Canada and registered in the UK this year (2018) with all duties paid. All four Canadian owners are known (see list on file) and the car has covered a genuine circa 106,500 miles from new. The accompanying Jaguar Heritage Trust Certificate records the original colour scheme as Opalescent Silver Blue with Maroon interior trim, and the first owner as one R E Udd.

In 2003 a comprehensive 'last nut and bolt' restoration was commenced by the last owner (a professional engineer) and finally completed in 2009, since when the E-Type has covered only 500 dry miles.

The car was restored to standard specification apart from two safety-related upgrades: four-pot Girling front brakes (early E-Types are well known for inadequate braking performance) and standard seats converted to 'high backs'. A multi-bladed radiator fan has been added for improved cooling (another weak point) and, for convenience, a glove box has been fitted between the seats (as per later 3.8s and 4.2s). A new 'dotted aluminium' trim-panel for the transmission tunnel is included in the sale should the purchaser prefer the original look. The original valve radio is included, but not fitted, and the car could easily be returned to 'factory' specification if desired. Conversion to right-hand drive would be relatively straightforward and inexpensive.

As a matter of interest, the current vendor purchased the 1961 Geneva Motor Show E-Type roadster, '77 RW', back in 1966 for £400 – a car now regarded as priceless - thus starting his 52-year addiction to early E-Types. Described by him as in excellent condition, this beautiful early E-Type coupé is offered with restoration photographs, a UK V5C Registration Certificate, and the aforementioned JHT Certificate.

£90,000 - 110,000
€100,000 - 130,000

150

2003 ASTON MARTIN V12 VANQUISH 2+2 COUPÉ

Registration no. VRJ 7

Chassis no. SCFAC13363B500090

- Landmark Aston Martin model
- Semi-automatic transmission
- Circa 34,600 miles from new
- Aston Martin service history





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

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

Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. In its 'Stage 2' Vanquish specification it benefited from a 18kg weight reduction, most of which was shed from the rotating masses to improve throttle response. A spin-off from Formula 1 technology, the state-of-the-art electronic engine management system provided 'drive by wire' throttle control and was linked to the six-speed manual gearbox's electro-hydraulic change mechanism, a 'first' for a production car.

The gearchange was controlled by F1-style paddles and could be operated in either of two modes - fully manual and computer-controlled automatic - with a 'sport' setting available on both. The system allowed the driver to skip intermediate gears on down-changes without recourse to the clutch, while at the same time providing engine protection by means of a rev limiter.

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

This Vanquish 2+2 is finished in Grigio Titanio with contrasting black leather upholstery and walnut dashboard and door cappings. Its specification includes the standard features listed above plus heated seats, Linn hi-fi, tailored Aston Martin over-mats, and 19" multi-spoke alloy wheels. Described by the private vendor as in good condition throughout, the car has covered 34,559 miles from new and is offered with service bills, current MoT, a V5C registration document, and Aston Martin service history.

£65,000 - 75,000
€74,000 - 86,000

151

1913 LANCIA THETA COUPÉ WITH DICKEY

Coachwork by Morgan & Co

Registration no. BH 2563

Chassis no. A1810

- *Powerful Edwardian of the highest quality*
- *Highly original order*
- *Owned for over 50 years by Arthur Jeddere-Fisher*
- *Beautifully appointed coach built body*
- *Rebuilt and upgraded engine*



One of the most gifted automobile engineers of all time, Vincenzo Lancia founded his own company in 1906, having previously been FIAT's chief test driver. Introduced in 1907, the first Lancia car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era.

In 1913 Lancia introduced the 35hp Theta, which was powered by a 4,940cc four-cylinder sidevalve engine producing 70bhp, an output good enough for a top speed of around 120km/h (75mph) depending on coachwork. Ever the innovator, Vincenzo Lancia specified a built-in electrical system for the Theta that included an electric starter (the first of its kind in Europe). Built in two different wheelbase lengths (3,100mm and 3,378mm) the Theta was capable of carrying generously proportioned coachwork and was a big hit in the USA. The last chassis was delivered in 1919, by which time almost 1,700 had been made. It is estimated that only 25 survive, few of which retain their (substantially) original coachwork like this example.

Built on the short wheelbase chassis the Type A Theta offered here is believed to have been displayed at the London Motor Show in 1913, though whether it had been bodied by Morgan of Leighton Buzzard by that time is not known. No other similar Morgan body on a Lancia is known.

This car's early history is unknown prior to its discovery in the late 1940s at a garage in Theale, west of Reading, where it was in service as a breakdown truck. The Lancia was complete except for the rear dickey panel, which had been removed for towing purposes.

In 1950 the Theta was purchased as a present for his wife, Marcia, by the late Arthur Jeddere-Fisher, former British Ambassador to Fiji and a VSCC lynchpin. The original dickey panel was found in nettles behind the garage and returned to the body, but the other rear seat arrangements have been modified. Originally the body had a high, sit-up-and-beg, folding seat; it had been removed as part of the truck conversion, and in any case was not suitable for transporting the J-F infants.



'BH 2563' was used and even raced by Marcia Jeddere-Fisher in all sorts of VSCC events from 1950 to 2000, but was stored in the National Motor Museum, Beaulieu while she was away in Fiji. With it Marcia won the Prescott Edwardian Handicap, and the VSCC and Light Car Edwardian Trophies.

The car retains its original Rushmore 6-volt electric starter (in good order) and excellent Rushmore headlights. Flashing direction indicators were added and all original wiring replaced with a correct type cloth wrapped loom by Vehicle Wiring Services in around 2012, while the original Rushmore dynamo has been replaced with a more modern one driven off the prop-shaft. The electric windscreen wiper is original but covers the driver's side only.

The original hand-operated fuel pump is still fitted and working (when the engine is running, fuel pressure is maintained by a mechanical pump driven off the camshaft). The foot brake operates on the transmission while the handbrake operates on the rear wheels. Lined brake shoes from a later Theta are fitted (the originals were cast-iron).

The original (835x135) tyres being unobtainable, the wooden Michelin wheels' detachable rims have been modified to take the 820x120 size. All instruments are original but the speedometer's trip recorder has not worked for many years, though the mileage total is fairly accurate.

In 2005, the Theta was bought from Arthur Jeddere-Fisher by the present owner. Having broken a piston and valve, the original engine was then rebuilt by Roy Adnams using new Arias forged aluminium pistons and G&S valves. At around the same time, the front axle was rebuilt by Geoff Harris, the stub-axes being crack-tested, and the kingpins and bushes renewed. While in the vendor's care, the Theta has continued to be used and enjoyed on VSCC light car events and family holidays. We are advised by the private vendor that the car will cruise comfortably at 50mph and that it still handles well at 65, while the excellent headlights are said to make night time driving a joy.

A comfortable and very useable Edwardian (American 'Brass Era' eligible), this rare Lancia Theta comes with a V5C Registration Certificate and a substantial file of historical paperwork, including an account of its life written by Arthur Jeddere-Fisher.

£40,000 - 60,000
€46,000 - 69,000

2003 PORSCHE 911 CARRERA 4S TYPE 996 COUPÉ

Registration no. KE03 ORN

Chassis no. WPOZZZ99235605477

- Rare UK-delivered right-hand drive example
- Turbo-Look specification
- Exceptionally well equipped
- Full service history



Representing a major step forward, the Type 996 version of Porsche's perennial 911, introduced in 1997, really did justify its maker's claims to be 'all new'. With the 996's introduction, Porsche finally adopted water cooling for the flat-six engine, which remained behind the rear wheels of a car that shared no panels with its immediate predecessor and was longer, wider and higher than before. Despite the overall increase in size, Porsche's engineers managed to lower the 996's drag co-efficient by raking back the windscreen, achieving a figure of 0.30 (down from the 993's 0.34) with a beneficial reduction in fuel consumption at high speeds. Bonded-in front and rear screens contributed to a significant increase in the stiffness of the aluminium chassis, which was clad in galvanised steel body panels. Water radiators were mounted at the front: two for manual transmission cars, three for those with the Tiptronic semi-automatic 'box.

The new, more compact, 24-valve engine displaced 3.4 litres compared with the 993's 3.6 yet contrived to be more powerful, producing 300bhp (up from 285), which was good enough for a top speed of 174mph. Inside, the 996's new dashboard represented another major departure from tradition, being considerably more complex than anything seen hitherto in a 911, boasting a 'PCM' (Porsche Communication Management) centre console incorporating controls for the radio, air conditioning, multi-function computer, car 'phone, and satellite navigation. Four-wheel drive continued to be available on the Carrera 4 model.

The car offered here is a rare, UK-delivered, right-hand drive example of the normally aspirated, four-wheel-drive Carrera 4S model, which shared the Turbo's chassis, brakes, and more aggressive-looking body. This example is exceptionally well specified and left the factory equipped with just about very conceivable 'extra' (full list available). Highlights include:

- Heated seats
- Rear wiper
- Top-tinted windscreen
- 'Memory' seats
- BOSE sound system
- Sports exhaust system
- Turbo Look 2 18" wheels
- Six-speed manual transmission
- Electronic air conditioning
- Power steering
- Xenon lighting

Finished in Arctic Silver metallic with black leather interior, this manual transmission model has covered only 55,384 miles from new and comes with the all-important full service history with marque specialists (seven stamps), current MoT, and a V5C document.

£25,000 - 35,000

€29,000 - 40,000

153

1961 PORSCHE 356B 1600 COUPÉ

Registration no. 137 UYS

Chassis no. 118029

- *Left-hand drive*
- *Correct colour combination*
- *2nd in class Dana Point Concours d'Élégance 2015*
- *Recent service by PR Services*



One of the all-time great sports cars, the 356 was the work of Ferry Porsche, who had been inspired by the FIAT-based Cisitalia of Piero Dusio. Ferry's 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Introduced in 1948, the Porsche 356 set a new standard for small sports cars and proved adaptable to all forms of motor sport including circuit racing and rallying. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 litres; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels. Numerous further styling revisions differentiated the 356B of 1959 from its immediate predecessor while the engine - now standardised at 1,600cc - was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90.

The 356B represents significant advances in driveability and comfort over earlier 356 models, and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness.

Fully documented, this matching numbers Porsche 356B has had only six owners and comes with a large history file containing all receipts, records of works carried out, and details of ownership changes dating back to 1961. Restored in 2010 and presented in beautiful condition, it placed 2nd in class at the Porsche 356 Club Dana Point Concours d'Élégance in 2015. Fitted options include headrests, deluxe horn ring, luggage straps, driving lights, and a Blaupunkt AM/FM radio.

The current vendor purchased the car at Bonhams' Olympia Sale in December 2016 (Lot 349) and it is being offered for sale due to a further house move by the consignor. Since then it has covered an additional circa 1,000 miles and is offered for sale fresh from a service carried out by marque specialists, PR Services. Finished in Champagne Yellow with black leather interior, its original colour combination, the car is offered with Porsche Certificate of Authenticity, sundry restoration invoices, current MoT, and a V5C registration Certificate.

£65,000 - 75,000

€75,000 - 86,000

154 N

1922 ROLLS-ROYCE 40/50HP SILVER GHOST TOURER

Coachwork by I Wilkinson & Son

Registration no. YL 3046 (see below)

Chassis no. 28HG

- Originally bodied by Hooper & Co
- Delivered new to Spain
- Complete engine overhaul in 2017
- Currently registered in Germany



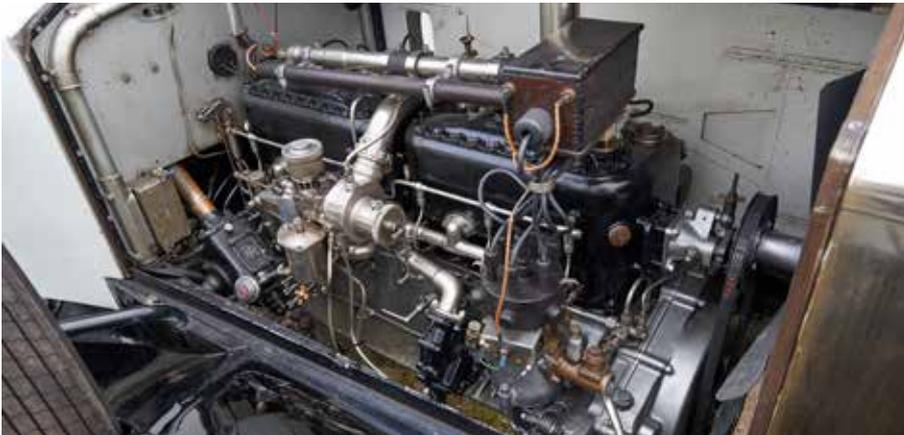
'The directors were obviously as impressed with the car as the public were when they first saw it displayed... the company's future, based upon Royce's intuitive design genius and the uncompromising standards of workmanship he set, clearly lay in the rapidly expanding area of luxury cars...' – Edward Eves, 'Rolls-Royce, 75 Years of Motoring Excellence'.

Although the 40/50hp model would in any event have earned its 'The Best Car in the World' sobriquet (actually first used by the Pall Mall Gazette in November 1911), Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost', the success of which would cement the company's reputation for excellence. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises.

Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 London Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker & Co.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested.



The Silver Ghost remained in production in England until 1925, 6,173 being completed at the Manchester and Derby factories, and until 1926 at Rolls-Royce's Springfield plant in the USA where a further 1,703 were made, the longest production run of any model from this celebrated company.

Built on the long chassis, Rolls-Royce Silver Ghost '28HG' was delivered to coachbuilders Hooper & Co on 16th January 1923 for completion with a 'closed body weighing approx 10 cwt'. Copy chassis cards reveal that the car was destined for Spain, being shipped from London to Boulogne on 5th July 1923 aboard the SS Whitgift.

Its first owner was one Lopez de la Camera in Madrid; he was followed by Juan Fabra of Barcelona and then His Excellency the Marques de Vilahur, also of Barcelona, who acquired the car in April 1929. By the late 1970s the Rolls-Royce had found its way to the USA, and in 1978 was owned by one Mr Benore of Ohio. The car returned to the UK in 2000 and was registered in this country on 26th September that year. Since then it has been owned by a Mrs Harper and the Bentley Wildfowl Motor Museum in Sussex. The Ghost currently belongs to a German enthusiast.

The open tourer body currently fitted is by specialist coachbuilders I Wilkinson & Son of Derby. Noteworthy features include spoked wheels, two bench seats and two folding seats, retracted polished dashboard, polished mahogany trim, nickel-plated fittings, Waltham clock (working), electric starter, twin side-mount spares, intercom, rear fuel tank (with gauge), and a hand-operated horn.

The engine was treated to a complete overhaul in 2017 and the car is described by the private vendor as in generally very good condition. Totalling €20,000, bills for the engine rebuild are on file and the car also comes with the aforementioned copy chassis cards, copy old V5, and a German TÜV valuation report.

£120,000 - 150,000
€140,000 - 170,000

1989 PORSCHE 911 CARRERA SUPER SPORT CABRIOLET

Registration no. to be advised
Chassis no. WPOZZZ91ZKS150914

- One of only 16 right-hand drive models
- 24,430 miles from new
- Fully stamped service booklet



Porsche revived the Carrera name - previously used for the competition orientated versions of the preceding 356 - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the evocative title to all 911 models, co-incidentally with the introduction of the 3.2-litre engine, from 1984. Not merely enlarged, the new engine was also extensively revised and produced 231bhp, 27 horsepower up on its predecessor. The 911 Carrera's top speed was now 152mph, with 100mph reachable in a breathtaking 13.6 seconds. Known as the 'Type 930', this new Carrera exemplified the original 911 concept in its final form, the subsequent Carrera 2/Carrera 4 models being almost entirely different.

Recognising that many customers admired the Turbo model's aggressive 'wide body' appearance but had no need of its enhanced performance, Porsche offered the 'Sport Equipment' package. Also known as the 'Turbo-Look', it not only consisted of the Turbo's distinctive extended wheelarches and front/rear spoilers but also its upgraded brakes, suspension, wheels and tyres. This option had been introduced in response to the many independent specialists offering such conversions, and also enabled Porsche to offer a Turbo look-alike in the United States market where emissions legislation had forced the Turbo's (temporary) withdrawal from sale. In Porsche nomenclature the Sport Equipment package was known as option 'M491', though factory records do not provide a breakdown of how many cars were completed with it. In September 1986 the UK-market designation of these wide-body cars changed to 'Carrera Super Sport'.

We are advised that only 16 right-hand drive Carrera Super Sport Cabriolets were sold in the UK, making this example a rare beast indeed. Special original specification features include the following:

- Recoil bumpers
- Blaupunkt Toronto radio/cassette
- Sport seats with electric height adjustment
- Power operated hood
- High Fidelity Package (8 speaker system with amplifier)
- Super Sport equipment
- Deletion of model designation
- Top-tinted windscreen
- Luggage compartment trimmed in black velour carpet

This car comes with its original service booklet listing three owners and stamped on 13 occasions by Porsche main dealers and other specialists, the last stamp being dated 15th October 2018 at 24,430 miles. Finished in silver with black interior, this rare 911 variant is offered with the aforementioned history, factory build details, MoT to January 2019, and a V5C document.

£60,000 - 90,000
€69,000 - 100,000

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1964 AUSTIN-HEALEY 3000 MARK III PHASE I CONVERTIBLE

Registration no. BAS 569

Chassis no. HBJ8-26348

- Original right-hand drive UK model
- Overdrive transmission
- Present ownership since 1989
- Only 681 miles covered in the last 30 years



Launched at the New York Motor Show in March 1959, the Austin-Healey 3000 retained the muscular good looks of its 100/6 predecessor while providing a useful increase in performance thanks to a larger-capacity version of the long-established C-Series engine. Over-bored to 2,912cc, the latter produced 124bhp, good enough for a top speed of 114mph with the optional hardtop in place. Otherwise, the car was much as before, though Girling front disc brakes were a welcome improvement. Introduced in 1961, the MkII in Convertible form brought improved practicality courtesy of a fixed foldaway top and winding windows. From now until the end of production the only 3000 model available would be the 2+2, the less popular two-seat version having been dropped.

The 3000 MkIII with 148bhp engine appeared early in 1964, to be followed later in the year by the Phase II version with increased ground clearance. Top speed was now 121mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design, the big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered. Production ended in December 1967.

Its accompanying BMIHT Certificate reveals that this MkIII was built in right-hand drive form for the UK market and sold new via A C Bulpin & Sons Ltd, Newton Abbott. The original colour scheme was Healey Blue with matching interior and hood, and the car left the factory in April 1964 equipped with wire wheels, adjustable steering column, laminated windscreen, and an overdrive.

'BAS 569' was acquired by the current vendor in 1989 and has seen very little use over the course of the last 30 years, the recorded mileage rising from 19,199 in 1988 to only 19,880 today (see expired MoTs on file). No major works have been necessary, the Healey requiring only minor maintenance and the replacement of certain parts (radiator, sump, starter motor, etc) as evidenced by related bills on file. Described by the private vendor as in generally excellent condition, the car is offered with a V5 registration document.

£38,000 - 45,000
€44,000 - 52,000

157

1936 LAGONDA LG45 RAPIDE REPLICA TOURER

Coachwork by The Northern Lagonda Factory

Registration no. ELB 396
Chassis no. 12267R/G10S/R

- Formerly owned by David Hine, President of the Lagonda Club
- Professionally built using an original Rapide as the pattern
- Present family ownership since 1995
- Extensive history file



The 4½-Litre Lagonda was one of the most accomplished sports cars of the 1930s, as a succession of high-profile race wins, culminating in victory at Le Mans in 1935, amply demonstrates. Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda had concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. This four-cylinder, 2-litre model was joined in 1929 by the first Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions.

Shortly after the M45's introduction, *The Autocar* got its hands on one. 'A short run on one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits.' A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholls performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Under the technical direction of the great W O Bentley, recently departed from Rolls-Royce, the big Lagonda became more refined, the M45's successor - the LG45 - gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements. Intended as a prestige, upmarket model, the LG45 was aimed squarely at the Bentleys built by W O's erstwhile employer. Endowed with such impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

In its road test published on 10th April 1936, *The Autocar* declared: 'The 4½-Litre has always given a fine performance; in its latest form it provides all the performance that anyone can reasonably require, and at the same time has been silenced, smoothed out and made a much more comfortable car, so that in comparison with the earlier versions it is hardly recognisable on first driving it. It can only be said that the appeal of the car has been considerably widened, for the people who today set great store by noise and a harsh suspension are greatly outnumbered by those to whom refinement in a fast car is far more desirable.'

For some though, this more refined 4½-Litre had moved too far away from the original conception, among them being Lagonda company director and former racing driver Dick Watney, previously with Rootes. It was the perfectionist Watney who conceived the Rapide, considering that the big Lagonda had grown too sober; the 4½-Litre's obviously fine performance notwithstanding.



Stylist Frank Feeley – whose fruitful post-war career with Aston Martin would commence with the DB2 – was briefed to create an eye-catching, four-seater sports car on the production LG45 chassis without either shortening the frame or employing too many special components. Announced in September 1936, less than six months after the company's takeover by Alan Good and Dick Watney, the result was the greatly lightened Rapide, powered by a 'Sanction 3' engine. The latter incorporated the previous 'Sanctions' (improvements), adding a redesigned cylinder head and revised carburettor/induction arrangements to the package. For 'Sanction 3' the compression ratio was raised from 6.68:1 to 7:1, or 7.5:1 for any owner willing to prepare his own high-octane fuel! There was also an improved exhaust system.

Lagonda's own coachwork was among the most handsome offered by any manufacturer, and for the lightweight LG45 a 'no frills' open tourer body adorned with cycle wings was the only type specified. The most eye-catching British sports car of its day, the Lagonda Rapide went every bit as fast as its sensational looks suggested.

'The whole appearance of the car was flamboyant and extrovert, so much so there was some muttering about it being a car for a "Promenade Percy"... This was dispelled forever when the top speed reached on road test was published... 133.5bhp at 3,400 rpm... 108.2 mph... rest to 50mph in 9.4 seconds and to 60 mph in 13.2... a eulogistic test...' - Davey & May, 'Lagonda'.

It is no surprise that when saloon bodies started to fall apart on otherwise sound LG45 chassis, owners would choose to recreate the stylish Rapide. 'EPC 44' was just such an example. By the mid-1980s, the car was owned by David Hine, President of the Lagonda Club; he already owned an original Rapide, and using that as a template, commissioned Herb Schofield's Oldham-based and appropriately named 'Northern Lagonda Factory' to carry out the work. The job took three years and was complete by 1990.

Having an original car to copy made all the difference, as this car exhibits an astonishing level of attention to detail. The body shape is notoriously difficult to reproduce but this car has it just right and all the small details are there, including the hidden tool box in the boot lid and the correct bevel on the wood surrounding the instruments. In short, it is a very good one. David Hine kept the car until 1995 when it was sold by Porter's of Kensington to a German enthusiast; it has remained in the same family ownership ever since, and during this period the Lagonda was periodically sent to Hoffman's of Henley for servicing. Today 'EPC 44' still performs well and has a delightful patina that only adds to the feel of the car.

The impressively weighty history file contains photographs of the restoration work, an old buff logbook, tax discs, MoTs, and invoices. This is a chance to acquire a very credible LG45 Rapide Replica that has retained its high specification Sanction 2 engine and its original and very appropriate registration number.

£230,000 - 290,000
 €260,000 - 330,000

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The ex-London Motor Show

**1960 BENTLEY S2 CONTINENTAL
FLYING SPUR SPORTS SALOON**

Coachwork by H J Mulliner

Registration no. 786 BGK

Chassis no. BC145AR

- *Rare and exclusive four-door Flying Spur model*
- *One of 71 right-hand drive examples*
- *Current ownership since 2010*
- *Well maintained*
- *Extensive history file*





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 125 completed in this style on the S2 chassis.

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. 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. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot, making it even more suited to extended touring of far-flung destinations.

Displayed on H J Mulliner's stand at the 1960 London Motor Show, the Flying Spur offered here, chassis number 'BC145AR', was delivered new to Macready's Metal Co Ltd of London N11 via Jack Barclay Ltd and registered as '786 BGK' (copy chassis cards on file). The car's subsequent owners are not known prior to 1996 when it was acquired by a Mr Strauss.

A Mr Moore owned the Bentley from circa 2005, and the car has belonged to the current vendor since 2010. According to the V5C document, there have been eight former keepers.

The extensive history file contains numerous invoices for work carried out by various specialists over the years, testifying to its owners' fastidious approach to maintenance, which includes bills for a full specialist engine rebuild in 1997 costing £16,000. Since then the interior has been re-trimmed and extensive mechanical refurbishment undertaken. In addition, Goudhurst Service Station completed annual services from 2011 to 2016 costing £7,000. More recently, the Bentley has been looked after by renowned marque specialists, Frank Dale & Stepsons, some £20,000-plus being spent since 2017. The car was repainted in its original Sage Green exterior colour in the 1990s.

In addition to the aforementioned bills, this supremely elegant Flying Spur comes with MoT test certificates dating back to 2009 showing the recorded mileage increasing from 61,920 to 70,588 in April 2018 when the last certificate was issued, amounting to approximately 1,000 miles per year.

£90,000 - 120,000
€100,000 - 140,000

1926 DODGE 'FAST FOUR' TOURER

Registration no. YR 9579

Chassis no. A324590

- *Two owners from new*
- *Present ownership since 1987*
- *Restored in 1987/88*
- *Benson & Hedges Concours winner*
- *Engine professionally rebuilt in 2012*



Engine and transmission suppliers to Ransom Eli Olds and then Henry Ford, the Dodge brothers - John and Horace - diversified into automobile manufacture in 1914. Featuring a 35hp four-cylinder engine, welded all-steel body and 12-volt electrical system, the first Dodge was a robust, 'right-first-time' design that changed little, apart from a couple of extensions in wheelbase length, over the course of the succeeding ten years. Dodge was second only to Ford in the US in 1920, but in that year both brothers died and the firm went into decline, falling to 13th place in the US industry rankings by 1928 when it was acquired by Walter P Chrysler. The latter wanted a cheaper car to complement his more upmarket Chryslers, and after only a year under his control Dodge had risen to 5th place in the manufacturing league table. By that time Dodge was offering its first six-cylinder car, and the last examples of the 'Fastest Four in America' would be built for the 1927/1928 model year. These were the Series 128 and 129, the latter distinguishable by virtue of its four-wheel hydraulic brakes.

This rare, right-hand drive Dodge 'Fast Four' would have been exported to the UK in chassis form for bodying in this country. It was originally owned by London-based author, Lesley Catchpole, who used it until the outbreak of war in 1939.

Apart from a brief period in the early 1960s, the car is understood not to have been driven until it was sold at auction in 1987 following Mr Catchpole's death in 1986. Its purchaser was the current vendor, who commissioned Mr Mike Vardy of Mottisfont, Hampshire to restore it. On the restoration's completion 12 months later, the Dodge won the Class A category for pre-war cars at the Benson & Hedges Concours English National Final at Beaulieu and was 'highly commended' at the International Final at Syon Park (see press cuttings on file).

Significant works carried out over recent years include a full engine rebuild in August/September 2012, which was carried out by Motor Engineer Robert Large with specialist machining by Thomas Hamlin & Co (bills on file). Representing a wonderful opportunity to acquire one of these rare and powerful Vintage-era tourers, this concours-winning 'Fast Four' is offered with a V5 registration document and the aforementioned paperwork.

£20,000 - 25,000

€23,000 - 29,000

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1934 ROLLS-ROYCE 20/25 LIMOUSINE

Coachwork by Barker & Co

Registration no. AXM 512

Chassis no. GXB25

- Formerly displayed in the Totnes Motor Museum
- Good history folder with copies of original documents
- Ideal for the 'Oily Rag Run' or 'Hero Rally'
- Stunning original/preservation condition



The introduction of a smaller Rolls-Royce, the 20hp, in 1922 enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Silver Ghost or Phantom. Its successor, the 20/25hp, introduced in 1929, up-dated the concept with significant improvements, featuring an enlarged (from 3.1 to 3.7 litres) and more-powerful version of the Twenty's six-cylinder overhead-valve engine. Produced contemporaneously with the Phantom II, the 20/25 benefited from many of the features developed for the larger model, such as synchromesh gears and centralised chassis lubrication, and would become the best-selling Rolls-Royce of the inter-war period.

This 20/25 wears 'Sedanca Limousine' coachwork by Barker & Co of London, one of the finest of all British coachbuilders and a firm associated with Rolls-Royce from the latter's earliest days. Chassis number 'GXB25' is a late 20/25 built on the longer chassis frame. The car is fitted with its original Series B2 engine, number 'M4E', the original dynamometer records showing it developed 60 horsepower at 3,000rpm. The chassis was despatched for bodying to Barker & Co on 13th November 1933. Special coachwork features included a bonnet 3" longer than standard and twin side-mounted spare wheel carriers, giving the car a rakish look.

The completed Rolls-Royce was delivered to its first owner, Mr Rowley of London, on 2nd February 1934. After WW2, ownership appears to have passed through a Mr Derricott to a Mr Pilkington in 1950, and then to Richard Pilkington of Totnes Motor Museum. The latter retained the car until 2004, since when it has been largely unused.

The car is finished in grey with contrasting blue pin-striping on the doors and bonnet louvres. A wind-up internal division (with fold-down footrests) separates the front and rear compartments, the former being trimmed in black leather and the latter in fawn West of England cloth. The roof is covered in black leathercloth. 'GXB25' has been serviced at the vendor's on-site workshop and is said to be running well and ready for immediate inspection, with no known mechanical faults.

Original and un-restored, this imposing motor car would be an ideal entry for the 'Oily Rag Run' given its wonderful patina and state of preservation. It comes with a history folder containing the original registration details; an old-style buff logbook; a V5 registration document; and copies of the original factory build sheets, sales invoice and dynamometer test.

£25,000 - 35,000

€29,000 - 40,000

161

First owned by Dean Martin

1973 EXCALIBUR SERIES II ROADSTER

Registration no. RUI 50

Chassis no. 19731214

- *Full factory documentation*
- *One of only 22 built in 1973*
- *Optional 454ci (7.4-litre) 250hp V8 engine*
- *Restored to original specification*
- *Only 20,932 miles from new*
- *Outstanding condition*



Dean Martin | 7 June 1917 – 25 December 1995

The Excalibur story began back in 1964 when renowned industrial designer Brooks Stevens, at that time working as a consultant to Studebaker, was asked to design a show car for that year's New York Auto Show. An avid automobile enthusiast and collector, Stevens was a fan of the pre-war Mercedes-Benz SSK and sold the idea of a 'contemporary classic' take on the German sports car to Studebaker, at that time Mercedes importers. Brooks Stevens had first ventured into auto making on his own account with the Excalibur J, a two-seat sports car on a Ford chassis, that enjoyed a successful, if brief, competition career in the early 1950s.

For the 'Mercebaker', Stevens used a modified Studebaker Daytona chassis, which was clothed in retro-styled glassfibre coachwork that he had first sketched on a place-mat one lunchtime. Built in just eight weeks, the prototype Excalibur SS was ready three days before the New York Auto Show where it caused something of a sensation, albeit too late to save the ailing Studebaker Corporation. A long list of potential buyers resulted, one of whom - a Chevrolet dealer - asked if the car could be built with a Chevrolet Corvette engine.



Stevens was only too happy to oblige. An advertisement in the Wall Street Journal generated sufficient deposits to enable production to start, and in 1966 the company moved into premises in Milwaukee, Wisconsin, trading as SS Automobiles Inc.

Since then Excaliburs have been owned by many famous celebrities including Frank Sinatra, Steve McQueen, Dick Van Dyke, Tony Curtis, Burt Lancaster, Ronald Regan, Sonny & Cher, Dean Martin, Jackie Gleason, Rod Stewart, Jay Leno, and Arnold Schwarzenegger. One of the most enthusiastic devotees was actress and comedian Phyllis Diller, who purchased four of them. Excalibur continued to supply cars 'for the man or woman who wants a fun machine with antique class' until the factory finally closed in 1990, by which time some 3,500 had been built.

Powered by the optional 454ci (7.4-litre) 250hp V8 engine, this example was supplied new to the celebrated all-round entertainer, Dean Martin, via the authorised Excalibur dealer Charles Schmitt & Co of Beverly Hills, California.

One of only 22 built in 1973, the Excalibur was a birthday present from Martin's wife, Catherine Hawn. Its factory-fitted options include Frigiking air conditioning; power steering; power four-wheel disc brakes; removable factory hardtop and side curtains; Mota-Lita wood-rimmed steering wheel; dual side-mount spare wheels; whitewall tyres; and a Blaupunkt AM/FM stereo.

This stunning Excalibur has covered a mere 20,932 miles from new and is presented in beautifully restored condition, finished in its factory-correct livery of Bamboo Cream with Royal Maroon fenders and tan leather interior. First registered in the UK (to the current owner) in April 2018, the car benefits from a recent service and is said to perform like new, though too fast for the elderly owner.

Extensive documentation includes the owner's manual; build and delivery documents from Excalibur (verifying Dean Martin as the original owner); old US title; a UK V5C Registration Certificate; and MoT to April 2019. Combining the looks of the Series I with the powerful 454ci V8 engine, the Series II Roadster is one of the most collectable models of the Excalibur marque.

£60,000 - 65,000
€69,000 - 74,000

162

Formerly the property of Sir Barry Gibb, CBE of the Bee Gees

1982 MERCEDES-BENZ 280 TE ESTATE

Registration no. BAH 766X

Chassis no. WDB123098822006088

- Purchased by Sir Barry Gibb in 1988
- Owned by him for 29 years
- Rare air conditioning option
- Featured in Mercedes Enthusiast and Classic & Sports Car
- Well documented



'Mercedes-Benz estate cars are widely regarded as among the best load-luggers you can buy, traditionally offering a winning blend of practicality with great comfort. They were never cheap, but the pedigree inherent in the three-pointed star atop the bonnet will always go hand in hand with a premium price.' – Paul Hudson, *The Telegraph*, 6th November 2018.

Introduced in 1976, the W123 series was notable as providing the basis for Mercedes-Benz's first factory-built estate car, the 280 TE, which made its debut at the Frankfurt Auto Show in September 1977. Special features of the estate version included a strengthened rear chassis and tailgate, and hydraulic self-levelling rear suspension.

A good clean car, this example spent most of its life garaged at Sir Barry Gibb's estate near Beaconsfield and is very original. It stayed in Gibb's ownership until July 2017, almost 30 years. According to Gibb's manager, they spent some time looking for a 280 TE, specifically with air conditioning - a rare optional extra – and purchased this one from its first owner early in 1988. Finished in Chamonix White with black half-leather interior, the car was also supplied with electric windows, central locking, and Mercedes-Benz mud flaps.

'BAH 766X' was used sporadically and only when the Gibb family returned from their home in Miami, Florida for summer vacations. Expired MoTs dating back to 1989 confirm the recorded mileage, although the speedometer was changed the year Gibb purchased the car, the original unit being faulty (details on file).

The Mercedes is presented in very good order inside and out. Recent works carried out includes refurbishing the sills and re-upholstering the driver's seat, while new parts fitted include a headlight lens; Alpine speaker system; Pioneer under-seat sub-woofer; and a period-style radio head unit.

This car has featured in two magazine articles this year: one in *Mercedes Enthusiast* and more recently in a *Classic & Sports Car* 'Giant Test' with marque specialist Mark Cosavich (of W123 World). MoT'd to September 2019, it comes with the owner's manual, service booklet, and two sets of original keys. Accompanying documentation includes the V5C Registration Certificate; some service history and the aforementioned MoTs; and a copy of the seller's document and a signed photograph of the car, both from Sir Barry Gibb.

£12,000 - 16,000
€14,000 - 18,000

163

1969 MGB SUPERCHARGED ROADSTER WITH HARDTOP

Registration no. HHW 200G
Chassis no. G-HN4-U/175501

- Delivered new to the USA
- Converted from left- to right-hand drive
- 1,950cc engine
- Overdrive transmission
- Current ownership since August 2001
- 4,824 miles since March 2007



This much modified and improved MGB Roadster was exported new to the USA in May 1969, and in late 1997 was re-imported by a Mr Gordon of Bristol. In October 1997, a 'bare metal' bodyshell restoration was commenced by A J Restorations, Dorset, which was completed in late 1998 (receipts and photographs provided). Registered in the UK on 24th November 1998, the MG was purchased in September 2000 by Mr Sweeting of Bexley, and 11 months later was bought by the current vendor.

Since then a continuous programme of improvements has been undertaken, commencing in August 2011 when the engine, gearbox, overdrive, and clutch were replaced (all receipts on file). As well as a supercharger (fitted in December 2003) the 1,950cc engine's specification includes a 'Stage 1' tune; mild road camshaft; 1¾" SU carburettor; Freeflow complete stainless steel exhaust system; and a multi-bladed cooling fan. The suspension too has been up-rated, featuring Spax adjustable shock absorbers and parabolic leaf springs at the rear (unused original specification rear dampers and springs are included). The brakes are servo assisted.

Upgrades to the interior include a Kenwood radio/CD player fitted behind the original speaker grille and operated by remote control. The original Radiomobile radio is still fitted and lights up when the hidden Kenwood player is switched on! Custom made speaker housings have been fitted to accommodate new stereo speakers. There is also a Moto-Lita leather steering wheel (an unused standard wheel is included).

The deluxe hood is made of mohair with contrasting interior lining and folding frame, while the hardtop boasts a leather-grained finish and electrically heated rear screen (the original Pacaway hood frame and vinyl hood are included). The car also comes with a mohair full size tonneau cover plus various spare tonneau covers, Rhino rain hood, cotton full-length storage cover, etc. Other noteworthy features include intermittent screen wipe, and automatic inspection lights in the boot and engine bay.

Due to working abroad, the vendor had little opportunity to use the car, and in more recent years his health problems have meant that it has not had the use to justify all the time and money that has been lavished on it. Since 2007, the car has only covered 4,824 miles, and in the last five years, only 512 miles. Capable of surprising a lot of more-exotic machinery, this exciting MGB is offered with a BMHIT Certificate, V5C registration document, MoT to June 2019, and full service history since its restoration.

£15,000 - 20,000
€17,000 - 23,000

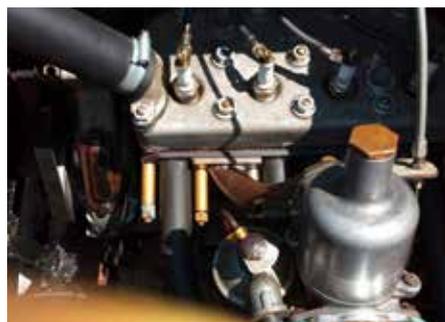
For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

1933 AUSTIN SEVEN 'ULSTER REPLICA' SPECIAL

Registration no. WD 5932

Chassis no. G20187

- *Coachbuilt aluminium body*
- *Restored in 2016*
- *Ideal entry level VSCC entrant*
- *Bills on file*



Soon after the Seven's introduction, much modified supercharged versions were racing with some success, prompting the factory to develop a somewhat less radical competition car for general sale. The first was completed towards the end of 1927 and the following year one of them won the Australian 100-Mile Grand Prix. Only a tiny handful of the resulting 'production' model - the Super Sports - was completed but the exercise gave rise to one of the most delightful small sports cars of the 1930s, the Seven Ulster, 168 of which were built between 1930 and 1932.

Like the Super Sports, the Ulster used a tuned and strengthened engine equipped with gear-driven Cozette 'blower' (in which case it also came with magneto ignition and pumped cooling) but unlike its predecessor could also be ordered in cheaper, normally aspirated form.

The chassis was 3" lower than standard and featured improved front suspension, while the door-less coachwork, with its sleek lines and pointed tail, was even more handsome than that of the Super Sports.

Loads of fun and great value for money, this Ulster replica was built up from parts in 2016. New components used include the crankshaft, con-rods, pistons, cylinder head, brakes, radiator core, and tyres, while the chassis was repainted and the wheels re-spoked. Associated bills are on file and the car also comes with a V5C registration document, the latter incorrectly describing it as an 'Austin Saloon Ten'.

£8,000 - 10,000**€9,100 - 11,000**

165

2000 MORGAN 4/4 SPORTS

Registration no. W14 MOG

Chassis no. SA944180004D10716

- Ford Zetec-R engine
- Very well equipped
- Circa 44,650 miles from new
- Maintained by marque specialists
- Comprehensive history file



An island of constancy in an automotive sea of change, Morgan looks set to continue building its unique Vintage-style cars well into the 21st Century. Indeed, today's 4/4 is recognisably the same car as its 1936 forebear, and none the worse for that as the famously lengthy waiting list would seem to confirm. After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeled car at Olympia in 1910. The first four-seater, four-wheeled Morgan – the '4/4' - appeared in 1937.

Various types of proprietary engine have been used over the years, mostly supplied by Ford, and this right-hand drive 4/4 has the 1,796cc Ford Zetec-R 16-valve engine and five-speed manual gearbox. With 114bhp on tap and a dry weight of 868kg (1,914lb) the 4/4 has a power-to-weight ratio of 133bhp/tonne, enabling it to reach 100km/h (62mph) from a standstill in around eight seconds on its way to a top speed in the region of 185km/h (115mph). Of increasing importance at a time of historically high petrol prices is the surprisingly frugal fuel consumption, a highly creditable 50-plus mpg being achievable on the 'extra urban' cycle, which is where most sports cars spend their time.

This example of the perennial Morgan 4/4 is finished in Connaught Green with Stone leather interior, the latter featuring a beautiful walnut dashboard. The car comes fully equipped with mohair hood, vinyl hood, tonneau cover, two heated waistcoats, radio/CD player, wire wheels, two sets of different wheels spinners, wooden spinner remover, spare wheel cover, sun visors, chrome luggage rack, upgraded wing and internal mirrors, and a chrome security box in the passenger foot well. For the last five years the car has been maintained and serviced by marque specialists Kevin Vernon at Tudor Motors and Mark Middleton in Upton on Severn, a former Morgan employee.

The last major service was carried out two months ago, since when only some 200 miles have been covered (there were no MoT advisories). All tyres are in good condition and the car comes with a comprehensive history file. The private plate 'W14 MOG' is included in the sale.

£24,000 - 28,000

£28,000 - 32,000

166

Formerly part of the Al-Fayed Collection

1977 FERRARI 308 GTB VETRORESINA COUPÉ

Coachwork by Pininfarina/Scaglietti

Registration no. SPL 731R

Chassis no. 20543

- *Rare early glassfibre-bodied model*
- *Right-hand drive*
- *Well maintained*
- *Known ownership history*
- *Believed-genuine 26,200 miles from new*





Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB – Ferrari's second V8-engined road car - marked a welcome return to Pininfarina styling following the Bertone-designed Dino 308 GT4. The newcomer had changed little mechanically apart from a reduction in wheelbase, retaining its predecessor's underpinnings and transversely mounted quad-cam 3.0-litre V8 engine. In road tune this superbly engineered power unit produced 255bhp. Produced initially with dry sump lubrication and glassfibre (vetroresina) bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 GTB used steel after April 1977. The change brought with it a considerable weight penalty (around 80kg) and consequent reduction in performance, as well as an increased susceptibility to corrosion. Naturally, anyone wanting to race a 308 GTB started out with the vetroresina version if they could. Only 154 vetroresina models left the factory in right-hand drive configuration, making it one of the rarest of Ferrari 308 variants.

Chassis number '20543' was delivered new by H R Owen of Golders Green, London to its first owner, a Mr J L Patterson of Edinburgh. Date-stamped 27th July 1976, the original order sheet shows that the car left the factory finished in Rosso Chiaro with beige hide interior trim and matching carpets.

Entered in the 1986 Benson & Hedges Concours in Cardiff by its then owner, a Mr Meak of Glamorgan, the Ferrari scored 282 points and came 7th in class. During 1990/early1991 the car was at Modena Engineering, which spent £18,000 preparing it for sale (bills on file).

Later in 1991, the Ferrari, now with 23,800 miles recorded on the odometer, was purchased by Harrods' famous CEO, Mr Mohamed Al-Fayed. In 2008, the Mr Al-Fayed family generously donated the Ferrari to a charity auction where it was bought by the next owner, who kept it until 2013. By then showing a total of 25,949 miles on the odometer, the car was sold to the immediately preceding owner, an employee of Mr Al-Fayed. In May 2014, the Ferrari benefited from a complete engine and gearbox rebuild by respected specialists, Formhalls. Engine work included new pistons, cylinder liners, bearings, and valves, the rebuild process being documented by an annotated photographic record in the history file and bills totalling some £10,000. Spellbound Cars undertook a full mechanical re-commissioning at the same time.

In 2016, the Ferrari underwent a body restoration and re-spray in correct Rosso Chiaro and has also been fully re-trimmed in black leather with red carpets, these works being carried out by independent Ferrari specialists, Hoyle Fox Classics. Currently displaying a believed-genuine total of 26,200 miles on the odometer, the car comes with the aforementioned history file and its original instruction manual and service agents' book in the Ferrari leather wallet. Meeting every discerning collector's requirements in terms of ownership history and mileage, '20543' represents a wonderful opportunity to acquire a well-maintained and little used example of this most desirable version of the iconic 308 GTB.

£110,000 - 140,000
€130,000 - 160,000

167

1973 BMW 3.0 CSL COUPÉ

Registration no. TLM 40M

Chassis no. 2285482

- *Ultimate BMW coupé*
- *One of 500 right-hand drive cars*
- *Extensively restored*
- *Over £50,000 spent*



1973 was a landmark year for BMW, for not only did the German manufacturer power Jean-Pierre Jarier to the European Formula 2 Championship, it also captured the European Touring Car Championship using one of the most iconic racing 'saloons' of modern times: the 3.0 CSL, known popularly as the 'Batmobile'.

BMW had returned to six-cylinder power for its range-topping models in 1968 with the launch of the 2500 and 2800 saloons. Also new was the 3.0 CSL's forerunner, the 2800CS coupé, though the latter's running gear had more in common with the existing, four-cylinder 2000C/CS. The introduction of the similarly styled 3.0-litre CS in 1971 brought with it numerous improvements, including four-wheel ventilated disc brakes, and with 180bhp on tap the model was good for around 130mph. For racing purposes there was the lightweight 3.0 CSL.

Visually indistinguishable from its more 'run of the mill' relations, the CS and CSi, the 3.0 CSL (Coupé Sport Leicht) was creative homologation at its best. The BMW engineers' solution to the marketing department's requirements was to develop a limited production run 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations.



By removing the trim; using thinner steel for the main bodyshell; aluminium alloy for the doors, bonnet and boot lid; and Perspex for the side windows a valuable 300lbs (136kgs) in weight was saved – ‘Leicht’ indeed.

Homologated initially with a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-litre class) the 3.0 CSL came with 206bhp for road use and well over 300 horsepower for the track. In 1973 the engine's stroke was increased, upping capacity to 3,153cc (nominally 3.2 litres) and from mid-season onwards the racing CSLs used the so-called ‘Batmobile’ aerodynamic package, developed at Stuttgart University, which consisted of a front chin spoiler, large rear wing and various other devices. Illegal for road use in Germany, the wings were left in the boot for final installation after purchase.

Thus equipped, the Batmobiles were able to defeat the previously all-conquering Ford Capri RS2600s, Toine Hezemans capturing the 1973 European Touring Car Championship for BMW at the wheel of a 3.0 CSL and co-driving one to a class win at Le Mans that year with Dieter Quester. Ford bounced back in 1974 but from 1975 onwards the BMW ‘Batmobiles’ won five consecutive European Touring Car Championships, a quite unprecedented run of success.

This original, right-hand drive BMW 3.0 CSL was purchased by the present owner in 2009. The car had been standing in a lockup garage for the preceding six years having been purchased as a restoration project by the previous owner, who never got around to starting it. ‘TLM 40M’ had been partially restored in 1989 when the engine had been fully rebuilt; only 2000 miles have been covered since then. The present owner had the car stripped down and soda-blasted; the two front wings were replaced, any corroded metal removed, and the body repaired. All mechanical components were either replaced or reconditioned, and a new interior and new dashboard installed. Over £50,000 has been spent on the restoration, as evidenced by invoices and photographs on file, and the private vendor advises us that the car now drives and handles beautifully.

With only some 1,300 CSLs produced between 1973 and 1975 compared to over 19,000 standard CS/CSi models, these ‘specials’ will always be relatively rare, and today this ultimate BMW coupé is highly sought after.

£75,000 - 100,000
€86,000 - 110,000

168

1957 AUSTIN-HEALEY 100/6 BN4 ROADSTER

Registration no. 163 UYS
Chassis no. BN4-O/45824

- *First of the six-cylinder 'Big Healeys'*
- *Genuine right-hand drive model*
- *Imported from Australia*
- *Highly original*



'After a really gruelling road test, I can say that this new sports model is ideal for Continental touring. It also stood up to lap after lap of the Nürburgring at racing speeds, without complaint, and that must be equivalent to a vast mileage under more humane conditions. Finally, it has the kind of appearance that will make many prospective purchasers reach for their cheque books.' – John Bolster on the Austin-Healey 100/6, *Autosport*, 12th October 1956.

Introduced for 1956, the 100/6 represented the most radical step forward in the Big Healey's development. Despite its initial success, sales of the original Austin-Healey 100 had begun to decline by the mid-1950s and so the model was revamped as the '100/6', BMC's 2.6-litre C-series six replacing the original four-cylinder Austin Atlantic engine. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional seats in the rear of the BN4 variant. In 100-6 tune the pushrod six produced 102bhp – 12 horsepower more than its predecessor - though the inevitable weight gain meant that there was little if any improvement in performance, the car's top speed remaining at 103mph or thereabouts.

Although stylistically very similar to the preceding 100, the 100/6 was nevertheless easily distinguishable by its 'crinkle' radiator grille and bonnet-top air intake. In 1957 an improved six-port engine became available, and this 117bhp unit was fitted to all the newly introduced BN6 two-seater roadsters. Top speed improved to 111mph and 1.7 seconds was cut from the 0-60mph time.

This 100/6's last owner looked at numerous disappointing UK-delivered examples before deciding to look further afield, discovering this very nice, well preserved, and highly original right-hand drive car in Australia. The Healey was purchased from the highly respected specialist dealer, The Classic Throttle Shop in Sydney, NSW. Well serviced since acquisition and used sparingly, the car is described by the vendor as in good condition throughout. Representing a rare opportunity to acquire a genuine right-hand drive example that has not suffered from the UK climate, this delightfully patinated and eminently usable Austin-Healey 100/6 comes with weather equipment and a V5C Registration Certificate.

£38,000 - 45,000

€44,000 - 52,000

169

1954 CADILLAC SERIES 62 ELDORADO CONVERTIBLE

Registration no. USA 83

Chassis no. 546254579

- *One of the most sought-after of post-WW2 Cadillacs.*
- *Imported into the UK in 1983*
- *Restored to concours condition over a four-year period*
- *Kept in professional storage since 2010*



Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, the firm's superior precision manufacturing technology soon establishing it as the foremost builder of quality cars in the USA. Cadillac was among the pioneers of the V8 engine and introduced the first synchromesh gearbox on its 1929 range. Always innovators in automobile technology, the company continues to produce cars recognised everywhere as symbols of wealth and prestige.

With their jet fighter styling, glitzy chrome trim, colour-matched interiors and jukebox instrumentation, Cadillacs of the 1950s and early 1960s epitomise an era when nothing succeeded like excess. Their over-the-top tail fins remain controversial even today. General Motors' chief stylist Harley Earl had introduced fins on the 1948 Cadillacs and the device would reach its zenith in 1959 before fading away. All '54 Cadillacs came with a 331ci (5.4-litre) V8 engine producing 230bhp. Most expensive model in the Series 62 line-up, the '54 Eldorado Convertible is a milestone car and one of the most sought after of post-WW2 Cadillacs.

Long, low and elegant, this wonderful Series 62 Eldorado Convertible dates from the middle of Cadillac's spectacular 'fins' period. A classic Cadillac 'rag top', the car was imported into the UK in the early 1980s by a previous owner and restored to concours condition over a period of four years (see previous owner's notes on file). These notes list the following equipment: power steering, power brakes, power seat, power windows, power convertible top, self-seeking radio (original), and factory fitted wire wheels.

In 2010, the Cadillac was placed in storage with London Car Storage by the then owner, Mr Shaker, from whom it was purchased by the current vendor in 2014. Kept stored by the vendor and described by him as in generally excellent condition, this beautiful Cadillac Eldorado convertible is offered with a V5 registration document.

£60,000 - 80,000

€69,000 - 92,000

170

1973 ASTON MARTIN V8 6.0-LITRE SPORTS SALOON

Registration no. LAF 798L
Chassis no. V8/10703/R

- *Desirable manual transmission model*
- *Engine rebuilt and upgraded in 2016 by Oselli Engineering*
- *Weber carburettors*
- *Upgraded suspension and brakes*



Launched in 1969, Aston Martin's first V8-engined sports car - the DBS V8 - boasted a 0-100mph time of under 14 seconds and a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

In 1972 the acquisition of Aston Martin by Company Developments brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its restyled front that now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard.

The car offered here was built and registered to its first owner in 1973, originally finished in Cornish Gold with black hide trim. Owned and maintained in Europe during the 2000s, the car has more recently been subject of substantial works carried out by renowned marque specialists Oselli Engineering in Buckinghamshire. Engine works carried out in 2016 included a complete rebuild and upgrade to 6.0-litre specification with new cylinder liners, pistons, timing chains, oil and water pumps, clutch, flywheel, Vantage-type 48mm Weber carburettors, and a large-bore sports exhaust system.

Subsequently, in 2017, Oselli completely rebuilt the suspension, incorporating an up-rated front anti-roll bar, new springs, and Koni shock absorbers, while the braking system was upgraded with AP four-pot brake callipers and suitable brake pads. Oselli's related invoices totalling £36,762 are on file.

Since completion of the mechanical rebuilds, this rapid and exciting V8 has been used only for occasional trips, including a Continental tour. The Aston is only offered for sale due to the vendor's purchase of a significant alternative car. Currently finished in Balmoral Green with black hide, this exceptional Aston Martin V8 comes complete with the aforementioned Oselli invoices; photographs of the engine rebuild; service invoices dating back to 2004; factory build records; V5C document; and a current MoT certificate.

An exciting opportunity to own a well-developed and rapid Aston Martin V8 with ZF manual transmission, benefiting from substantial recent rebuilds and upgrades.

£80,000 - 100,000
€92,000 - 110,000

171

1950 LAND ROVER SERIES I 80" 4X4 UTILITY

Registration no. DJL 850

Chassis no. 16101132

- Extensively restored
- New tyres all round
- Highly original



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 following its introduction in 1948 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.

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.

This early Land Rover was despatched new to the D H & A H Bloomer dealership in Grimsby, Lincolnshire and registered as 'DJL 850' in Holland, Lincolnshire on 29th November 1950. It appears that it was taken off the road in the early 1960s.

In April 2004, 'DJL 850' was bought by the current vendor with the intention of bringing the vehicle back to its former glory. Over the next couple of years the Land Rover was totally dismantled; it turned out to have survived pretty well, retaining all of its original major mechanical components. All galvanised components were re-dipped for the restoration, the bulkhead being replaced and the chassis re-bushed and fitted with all new leaf springs and all new brake pipes and shoes. A new undercover hood and seats were installed, a new braided wiring loom fitted, and the bodywork finished in a lovely shade of deep bronze green. The original 1.6-litre engine is said to perform well on the road, making this a very usable Series I. Restored to a high standard, this charming and practical 80" Land Rover is offered with a BMIHT Certificate and V5C document.

£20,000 - 25,000

€23,000 - 29,000

172

1971 BENTLEY T-SERIES TWO-DOOR SALOON

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. 4076 TU

Chassis no. CBH9242

- Rare coachbuilt two-door variant
- One of only 79 right-hand models
- Extensive service history
- Maintained by Frank Dale & Stepsons since 2008



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 floor pan. 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 bodys shells 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, of which 79 were right-hand drive like this example. Today, however, the revival of the Bentley marque has seen a commensurate upsurge in demand for these rare T-Series models.

Much rarer and arguably far more handsome than the Rolls-Royce version, this MPW-bodied Bentley two-door saloon comes with a copy of the original sale invoice and the full factory specification. Its first owner was one H Clark. The car was acquired by the previous owner in 2008 having previously belonged to the Malaysian ambassador, during whose ownership it was maintained by Chelsea Workshop. Details of other owners are on file together with MoT certificates dating back to 1999 and service/maintenance invoices dating back to March 2008. Totalling circa £19,000, these invoices were all issued by marque specialists Frank Dale & Stepsons, and the car also comes with two fully stamped service books, acquired by Clark and Carter Restorations Ltd in 2016, the Car has been recently serviced by them prior to the Sale. Finished in Brewster Green with beautifully patinated black leather interior, this rare and desirable coachbuilt Bentley is offered with a V5C Registration Certificate. The most appropriate Crewe-issued registration '4076 TU' is included in the sale.

£40,000 - 50,000

€46,000 - 58,000

173

1964 MERCEDES-BENZ 220 SEB COUPÉ

Registration no. EEE 234D

Chassis no. 111021-20-052525

- Delivered new in the UK
- Manual transmission
- Two owners from new
- Present ownership since 1966 (52 years)
- Circa 7,500 miles from new



'The Mercedes 220 SE Coupé is a very fine engineering achievement. Not only does it provide fast and economical transport for four and their luggage, but outstanding road-holding and riding qualities make this a car which is a pleasure to drive hard, and one in which it is safe and comfortable to do so. Furthermore, it has superb brakes and a high standard of mechanical refinement.' – *The Autocar*.

Of course, Autocar's observations applied equally to the 220 SEB Convertible, which was one of two luxurious derivatives of the 220 SEB saloon that had been launched at the Frankfurt Show in 1959. This new 220 family moved Mercedes-Benz's styling into the modern era; longer than their predecessors, these elegant newcomers featured a wider radiator shell, wrap-around windscreen, enlarged rear window and vertically positioned twin headlamps. The fuel-injected, single-overhead-camshaft engine of the previous 220 SE was retained, though maximum power of the 2.2-litre six was increased to 120bhp. Top speed was now 107mph with 60mph attainable in under 14 seconds.

Two-door coupé and convertible models appeared in 1960 and 1961 respectively, minus the saloon's already dated-looking tail fins. The pair were better appointed too, being equipped as standard with a rev counter and leather upholstery, while a four-speed automatic transmission with floor-mounted gearchange lever was optional.

Dating from the penultimate year of production, this 220 SEb coupé was first registered in February 1964. Bought new by a titled lady in Sheffield, the car was used for two years of local trips and shopping, during which time it was driven by her chauffeur. The present owner bought the car from the aforementioned lady in 1966 and has owned it continuously to the present day. It has been used only for special occasions such as weddings, and in 1981 won the 'S G Cup' for the best Mercedes-Benz at the Bromley Pageant of Motoring. The Mercedes was garaged for several years while the owner was posted to Africa, and the total mileage from new is only 7,458. Described by the private vendor as in generally good condition mechanically, the car would nevertheless benefit from cosmetic refurbishment of the bodywork and interior. Expected to possess a valid MoT by time of sale, it is offered with a V5 registration document.

£16,000 - 22,000

€18,000 - 25,000

No Reserve



174

1980 RANGE ROVER 'CLASSIC' 4X4 ESTATE

Registration no. OOO 1W

Chassis no. SALLHABV1AA/104400

An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache. A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8. The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph (145km/h) and a greater off-road capability than most of its customers would ever need. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed 'Range Rover Classic' - did not disappear immediately but continued to be built for another year alongside the new version. This Range Rover's accompanying BMIHT Certificate reveals that it left the factory on 1st April 1980 finished in Arctic White and was retailed via the Arlington Motor Company Ltd of Romford, Essex. The current vendor has owned 'OOO 1W' since June 2011. Described by him as in generally very good condition, with an all-new interior, the car is offered with a V5C registration document and the aforementioned BMIHT Certificate.

£13,000 - 16,000

€15,000 - 18,000



175

1990 BENTLEY TURBO R SPORTS SALOON

Registration no. H73 JBJ

Chassis no. SCBZR03A2MCH34245

Introduced in 1985, the Turbo R continued the modern 'Blower Bentley' theme that had commenced with the Mulsanne Turbo, but with the added refinement of suspension better suited to the car's increased performance. Outwardly the R differed by sporting cast-alloy wheels shod with low-profile Pirelli tyres, while inside there was a revised fascia with rev-counter included amongst the comprehensive instrumentation. Despite its not inconsiderable weight, the Turbo R would accelerate to 60mph in under seven seconds and 135mph would be showing on the clock before the limiter cut in. Few cars were, or are, better suited to fast, long-distance touring. This particular Turbo R was retailed via the SMAC Group PLC of Thorpe Bay, Essex and first registered as '11 GRA'. The Bentley comes with extensive service history (14 stamps in the book) and has covered only 66,920 miles from new. Carried out in March 2018 at 66,564 miles, the most recent service included replacing the water pump, engine drive belts, front brake discs/pads, rear hydraulic gas springs, and air conditioning compressor, and remedying various minor faults (full details available). A sporting yet comfortable long-distance cruiser, this mighty 'Blower Bentley' is offered with current MoT, a V5C document, and the aforementioned service history.

£15,000 - 20,000

€17,000 - 23,000



176

1935 HUMBER 16/60HP SALOON

Registration no. VJ 7478
Chassis no. to be advised

Founded as a bicycle maker in 1868, Humber later became associated with Harry Lawson's British Motor Syndicate. Freeing itself from the unscrupulous Lawson, the reconstituted company commenced motor car production in 1900. By the time of founder Thomas Humber's death in 1910, his company had established a reputation for quality that would endure well into the 1930s. In 1932 Humber was taken over by the Rootes Group, which also acquired Humber-owned Hillman. From then onwards Humber products were aimed at the upper reaches of the market while Hillman catered for the masses. Derived from the preceding 16/50 and introduced in 1933, the 16/60 was powered by a new seven-main-bearing sidevalve engine displacing 2,276cc, while the closely related Snipe came with one of 3,498cc. This rubber-mounted power unit went into an X-braced chassis equipped with Bendix brakes. Both the 16/60 and Snipe were extensively restyled for 1934. This Humber 16/60 saloon was purchased by the vendor in May 2016 and has been used for wedding hire in recent years. Maintained by specialists DEW Car Services of Eynsham, this imposing post-Vintage saloon is running and driving well, ready to use and enjoy. The provision of an electric water pump is the only notified deviation from factory specification. Offered with a V5C document.

£12,000 - 15,000

€14,000 - 17,000



177

1938 DAIMLER EL24 LIMOUSINE

Registration no. GR 6489
Chassis no. BN5308

One of the founding firms of the British motor industry, Daimler was part of the expanding BSA group by 1911. The adoption of the refined 'Silent Knight' sleeve-valve engine had done much to turn around the company's fortunes and establish Daimler as a marque committed to engineering excellence, a policy which continued in the 1920s with the introduction of the 'Double-Six' - Britain's first V12. A new range of sleeve-valve sixes was introduced for 1926, and these chassis began to attract an increasing proportion of owner-driver coachwork. This trend continued with the introduction of the first of Daimler's pushrod overhead-valve sixes - the 1,805cc Fifteen - in 1933. The range expanded and in 1937 a larger six, the EL24, intended for formal saloon/limousine coachwork, was introduced. Boasting a 124" chassis, the EL24 was powered by a 3,317cc engine, which drove via Daimler's trademark Wilson pre-selector gearbox. An ideal formal car with internal division and occasional seating, this well presented EL24 limousine has been used for wedding hire in recent years, albeit sparingly. The rear passenger compartment has been re-trimmed in grey leather, while more recent works include refurbishing the wheels and a full engine rebuild undertaken by Bentley and Rolls-Royce specialists DEW Car Services of Eynsham. Driving very well, the car is offered with a V5C Registration Certificate.

£10,000 - 15,000

€11,000 - 17,000





178

1924 WOLSELEY 11/22HP DROPHEAD COUPÉ WITH DICKEY

Registration no. 543 XVC
Chassis no. 786A 2755

Although long since departed, Wolseley was one of Britain's foremost makes throughout the Edwardian period and into the 1920s. During WWI Wolseley manufactured Hispano-Suiza aero engines under licence, the overhead-camshaft valve gear of which inspired its earliest post-war introductions: the four-cylinder 10hp (1,261cc) and 15hp (2,614cc) models, added to the range for 1920. These advanced OHC engines were soon being used for racing. For 1925 there was an improved 10hp model on offer – the 11/22, which featured a longer wheelbase and for the first time was available with fabric saloon coachwork. The Wolseley Register has confirmed that this rare 11/22hp model was delivered on 1st December 1924. From the 1960s onwards it resided in Cardiff before being purchased by the current vendor in 1979. Apart from routine maintenance, any occasional engineering work has been entrusted to specialists such as Arthur Archer of Dunmow and Jonathan Wood of Little Stampford. Described by the private vendor as in generally very good condition, this delightful Vintage-era Wolseley is offered with a V5 document, MoT to August 2019, and an original instruction manual and spare parts list.

£12,000 - 16,000
£14,000 - 18,000



179

1970 TRIUMPH TR6 ROADSTER WITH HARDTOP

Registration no. BUU 444H
Chassis no. CP5158401

Good for 120mph with acceleration to match, the six-cylinder TRs are arguably the most exciting Triumphs ever made, continuing to enjoy an enthusiastic following worldwide and an excellent network of spare parts and service providers. The current vendor purchased this overdrive-equipped TR6 in May 1988 and drove it for a few months before commencing a ground-upwards restoration. Works carried out included sand-blasting the chassis and Waxoyling inside and out; replacing the front and rear wings; fitting new floor pans; rewiring the electrics; and a re-spray. The interior was not restored and now needs work to return it to acceptable condition. Restoration photographs and a video are available. On completion of these works the Triumph was placed in a dry garage, remaining there untouched for the next 29 years. In October 2018 the car was removed from storage and sent to marque specialists Enginuity, who got the engine running after its many years of inactivity. The car now starts and runs but it should be noted that that engine has not been converted to accept unleaded fuel. Accompanying paperwork consists of sundry restoration bills and a V5 registration document, and the car also comes with a (rare) factory hardtop (steel, in undercoat). The provision of non-standard alloy wheels is the only notified deviation from factory specification.

£5,000 - 10,000
£5,700 - 11,000
No Reserve



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Mugello Grand Prix July 19, 1970
Nino Vaccarella/Hans Ortner #52



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€600,000 - 750,000 *

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

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885CC 8HP COMBINATION**
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7 JULY	ROUND 5	SHELSLEY WALSH HILL CLIMB
3/4 AUG	ROUND 6	PRESCOTT SPEED HILL CLIMB
7 SEPT	ROUND 7	LOTON PARK HILL CLIMB
8 SEPT	ROUND 8	LOTON PARK HILL CLIMB
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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 479Y
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 licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the Lot. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA) Wildlife Licensing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the Seller to the Buyer of a Lot under the Contract for Sale, neither we nor the Seller are liable (whether in negligence or otherwise) for any error or misdescription or omission in any Description of a Lot or any

Estimate in respect of it, whether contained in the Catalogue or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the Seller will be liable for any loss of Business, profits, revenue or income, or for loss of reputation, or for disruption to Business or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the Seller are liable in relation to any Lot or any Description or Estimate made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the Seller's liability (combined, if both we and the Seller are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the Purchase Price of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist Stamp or Book Sales only) and 10 of the Buyer's Agreement. The same applies in respect of the Seller, as if references to us in this paragraph were substituted with references to the Seller.

15. BOOKS

As stated above, all Lots are sold on an "as is" basis, subject to all faults, imperfections and errors of Description save as set out below. However, you will be entitled to reject a Book in the circumstances set out in paragraph 10 of the Buyers Agreement. Please note that Lots comprising printed Books, unframed maps and bound manuscripts are not liable to VAT on the Buyer's Premium.

16. CLOCKS AND WATCHES

All Lots are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the Lot is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, Bonhams makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, Bidders should be aware that a general service, change of battery or further repair work, for which the Buyer is solely responsible, may be necessary. Bidders should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this Catalogue is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending Bidder unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective Bidders are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department. Bidders should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, Bonhams is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful Bidder is then unable to produce the correct paperwork, the Lot(s) will be reoffered by Bonhams in the next appropriate Sale, on standard terms for Sellers, and you will be responsible for any loss incurred by Bonhams on the original Sale to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked Lots require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

As a Seller of these articles, Bonhams undertakes to comply fully with Cites and DEFRA regulations. Buyers are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

Signatures

1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.

- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

Lots which are lying under Bond and those liable to VAT may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-Sale tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm
15 to 30 years old – top shoulder (ts) or up to 5cm
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled
DB – Domaine bottled
EstB – Estate bottled
BB – Bordeaux bottled
BE – Belgian bottled
FB – French bottled
GB – German bottled
OB – Oporto bottled
UK – United Kingdom bottled
owc – original wooden case
iwc – individual wooden case
oc – original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

*, †, ‡, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

CONTRACT FOR SALE

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.

1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full, and received in cleared funds by, *Bonhams*.

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

8	FAILURE TO PAY FOR THE LOT		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> ;		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.
8.1.5	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;		10.6	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.
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	9.3.3	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.
8.1.7	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;				10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
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;				10.9	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.
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	9.4	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> .
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.				10.11	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> .
8.2	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		10.12	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.
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> .			

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
- 3.1.1 the *Purchase Price* for the *Lot*;
- 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
- 3.1.3 if the *Lot* is marked ^(AR), an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with *VAT* on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to *VAT* at the appropriate rate and *VAT* will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and *VAT* and any interest earned and/or incurred until payment to the *Seller*.

- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus *VAT* per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *balee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;			9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.2	to retain possession of the <i>Lot</i> ;			9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	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	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:	9.7	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;	8.1.1	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	9.8	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;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	10	OUR LIABILITY
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	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	The discretion referred to in paragraph 8.1:	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2.1	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		
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	FORGERIES		
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price of the Lot plus Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used here (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

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2019 SALES

- The Scottsdale Auction, US | 17 January
- The Las Vegas Motorcycle Auction, US | 24 January
- The Grand Palais Sale, France | 07 February
- The Amelia Island Auction, US | 07 March
- Goodwood Members Meeting Sale, UK | 07 April
- The Spring Stafford Sale, UK | 27-28 April
- The Aston Martin Sale, UK | 19 May
- Greenwich Concours, US | 02 June
- The Chantilly Sale, France | 30 June
- Goodwood Festival of Speed Sale, UK | 05 July
- The Quail Lodge Auction, US | 16 August
- The Beaulieu Sale, UK | 07 September
- Goodwood Revival Sale, UK | 14 September
- The Zoute Sale, Belgium | 11 October
- The Simeone Sale, US | October
- The Autumn Stafford Sale, UK | 12-13 October
- The Padova Sale, Italy | 26 October
- The Veteran Car Run Sale, UK | 01 November
- The Bond Street Sale, UK | December
- The Olympia Sale, UK | December

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

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Sale title: LONDON OLYMPIA		Sale date: Monday 3 December 2018													
Sale no. 24881		Sale venue: Olympia, Kensington, London													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200by 10s	£10,000 - 20,000by 1,000s	£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s	£500 - 1,000by 50s	£50,000 - 100,000by 5,000s	£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s	£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion	£5,000 - 10,000by 500s	
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UK/10/18

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Lot No	Year	Model	Lot No	Year	Model
119	1953	Aston Martin DB2 Vantage 'X' Series Sports Saloon	146	1960	Jaguar XK150 3.8-Litre Drophead Coupé
129	1958	Aston Martin DB MkIII Sports Saloon	135	1961	Jaguar E-Type 'Series 1' 3.8-Litre 'Flat Floor' Roadster
170	1973	Aston Martin V8 6.0-Litre Sports Saloon	149	1962	Jaguar E-Type 'Series 1' 3.8-Litre Coupé
147	1979	Aston Martin V8 Volante	108	1966	Jensen Interceptor Coupé Project
128	2001	Aston Martin V12 Vanquish Coupé	157	1936	Lagonda LG45 Rapide Tourer
150	2003	Aston Martin V12 Vanquish 2+2 Coupé	103	1962	Lamborghini 1R Tractor
144	1922	Austin 20hp Tourer	151	1913	Lancia Theta Coupé with Dickey
164	1933	Austin Seven 'Ulster Replica' Special	171	1950	Land Rover Series I 80" 4x4 Utility
168	1957	Austin Healey 100/6 BN4 Roadster	104	1997	Lotus Elise S1 Roadster
156	1964	Austin Healey 3000 MkIII Phase I Convertible	121	1959	Mercedes-Benz 190SL Roadster
142	1966	Austin Healey 3000 MkIII Phase II Convertible	173	1964	Mercedes-Benz 220 SEb Coupé
132	1937	Bentley 4¼-Litre All-weather Tourer	101	1970	Mercedes-Benz 250 Saloon
145	1939	Bentley 4¼-Litre Tourer	162	1982	Mercedes-Benz 280 TE Estate
158	1960	Bentley S2 Continental Flying Spur Sports Saloon	115	2001	Mercedes-Benz G500 V8 Short-Wheelbase 4x4 Utility
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