

Bonhams



GOODWOOD MEMBERS' MEETING SALE

Important Sports, Competition and Collectors' Motor Cars

Chichester, Sussex | 7 April 2019





GOODWOOD MEMBERS' MEETING SALE

Important Sports, Competition and Collectors' Motor Cars

Chichester, Sussex | Sunday 7 April at 13.00

VIEWING

Saturday 6 April 9.00 - 17.30
Sunday 7 April from 9.00

SALE TIME

Sunday 7 April 13.00

SALE NUMBER

25450

CATALOGUE

£30.00 + p&p

BIDS

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

Please note that bids should be submitted no later than 16:00 on Saturday 6 April. 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

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

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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: The Key Collection
Back cover: Lot 48

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/25450 and click on the Register to bid link at the top left of the page.



Bonhams 1793 Limited

Registered No. 4326560
Registered Office: Montpellier Galleries
Montpellier 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,
Asaph Hyman, Caroline Oliphant,
Edward Wilkinson, Geoffrey Davies, James Knight,
Jon Baddeley, Jonathan Fairhurst, Leslie Wright,
Rupert Banner, Simon Cottle.

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.

PLEASE NOTE FROM THE 1 SEPTEMBER 2018:
For all lot in this sale 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.

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 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.

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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

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+1 (415) 861 8591 fax

Collections

Motor Cars

Vehicles must be collected from the sale venue by 12 noon on Monday 8 April after which they will be uplifted to store by Straight Eight Logistics to their storage facility.

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

Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Straight Eight Logistics to local store.

Vehicle Removal charges

£260 + VAT per vehicle

Vehicle Storage charges

First 14 days

£14 + VAT per motor car per day

Thereafter

£10 + VAT per motor car per day

Transport and Shipping

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

Straight Eight Logistics
Unit 15 Lymington Enterprise Centre
Ampress Park
Lymington, SO41 8LZ
+44 (0) 20 3540 4929
transport@straighteightlogistics.com
www.straighteightlogistics.com

Motor Car Presentation

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

Photography

Simon Clay
Tom Wood
Neil Fraser
Jeff Bloxham
Jim Houlgrave
The Automobile

Directions to Goodwood

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

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

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

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

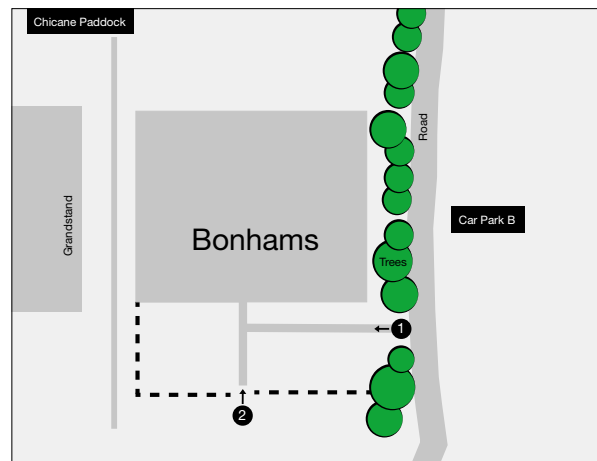
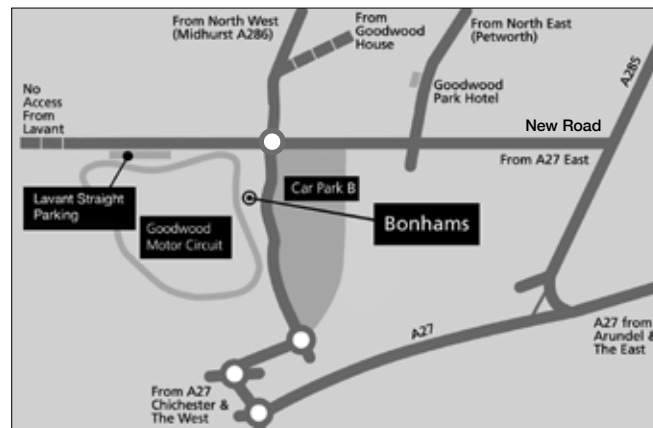
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth until turning left on to New Road. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

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

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

Those wishing to arrive by air (helicopter only):

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



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

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

Please note

Food and Drink will be available at the Bonhams Marquee

Child's Cars, Registration Numbers & Motor Cars

Lots 01 - 118

Further images of each lot can be found at:
bonhams.com/25450







01 ♦♦♦

A MORGAN 'SUPERSPORT JUNIOR' THREE WHEELER CHILD'S PEDAL CAR BY MORGAN MOTOR CO.LTD, 2009

Approximately 2/3 scale, a limited edition with plaque to cockpit numbered 055, of believed 250 eventually produced at the Morgan factory to commemorate the centenary of the HFS Morgan design, lightweight aluminium body finished in sports red livery with silver coloured cowling bearing Morgan badge with black grille, dummy V-Twin 'engine' and chromed dummy 'exhausts', working headlights powered by 12V battery, with spoked wheels and rubber tyres, front sprung suspension, black vinyl upholstered seat, three-spoke steering wheel and aero type windscreen, in seemingly good order and showing little signs of use, measuring approximately 210 x 105cm overall.

£900 - 1,400

€1,000 - 1,600



02 ♦♦♦

AN ALFA ROMEO 8C TYPE CHILD'S PEDAL CAR BY STEVENSON BROS, 2007

Handmade alloy boat-tail body finished in red livery with black painted grille, with plaque numbered '033348' to left side of chassis, single seat with black vinyl upholstery, with spoked wheels fitted with pneumatic tyres (rear tyres worn) and mudguards, with bonnet strap, aero type windscreen and dummy 'exhaust' to left side, some light use, in otherwise generally good order, measuring approximately 166 x 68cm overall.

£1,000 - 1,500

€1,200 - 1,700

03 ♦♦♦

**AN AUTO UNION TYPE C 'SILVER ARROW'
CHILD'S PEDAL CAR BY AUDI QUATTRO
GMBH, 2008**

Approximately 1/2 scale, limited edition, with plaque under bonnet numbered 169 of believed 999 produced, hand-built spaceframe chassis with aluminium body finished in 'Silver Arrows' livery and wearing race number '5', constructed from approximately 900 individual components, featuring spoked wheels with pneumatic tyres, pedals chain driven to rear, with 7 forward speeds, hydraulic disc brakes, the cockpit with wooden dashboard and dummy instruments, brown leather upholstered seat, four-spoke removable steering wheel, and handbrake, in seemingly good order and showing little signs of use, measuring approximately 200 x 100cm overall.

£2,700 - 4,500

€3,100 - 5,200



IMPORTANT NOTICE

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

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

04A

UK VEHICLE REGISTRATION NUMBER '2 PH'

held on DVLA V778 Retention Document expires 05/02/2029.

£20,000 - 30,000

€23,000 - 35,000



04B

UK VEHICLE REGISTRATION NUMBER 'U 8'

held on DVLA V778 Retention Document expires 12/06/2028.

£100,000 - 120,000

€120,000 - 140,000



04C

UK VEHICLE REGISTRATION NUMBER '1 NMY'

held on DVLA V778 Retention Document expires 07/10/2029.

£6,000 - 8,000

€7,000 - 9,600



05

NO LOT



06

INNER HARBOUR PILOT BOAT

Length overall: 11' 3" (3.429m)

Beam: 4' 2" (1.27m)

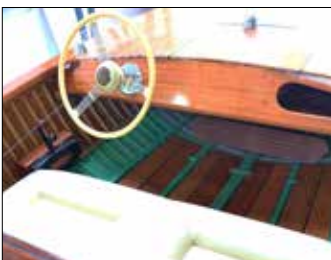
Draft: 11" (0.279m)

The vessel offered here - Pilot One - is an inner harbour pilot boat built in the early years of the 20th Century and completely restored by Artisan Boatworks of Rockport, Maine in 2011/2012. It is of plank-on-frame, lap-strake construction, with frames, stringers, and planking, a hard chine at the maximum beam waterline, and a slight counter to the stern. The hull is painted white, with a bright finished deck, cockpit, and stern. Fittings include a bow cleat, mast partners and step, shroud plates, turning blocks for the main halyard, splash rail with built-up coaming, centre board trunk, floorboards, centre thwart, seats, centre board, rudder, mast with standing and running rigging, sail, and mainsheet. The current vendor purchased the boat at Bonhams' sale of the Seamen's Church Institute Collection of Maritime Paintings and Decorative Arts in New York in May 2011 (Lot 2120). Pilot One is fully equipped, including rigging and sail, and comes complete with its own trailer and a fitted cradle for storage/transportation.

£2,000 - 4,000

€2,300 - 4,600

No Reserve



07

1950 MATONNAT SPEEDBOAT

Length overall: 14' 9" (4.5m)

Beam: 5' 1" (1.55m)

Motor: Evinrude Big-Twin outboard rated at 18.4kW (24.67bhp)

This supremely elegant speedboat was built in 1950 by Pierre Matonnat at his firm's boatyard in Arcachon on France's Atlantic coast. Founded by Gaspard Matonnat in 1933, this boat builder made dinghies, cabin cruisers, and speedboats of traditional wood construction. Hard hit by the industry's almost wholesale adoption of glassfibre in the 1960s, the firm was restructured in 1979 as SECM Matonnat. Purchased at an auction in Amiens, France, this Matonnat speedboat has belonged to the current vendor since 2012. A totally original 'barn find' when acquired, the boat has been restored in Saint Malo by the well-known boatyard, Bob Escoffier Maritime. Now retired, Bob worked on the Matonnat with his daughter Servane Escoffier, the wife of yachtsman Louis Burton. They completely and beautifully restored it retaining all the original parts, including the Evinrude outboard motor that worked very well. The vendor has never used the craft, which would need to be returned to the water statically for a while for the wood to expand before any serious use. The Matonnat comes with its own trailer.

£8,000 - 14,000

€9,300 - 16,000

No Reserve

08

1949 LAND ROVER SERIES I 80" 4X4 UTILITY PROJECT

Registration no. CCF 478

Chassis no. R06104462

Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. Continuously developed over the course of more than 60 years in production, the supremely versatile Land Rover has proved itself adaptable to innumerable civilian and military roles. It was a sad day for 4x4 enthusiasts when the last Defender model rolled off the Solihull production line in January 2016; the Land Rover's successor is keenly anticipated. 'CCF 478' is a very early and equally rare Land Rover Series I 'lights behind grille' model. The vehicle was purchased new in 1949 by the Ampton Estate in Suffolk and served as the gamekeeper's transport there. In 1959 the Land Rover briefly passed into ownership in Kings Lynn (name in the logbook indecipherable), before moving to the Ousden Estate Shoot. When the tenancy of the Ousden Estate and therefore the shoot passed to the vendors family in 1965 'CCF 478' went with it and has remained in his family's possession ever since. Offered in need of complete restoration, this potentially most rewarding project comes with an old-style logbook and is sold strictly as viewed.

£10,000 - 15,000

€12,000 - 17,000



09

2009 LAND ROVER DEFENDER 110 XS 4X4 UTILITY

Registration no. YF09 NZS

Chassis no. to be advised

Following the successful reception of the all-new Land Rover Discovery in 1989, it was decided to give the traditional Land Rover its own name: Defender. Despite, or perhaps because of, being recognisable related to the very first Land Rover of 1948, the Defender retained a steadfastly loyal customer base; indeed, in the UK in 2013 it even managed to out-sell the Range Rover. Its successor is keenly awaited. Purchased new by the current vendor, this Defender 110 XS has covered circa 61,000 miles from new and is presented in commensurately good condition. As an XS model its generous specification includes half-leather seats; heated front seats; electric front windows; remote central locking; air conditioning cold climate pack; and heated front windscreen. To this list is added a host of desirable 'extras', many fitted by the supplying dealer. These include a nudge bar and spotlights; roof rack and spotlights; snorkel air intake; side steps; dog guard; five-spoke black alloy wheels; aluminium front rock guard; rear winch bumper and tow bar; winch with remote control; checker plate rear floor; two-man roof tent with access ladder; Bluetooth radio; and a reversing camera (full list available). This obviously much cherished vehicle comes with full service history with Rybrook Land Rover and Holme Valley Motor Engineers, both of Huddersfield, and is MoT'd to 29th October 2019. The original Land Rover radio/CD (with code) is included in the sale.

£18,000 - 24,000

€21,000 - 28,000

No Reserve



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

1963 VOLKSWAGEN TYPE 2 'SPLIT SCREEN' CAMPER VAN

Registration no. ANH 273A

Chassis no. 1110032

- Desirable 'Split Screen' model
- Professionally restored during 2009
- Dry stored since restoration
- 2,084cc long-stroke high-torque engine
- Well specified bespoke interior by McKinnon Campers



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

By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide. The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined. The most obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'. Power units grew in size from 1.6 to 2.0-litres before production ceased in 1978 with the introduction of the third generation.

This camper van's body was purchased from FBI Services in 2006 as a bare shell, imported from the USA; the vehicle was then restored and converted by JME Healeys between 2007 and 2008. Works carried out included conversion from left- to right-hand drive and switching the 'barn doors' to hang on the left side. A 2,084cc long-stroke high-torque engine was fitted, rebuilt around a new cylinder block and breathing via twin Weber carburettors. Other noteworthy features include a full oak veneer interior by marque specialists McKinnon Campers; 'rock 'n roll' bed; electric refrigerator; two-burner gas hob and sink 'combi'; new fabric seating; and new leather seats to the front.

Dry stored since the restoration's completion in 2009, the camper is described by the private vendor as in generally excellent condition. Accompanying documentation consists of sundry restoration bills from both JME Healeys and McKinnon Campers, current MoT, and a V5C Registration Certificate. The perfect companion for Goodwood and other prestigious venues.

£25,000 - 30,000

€29,000 - 35,000

Number '141' of 200 made

1991 RANGE ROVER CSK 3.9-LITRE 4X4 ESTATE

Registration no. H109 BPN

Chassis no. SALLHABM7GA463597

- One owner from new
- Full service history
- All original books
- Five-speed manual transmission
- Circa 47,500 miles from new
- Beautifully original condition



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 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.

A few years before the new version's arrival it had been decided to build a limited edition of 200 two-door cars to celebrate 20 years of the Range Rover. Appropriately, this new model was designated 'CSK', these being the initials of the concept's originator: Charles Spencer King. All 200 were finished in black with silver coach-lines and had beige leather upholstery. But whereas many run-out limited editions feature merely cosmetic differences, the CSK's arrival marked a significant technological development for the Range Rover: the adoption of anti-roll bars front and rear.

Number '141' of the 200 built, this rare and historic Range Rover variant was purchased by the current vendor from the official dealership Harwoods of Pulborough in April 1991. The original bill of sale is on file and the car also comes with full service history, all its original instruction books, and every bill accumulated since it was new. Very well maintained, this CSK has been kept in a heated garage all its life and been MoT'd annually, covering a mere 47,500 miles over the course of the last 27 years. Presented in beautifully original condition, it drives well and would be a credit to any private collection.

£38,000 - 45,000

€44,000 - 52,000

12 N

1965 FORD MUSTANG 289CI COMPETITION COUPÉ

Registration no. to be advised

Chassis no. 5R07C233947

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



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

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

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

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

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

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

£45,000 - 65,000

€52,000 - 75,000

13

NO LOT

As campaigned by 'Scuderia Bonhams',
Multiple Goodwood entrant & HRDC class podium finisher
1961 RILEY 1.5 HISTORIC COMPETITION SALOON

Registration no. WSJ 491
Chassis no. RHSR125946

- Developed by CCK Motorsports Ltd
- Prepared most recently by Setford & Co with no expense spared
- 1.8-litre MGB engine and MGB gearbox
- Wolseley 1500 donor car and numerous spares included



Derek Hill, son of 1961 Formula One World Champion Phil Hill, competing in the 2017 Goodwood Revival

Lovingly restored by various previous owners, this Riley 1.5 was in standard road trim when purchased in 2001 by the preceding owner. Converted to racing specification by CCK Motorsports Ltd, its first competitive outing was at Donington Park in 2002. The Riley was immediately invited to participate in the St Mary's Trophy Race at the Goodwood Revival meeting, where it appeared in 2002, 2004, and 2006 driven by celebrity co-driver 'Smoking' John Rhodes in 2002 and 2004 and Marino Franchitti in 2006. Riley 1.5s are relatively rare on the racetrack, so entry to most, if not all, historic events has not proved a problem.

Progressively developed by CCK, the Riley provided its former owner with six years of reliability in both Masters Top Hat and HRSR/HSCC. A very well known car, popular with the public, 'WSJ 491' has raced at Spa Francorchamps and Phoenix Park, Dublin and in the Jack Sears' Trophy Race at The Silverstone Classic Meeting.

'Scuderia Bonhams' acquired the Riley in 2007, since when it has been enthusiastically campaigned by Motor Car Department staffers including James Knight, Sholto Gilbertson, Rob Hubbard, John Polson, and Mark Gold. Prepared and run most-recently by Setford & Co with no expense spared, 'WSJ 491' featured regularly on HRDC class podiums throughout 2017, and in 2018 finished 6th in the Jack Sears Memorial Trophy at the Goodwood Revival.

'The car handles very well,' says professional occasional driver James Wood. 'It is naturally balanced and forgiving, enabling one to carry good speed into and through the corners, essential when closely matched. Balancing it on the brakes is easy and enables the driver to pick up the throttle almost immediately. Very easy and enjoyable to drive.'

In 2008 the car featured in a press call celebrating the 50th, 60th and 80th anniversaries of the British Touring Car Championship, Silverstone circuit and the British Racing Drivers Club respectively. Attended by the likes of Jack Sears, Andy Rouse, Tim Harvey and Jason Plato, the car's lightweight bonnet was autographed by Sears and a copy of the press release is on file.

Correspondence from Setford & Co indicates the car's power output to be 140 BHP and that both the engine and gearbox were last rebuilt prior to the start of the 2018 season. The donor car – acquired in 2017 – is largely complete bar a windscreen, passenger seat and a series of other items. Too lengthy to detail here, an inventory of accompanying spares including engine, drivetrain and body parts is included in the substantial history file, along with invoices, V5 registration document, photographs, race programmes, results and old RACMSA & FIA paperwork. The donor car and assorted spares are available for collection by the buyer from locations in Hampshire (UK).

£16,000 - 22,000
€19,000 - 25,000

Property of a deceased's estate

1961 JAGUAR E-TYPE 3.8-LITRE 'FLAT FLOOR' COUPÉ (SEE TEXT)

Registration no. MAS 648

Chassis no. 860028

- The 28th of 175 right-hand drive 'flat floor' coupés
- Present ownership since 2002
- Professional full restoration in 2002
- Used sparingly since completion



Introduced in 1961, the E-Type caused a sensation when it first appeared, with instantly classic lines and a top speed of 150mph. An optimistic 265bhp was claimed, but whatever the installed horsepower the E-Type's performance did not disappoint; firstly, because it weighed considerably less than the preceding XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the racing D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Aerodynamically, the Coupé was superior to the Roadster and a more accomplished Grande Routière, enjoying a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door. Taller drivers, though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to January 1962 which, for many enthusiasts, remain the most desirable.

The 28th of only 175 right-hand drive 'flat floor' coupés made, this rare early E-Type left the factory in November 1961 finished in Gunmetal metallic with red trim, and was first owned by a Mr E M Miller of London SW7. Its late owner purchased the car from The E-Type Centre, Chilcote, Staffordshire in November 2002 (purchase receipt on file).

Previously registered 'EMM 8', the car had been fully restored by The E-Type Centre immediately prior to delivery, as evidenced by their accompanying photographic record (perusal recommended). A bare-metal re-spray was carried out as part of the restoration and the following upgrades fitted: Kenlowe cooling fan, electronic ignition, Coopercraft 4-pot brake callipers with Kevlar pads, stainless steel exhaust system, Thatcham Category 1 alarm, Polybushes front and rear, halogen headlamps, door mirrors, chromed wire wheels, alternator conversion, and a Series 2 brake servo conversion (detailed invoice on file). It should be noted that this car now has foot wells (it is assumed that the original flat floors were replaced during the restoration).

Following the completion of the restoration, the E-Type was used sparingly and for most of the last 16 years has been kept inside a Carcoon when not in use. It should also be noted that 'MAS 648' has not seen much use of late and as such will require some sympathetic restoration and cosmetic re-commissioning before returning to the road. Accompanying documentation consists of invoices and correspondence relating to its previous ownership; numerous bills for parts and servicing; JDHT Certificate; three MoTs (most recent expired 2005); an old-style V5C Registration Certificate; and the aforementioned restoration records.

£60,000 - 70,000

£69,000 - 81,000

1961 CHEVROLET CORVETTE C1 ROADSTER

Registration no. 144 XVE
Chassis no. 1087S107826

- Collectible 'duck tail' model
- Desirable manual transmission
- Single family ownership for some 30 years
- Recently re-commissioned



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical restyle for '56 consolidated the 'Vette's position in the market. A facelift for 1958 saw the Corvette gain a quartet of chrome-rimmed headlamps and a host of other more minor styling changes. Perhaps not surprisingly, alterations for the next couple of years were few.

By this time, the end of the 1950s, Corvettes had begun to establish an enviable competition record for the marque. Its racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sports car.

Of the '1st Generation' Corvettes, the 'duck tail' models of the early 1960s have a particularly enthusiastic following. This beautiful Corvette roadster dates from 1961, the first year of the 'duck tail' rear end, and has the desirable manual transmission. The current vendor purchased the car last year; owned by the same Belgian family since the 1980s, it was offered in 'barn find' condition and has since been re-commissioned.

The private vendor advises us that the engine runs very sweetly, displaying healthy oil pressure, and that the gearbox, clutch, and brakes work well. The original Chevrolet radio and loudspeaker are in good working order, while the black leather interior trim is very good indeed. Offered with a V5C Registration Certificate.

£30,000 - 40,000
€35,000 - 46,000

17

1968 ASTON MARTIN DB6 VOLANTE

Registration no. YPF 865G
Chassis no. DBVC/3699/R

- Documented ownership history
- Extensively restored in the late 2000s
- Well maintained
- Comprehensive history file



Considered by many to be the last 'real' Aston Martin, the DB6 was launched in 1965, up-dating the DB5. Although Royal patronage of the marque undoubtedly helped DB6 sales, the car arrived at a difficult time for Aston Martin, with the home economy in a parlous state and the US market subject to ever-more restrictive legislation.

Though recognisably related to its Touring-styled DB4 ancestor, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. The wheelbase was now 4" (100mm) longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a re-appearance, but the major change was at the rear where the presence of a Kamm-style tail, complete with spoiler, acknowledged the increasing importance of aerodynamic downforce in sports car design. 'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' declared Motor magazine, concluding that the DB6 was one of the finest sports cars it had tested.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering. The stylish Volante convertible offered four-seat accommodation and was generously appointed with leather upholstery, deep-pile carpets, aircraft-style instrument cluster and electrically operated hood. After 37 Volante convertibles had been completed on the DB5 short-wheelbase chassis, the model adopted the DB6 chassis in October 1966. A total of 1,575 DB6s was made between 1965 and 1970, plus 140 of the long-wheelbase Volantes.

This wonderful long-wheelbase DB6 Volante was registered by H R Owen to Mr I M Stoller of London, W1 in September 1968. Ordered in Platinum (White) with dark blue leather interior and a matching convertible hood, it left the factory equipped with Borg Warner automatic transmission, power-assisted steering, chrome road wheels, power-operated aerial, three-ear hubcaps, and two lap safety belts.



It is believed Mr Stoller kept this DB6 Volante abroad for a number of years before the car was repatriated in 1979 by Mr Philip Hatulja, now under the registration 'GRA 679'. Mr Hatulja parted with the Volante after only two weeks, selling it to Mr Graham Wilkins of London, SW1. Mr Wilkins owned the Aston for a further seven years and re-sprayed it blue in 1980 before selling it to marque specialists R S Williams. In 1987, R S Williams sold the Volante, now registered 'YPF 865G', to Mr Giles Swarbeck, who owned it for a further seven years before passing it on in 1994 to Mr Mogens Skjeltmose, a well-known competitor in historic motor sport. By 1999, the Aston was in the hands of Mr Richard Meins, who listed it for sale with Desmond J Smail in 2002. The car was bought by Mr Mark Ellis, who sold it on to Mr Timothy James Barker in 2008.

Mr Barker then embarked on a project to perfect and preserve the Volante, spending over £100,000 with the likes of Aston London Service, Marksandans, and Bell Classics. The most notable improvement was an upgrade from the Borg Warner automatic transmission to a ZF five-speed manual gearbox, supplied by Aston London Service in 2009 at a cost of £10,000.

There are also invoices for new wire wheels, Pirelli P4000 tyres, new silencers, regular tuning, and a major overhaul in 2009 with a full bare-metal re-spray and attention to the fuel tanks, hood, hood frame, clutch, suspension, brakes, and brightwork. Stripped for the repaint, the interior was re-trimmed with new Wilton deep-pile blue carpets and minor works to the original leather upholstery.

In 2013, Bell Classics rebuilt the gearbox, replaced the clutch, and overhauled the carburettors. At some point during Mr Barker's ownership the engine seized and the cylinder block was replaced with one from a DBS Vantage (the original matching-numbers block comes with the car).

The history file is comprehensive, containing copies of older registration documents recording all previous owners; a copy of the original build sheet; past and current MoT certificates; and copies of invoices from specialists such as Desmond Smail and Ken Shergold among others.

The restoration has mellowed beautifully in the intervening years while the interior is original and has a delightful patina. This DB6 Volante is ready to be enjoyed during the summer months.

£480,000 - 580,000
£560,000 - 670,000

18

Rare right-hand drive example

1967 MASERATI 3.7-LITRE MISTRAL SPYDER

Coachwork by Carrozzeria Frua

Registration no. JNW 999E

Chassis no. AM109 S 069

- One of only 46 3.7-litre models
- Present ownership for 30 years
- ZF five-speed gearbox
- Believed genuine 50,318 miles from new
- Recent extensive mechanical refurbishment





Maserati's survival strategy for the 1960s centred on establishing the company - which hitherto had mainly concentrated on its Grand Prix and sports car racing activities - as a producer of road cars. The Modena marque's new era began in 1957 with the launch at the Geneva Salon of the Touring-bodied 3500 GT. A luxury '2+2', the 3500 GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sportscar unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500 GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500 GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

Last of these classic six-cylinder Maseratis, the Pietro Frua-styled Mistral commenced production in 1963. The 3.7-litre version of the Bolognese manufacturer's long-stroke engine was fitted to most cars, other options being the 3.5-litre or, from 1966, the 4.0-litre unit.

A handsome two-seater on a shortened, square-tube chassis, the Mistral was built in coupé and spyder versions, the former's opening rear window hatch making it an unusually practical car. A five-speed gearbox, disc brakes and fuel injection were standard equipment; automatic transmission, air conditioning and a limited-slip differential the options. Production ceased in 1970, by which time a total of 828 coupés and 123 spyders had been built.

One of only 46 completed with the 3.7-litre engine, this Mistral Spyder was purchased by the current vendor in 1988 and taken to Hong Kong where its owner was working as a lawyer. Regularly serviced and maintained the car benefits from considerable recent expenditure and comes with bills for works carried out in 2018 by respected marque specialists McGrath Maserati, totalling in excess of £18,000. These works included rebuilds of the cylinder head, fuel injection metering unit, front suspension, and the steering mechanism. Other recent improvements include re-chroming of the bumpers and fitting a new convertible hood. McGrath Maserati restored the body around 20 years ago, fitting new sills, and repainted the car at the same time. Representing an exciting opportunity to acquire a rare Spyder version of one of these highly sought-after classic Maseratis, this is a dream come true for any aficionado of fine thoroughbred sports cars.

£350,000 - 450,000
€410,000 - 520,000

1966 ALFA ROMEO GIULIA GTC CABRIOLET

Registration no. KJJ 213D

Chassis no. AR760084

- *Ultra-rare right-hand drive model*
- *The 84th of 99 made*
- *Excellent highly original condition*
- *Maintained by DTR Sports Cars*



Launched in 1963, the Giulia Sprint GT featured classically stylish four-seater coachwork designed by Bertone's Giorgetto Giugiaro, though this was now manufactured not by Bertone but at Alfa's new factory at Arese. Beneath the skin the new coupé utilised the recently introduced 105-Series Giulia TI saloon's five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - early cars excepted - all round disc brakes. The Sprint GT came with 106bhp on tap (up from the TI's 92bhp courtesy of two twin-choke Weber carburettors) an output sufficient for a top speed of around 112mph. Improvements to the inlet ports characterised the more-powerful (109bhp) engine of the Sprint GTV (or GT Veloce) introduced for 1967.

One of the rarer variants was the limited edition GTC cabriolet, the only four-seater convertible in the Giulietta/Giulia family, only 999 examples of which were produced between 1964 and 1966. Subtly restyled by Touring of Milan, the GTC featured a slightly more sloping tail, larger boot, wind-up rear quarter-lights, and a hood that folded unobtrusively into a recess behind the rear seats. Exhilarating driver's cars, the Sprint GT range was an immense success for Alfa Romeo, enjoying a 14-year production run lasting until 1977.

This rare Giulia GTC is the 84th of 99 right-hand drive models made; the whereabouts of only 12 others are known. According to Alfa Romeo Automobilismo Storico, chassis number 'AR760084' was manufactured on 9th March 1966 and sold on the 25th of that month to Alfa Romeo UK, London. The original colour scheme was Hawthorn White with black interior, the same as it is today.

A highly original example, 'AR70084' comes complete with a copy of its original buff logbook confirming matching numbers. Having resided in the UK for most of its life, the Alfa was purchased by a Swiss collector who kept it in Paris with French registration. This previous owner did not stint on maintenance, spending approximately €20,000 on works including a repaint and a new hood. Now back in the UK, the Giulia has been reunited with its original UK registration number from 1966. We are advised that it is in excellent and very original condition, benefiting from a rebuilt gearbox, overhauled brakes, and a full service and tune. During the vendor's ownership, the incorrectly finished dashboard was restored to original condition, with additional holes removed and original fittings replaced; these works being carried out by specialists DTR Sports Cars. Reportedly lovely to drive, very rare, and a must for any Alfa collector, this stylish convertible comes with sundry restoration invoices and a V5C Registration Certificate.

£58,000 - 76,000

€67,000 - 88,000

1986 PORSCHE 911 TURBO COUPÉ

Registration no. C424 LTT

Chassis no. WP0ZZZ93ZGS000528

- *Built to European specification*
- *Imported from Europe in 2000 and in present ownership since 2004*
- *Well maintained by Porsche specialists SCS Porsche of Honiton*
- *Service records dating back to 2002*
- *Sold with spare set of original 'winter' Fuchs alloy wheels*



'The new engine turned out to have enormous marketing power. It became a real status symbol to have that little word 'turbo' on your rear deck, and this fashion spread right across the motor industry.' - Peter Morgan, 'Original Porsche 911'.

This Porsche 911 Turbo was imported in 2000 from Europe by a Mr Bellers. The car was then bought by Mr Sutherland of Devon in 2002 before passing to the current owner in 2004. Its history is not known prior to 2000. At first the DVLA registered the car as 'X631 WTY'; the vendor then ran it with a private plate for a couple of years before obtaining the current age-related registration from the DVLA.

There are records on file for servicing and repairs from 2002 onwards. These include bills for replacing the clutch and flywheel (at 154,259 km); a 12,000-mile service (158,465 km); and new heat exchangers and repairs (159,373 km). The current odometer reading is circa 167,000 km (approximately 103,700 miles).

While in the vendor's care the car has been regularly serviced and maintained by SCS Porsche of Honiton, Devon. Recent maintenance includes replacing the sunroof cables and ensuring their proper functioning; fitting gas struts to the front and rear lids (bills available); re-upholstering the steering wheel; respraying the front and rear bumpers and bonnet; and £800 worth of further renovation to the paintwork and bonnet badge.

In addition, a new set of 'summer' Fuchs-style 16" wheels was fitted in March 2019 and shod with four new Continental tyres at a total cost of £1,370. The original 'winter' Fuchs alloy wheels are to be sold with the car as spare. The car also comes with two handbooks (in German and English), original tool kit, spare wheel, and two sets of keys. Deletion of the air pump and fitting a manual waste gate adjuster, believed by Kremer Garage, are notified deviations from factory specification, and the car also has an immobiliser fitted.

The car has belonged to the current owner for the past 15 years where it has been dry stored in Devon. We are advised by the private vendor that this Porsche has plenty of power, the turbo spooling up quickly and delivering the kind of thrust synonymous with the Type 930. The steering is described as light and direct, and this very useable classic is said to handle and stop as it should. A very good, original example of this iconic and desirable German sports car.

£50,000 - 60,000
€58,000 - 69,000

21 N

Ex-Jolly Club

1967 LANCIA FULVIA RALLYE 1300 HF COUPÉ

Registration no. not UK registered

Chassis no. 818340001201

- One of 882 cars made
- In-period competition history
- Present ownership since 1975
- Extensively restored to original specification in 2017



Based on the Fulvia saloon, a 2+2 coupé on a shorter wheelbase was launched in 1965. Though mechanically similar, the beautiful newcomer had all the visual presence its progenitor lacked and came with a 1,216cc engine producing 80bhp. In 1967 the model was up-rated with the 1,298cc, 85bhp engine, becoming the Fulvia Rallye 1.3. Tuned, lightweight 'HF' versions provided increased performance and formed the basis of the Squadra Corse works team's highly successful rally programme that saw the Fulvia HF 1600 secure Lancia's first Manufacturers' World Championship in 1972.

Although their symbol was a galloping elephant, these cars were true paragons of lightness and efficiency. Producing 101bhp at 6,400rpm, the Rallye 1300 HF's engine was the most powerful 1.3-litre unit used in a Fulvia. There were only 882 cars made, compared with 1,258 Fulvia Rallye 1600 HF's produced between 1969 and 1970.

This beautiful Fulvia Rallye 1300 HF has formed part of the collection belonging to the current vendor, a well-known driver and member of the famous Italia Jolly Club racing team, since 1975. According to the owner, he won multiple events that year, often setting lap records. Previously, the Fulvia had been owned by his friend Giorgio Corti, another Jolly Club driver, with whom he participated in circuit races and hill climbs between 1974 and 1975 in more than 30 competitions. In 1974 alone Giorgio Corti is reported to have won more than 15 races in this car at both circuits and hill climbs.

The vendor informs us that the car was treated to an extensive restoration in 2017, both cosmetically and mechanically, respecting the original specification and in-period preparation done by Gigi Macciocca and Baggioli for its first owner, Giorgio Corti. Finished in dark red/white with black interior, this is an historically important Lancia Fulvia 1300 HF which presents beautifully.

£50,000 - 60,000

€58,000 - 69,000

1970 MINI COOPER 1,275CC 'S' MKII SPORTS SALOON

Registration no. VKA 310H
Chassis no. C-2ASB/1373558

- *Ex-Liverpool Police*
- *Recent no-expense-spared restoration*
- *Can be dressed as a Police car within a few minutes*
- *Ideal for any of the Goodwood meetings*



Considered by automobile historians to be one of the most important and influential designs ever, the Austin/Morris Mini was in production for 40 years and today remains the most enduring icon of the British motor industry.

To many though - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous. The Mini Cooper soon established its credentials as a rally and race winner, and the stage was set for even faster versions. The first of these - the 1,071cc Mini Cooper 'S' of 1963 - took engine development a stage further and provided the basis for the 971 'S' and 1275 'S' of 1964. The ultimate Mini of its day, the 1275 'S' pumped out 76bhp while remaining exceptionally flexible and was good for a genuine 100mph - an astonishing performance at the time.

This late Cooper S Mark II was delivered new via Lookers of Warrington and registered to Liverpool Police Force in March 1970, forming part of Liverpool & Bootle Constabulary's annual purchase of 27 such cars. Purchased over the period 1967 to 1971, these Mini Coopers were replaced after one year's use. The Mini Cooper Register knows of only eight survivors of the 27 1970 cars, of which only five are still in Police livery.

Finished in its original shade of Glacier White, 'VKA 310H' benefits from a recent no-expense-spared restoration costing over £30,000. Well known within the owner's club, this Mini can be dressed as a Police car within a few minutes, and so presented would be a guaranteed head-turner at any of the Goodwood meetings. Accompanying documentation includes a BMIHT certificate, a V5C Registration Certificate, and a file of invoices and receipts. Described by the current vendor as in good condition throughout, with very good paintwork, this is an exceptional example of a rare Cooper S variant.

£25,000 - 35,000

£29,000 - 41,000

1969 LAMBORGHINI ESPADA 400 GT SERIES I COUPÉ

Coachwork by Carrozzeria Bertone

Registration no. VVK 370G

Chassis no. 7216

- Delivered new to France
- One of only 186 Series I cars
- Original Bianco (white) livery
- Large file of bills from 1998 onwards with over €93,000 spent since 2008
- Engine professionally overhauled in 2018



'Carrozzeria Bertone unveiled one of its motor show sensations at the 1967 Geneva event, the Marzal. This dramatic concept car was seen as an approach to a four-seat Lamborghini... and it turned out to be a forerunner of the Espada, a genuine four-seater and a distinctive 1960s supercar.' – David Hodges, *'Lamborghini – The Legend'*.

Named after a matador's sword, the Espada was styled along lines similar to those of the stillborn, rear-engined, six-cylinder Marzal but carried its 4.0-litre, four-cam V12 up front. The latter - first seen in the 400GT and used also by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive, Bertone-styled coupé to 150mph. Islero running gear was employed but wedded to a platform-type, semi-monocoque chassis rather than the former's tubular frame. Introduced in January 1970, the Series II cars came with an extra 25bhp, 155mph top speed, an improved dashboard layout and the option of power assisted steering. The dashboard was revised yet again in late 1972 for the Series III, which also incorporated power steering as standard, up-rated brakes, minor suspension improvements, and a restyled front grille. Espada production ceased in 1978 after 1,217 of these imposing coupés had been built, of which only 186 were Series I examples. Even today there are few cars that can match the on-road presence of the Espada.

Built to European specification in Sant'Agata Bolognese and delivered new to France, this Series I Espada comes with a large file of bills dating back to 1998. Over €108,000 worth of work has been carried out on the car since 1998, including overhauls to the engine, gearbox and clutch undertaken by P3 Automobiles of Cannes in 2009 totalling €30,500 as well as benefitting from the care of Lamborghini specialists Michel Mercier Automobiles in Paris and Automobili Lamborghini. In 2016 the car was repainted in its original Bianco (white) livery by Carrosserie Martin in Paris and a ceramic coating was applied to the paintwork in 2017. A 'Rapport D'Evaluation' by Cerede Bonoron Expertises in 2017 describes the vehicle to be 'in a very satisfactory condition both mechanically and in the bodywork and saddlery'. Other recent work saw the carpets reconditioned, including in the trunk. The only deviations from standard are the fitting of air conditioning and a key circuit breaker for added security.

Chassis number '7216' belonged to French collector Mr Vincent Pierrat from 1998 to 2017 when it passed via a Mr Poujol to the current vendor. Since then the engine has been overhauled again (by Revolution Vehicles in the UK) as the car had been standing, unused, for some time (see bill for £13,000 on file). Described by the private vendor as in generally excellent condition, this beautiful Lamborghini Espada also comes with French 'MoT' certificates, a dating/specification letter, a professional Evaluation Report (2017), current UK MoT, and a V5C Registration Certificate.

£80,000 - 120,000

€93,000 - 140,000

24 * N

1988 BMW ALPINA C2 2.7 SPORTS SALOON

Registration no. not UK registered
Chassis no. WAPC225008C200074

- One of only 74 produced specifically for Japan
- Left-hand drive
- Automatic transmission, sunroof, air conditioning, power steering
- Recent extensive renovation to original specification
- Alpina certification



Successor to the well liked 1602/2002 range, the first BMW 3-Series (code E21) debuted in 1975 and would go on to sell even better than its predecessor before being replaced in 1982 by the second generation (E30) models. Tuned 3-Series models modified by the German firm of Alpina first went on sale in 1976. Founded by Burkard Bovensiepen, Alpina had begun tuning BMWs in the 1960s before the Bavarian company's own Motorsport Department launched its now famous 'M' range. A close collaborator with BMW from its earliest days, Alpina enjoys motor manufacturer status in Germany and can take much of the credit for establishing BMW's high performance image thanks to a succession of sensational road cars and countless race-track victories.

The ultra-rare Alpina sports saloon offered here is based on the four-door 325i (E30) and has the 2.7-litre version of BMW's M20 six-cylinder engine producing around 207bhp. It is one of only 74 made specifically for the Japanese market and was sold there via Nicole Racing (Alpina's sole distributor in Japan). Built in March 1988, this car is number '74' of this limited series and thus the last to be produced.

It has covered circa 110,300 kilometres (approximately 68,500 miles) from new and is presented in generally good, age-related condition. Noteworthy features include automatic transmission, a sunroof, power steering, air conditioning, power windows, coloured window glass, AM/FM radio/cassette, sports seats, and central locking.

Chassis number '74' benefits from recent renovation to original specification with no expense spared. Undertaken in 2018, these extensive works included replacing numerous parts with new and correct Alpina components, an almost complete re-spray, and fitting a new battery and tyres. The dashboard was replaced at the same time and a new centre console installed, but otherwise the interior remains almost entirely original. In addition, Nicole Racing carried out a major service in 2018, replacing numerous parts in the process. A full list of all works carried out and parts replaced is available for inspection (recommended). A certain future collectible, this rare luxury sports saloon comes complete with a genuine tool kit and Alpina certification.

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

£25,000 - 45,000
£29,000 - 52,000

1999 HONDA NSX COUPÉ

Registration no. T7 TDS

Chassis no. JHMNA2140WT000008

- One owner
- Later 3.2-litre model with six-speed manual transmission
- Serviced by supplying main dealer from new
- Highly original and in exceptional condition
- Circa 20,000 miles from new
- Fully documented



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. Honda was already committed to Formula 1, supplying engines for 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.

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.

In 1997 the NSX underwent a performance upgrade that saw the arrival of a larger (3.2-litre) engine with increased power and torque, which cut the 0-60mph time to 4.7 seconds. This revised model, being the type offered here, also featured a six-speed manual gearbox, variable power-assisted steering, and a drive-by-wire throttle.

A UK-delivered, one-owner, low-mileage car equipped with the desirable six-speed manual transmission, this example has been serviced by the supplying dealer from new and as such represents the 'Holy Grail' for British NSX aficionados. The NSX-enthusiast vendor's second example, this particular car was purchased new by him from main dealer Guy Salmon Honda and first registered in March 1999, since when it has covered circa 20,000 miles (all supporting bills and MoTs are on file). Furthermore, it has been regularly serviced by the original dealer and more specifically by the same mechanic, Alan Davis, an acknowledged NSX specialist. Finished in black with highly attractive, and rare, caramel coloured leather seats, the car is in immaculate condition and is fitted with a Cobra NavTrak tracking system, which can easily be reactivated if required. Offered for sale only because the vendor is emigrating, this beautiful Honda NSX represents a rare opportunity to acquire a superb example of one of the defining supercars of the 1990s.

£45,000 - 55,000**£52,000 - 64,000**

1965 ALFA ROMEO 2600 SPRINT COUPÉ TO FIA COMPETITION SPECIFICATION

Coachwork by *Carrozzeria Bertone*

Registration no. HHU 768D

Chassis no. AR854335

- *Left-hand drive*
- *FIA and HSCC papers*
- *Engine rebuilt four races ago (195bhp)*
- *Ideal for the HRDC's 'Classic Alfa Challenge'*



Introduced in 1962, Alfa Romeo's 106-Series 2600 range was a direct replacement for the preceding 102-Series 2000 cars. The latter's chassis design and body styles were retained, with minor revisions and improvements, but in place of the old, long-stroke, 2.0-litre, four-cylinder engine was a new, 2,584cc, twin-cam six clearly descended from the immensely successful Giulietta. A maximum output of 145bhp was claimed for this unit when installed in the Sprint coupé and Spider, good enough for a top speed of around 125mph in 5th gear, and *Cars Illustrated* magazine reckoned this magnificent power unit 'one of the smoothest, quietest running sixes, irrespective of the speed at which it is running, in our experience.'

Carrozzerias Touring and Bertone were responsible for the 2600 Spider and Sprint Coupé respectively, both of which looked like their 2000 predecessors. Approximately 2,255 Spiders and 6,999 Sprint Coupés were produced between 1962 and 1966, and today these rare and under-appreciated models are becoming increasingly sought after by discerning collectors.

This Alfa Romeo 2600 Sprint Coupé was purchased by the private vendor as his first competition car. An ideal starter car for historic motor sport, it has been raced for three seasons in HRDC and HSCC events both at home and abroad and is eligible for many other historic meetings including the Goodwood Revival, which it attended a few years ago. The Alfa was restored in the early 2000s, and while in the vendor's ownership the engine and gearbox have been rebuilt (the former four races ago). We are advised by the vendor that the car has proven reliable and competitive, finishing 2nd and 3rd in class at its last HRDC race at Donington Park.

Well known in historic racing circles, 'HHU 768D' is ideal for the HRDC's new 'Classic Alfa Challenge' series. It is offered with both FIA and HSCC papers, and comes with a spares package that includes four wheels and tyres.

£30,000 - 40,000

€35,000 - 46,000

1986 PORSCHE 911 TURBO SE 'SLANT NOSE' COUPÉ

Registration no. COY 930

Chassis no. WP0ZZZ93ZGS000987

- Ultra-rare 911 variant
- One of only 18 'slant nose' RHD cars built for the UK in 1986
- Well known in Porsche Club GB circles
- Circa 4,941 miles from new



'The new engine turned out to have enormous marketing power. It became a real status symbol to have that little word 'turbo' on your rear deck, and this fashion spread right across the motor industry.' - Peter Morgan, *'Original Porsche 911'*.

Combining the turbocharged engine with bodywork in competition style, the 911 Turbo SE 'slant nose', as seen here, is one of the rarest and most desirable of modern Porsches. Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930': the legendary 911 Turbo. In production from April 1975, the Type 930 Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph (250km/h). But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph (62km/h) in 14 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows.



The Turbo's engine was enlarged to 3.3-litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph (257km/h). Originally sold only as a closed coupé, the Turbo became available for the first time in both Targa and cabriolet forms in 1988.

The 911 Turbo's raison d'être - the racing Type 935 - had pioneered what would come to be known as the 'slant' or 'flat' nose, and this new look was soon in demand from 911 customers. Kremer Racing offered a conversion, and this service was later taken up by the factory's own Customer Department to special order (Sunderwunschen) from 1981, becoming an official option only in 1986. The front wings were steel, incorporating cooling vents and pop-up headlamps (early examples had them in the air dam) while the rears had extra cooling intakes. There were different sills and along with the body modifications came an even more luxurious interior.

More refined than hitherto yet retaining its high performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age. When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, dealer stocks of the existing Turbo model sold out overnight.

Production of the Type 930 ceased in September 1989, and there would not be another 911 Turbo until the Type 964 version was launched in September 1990.

An ultra-rare variant of an already exclusive model, this right-hand drive, 911 Turbo SE 'slant nose' coupé was delivered new in the UK via official Porsche agent, Charles Follett. Chassis number '987' is documented by the Porsche factory as one of 18 'slant nose' cars built for the UK in 1986 out of a total of 50 of its type built in right-hand drive for the UK up to 1989. This particular car benefits from a factory power upgrade to 360bhp from new, and is equipped with a sunroof, air conditioning, heated electric sports seats, four-outlet sports exhaust, limited-slip differential (40% lock), and factory fitted privacy glass.

One of the best Type 930 SEs known to exist, this car has been a regular sight at Porsche Club GB event, one of its past owners being a former Chairman of the Club. It comes with a substantial history file and, as one would expect, has the correct tools, air pump, and instruction manuals.

£100,000 - 130,000
£120,000 - 150,000

28

1997 FERRARI 550 MARANELLO COUPÉ

Registration no. R115 OAH

Chassis no. ZFFZR49B000107276

- *Delivered new to Dubai*
- *Left-hand drive*
- *circa 79,438 kilometres (approximately 49,000 miles) recorded*
- *Extensive service history*





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

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

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

Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights.

In 2004, *Evo* magazine published a 'Greatest Driver's Cars' feature that pitted the 550 Maranello against the Porsche 911 GT3, Honda NSX-R and Pagani Zonda C12S. The Ferrari won. 'As with all great cars, there's no one facet that dominates the experience,' declared the respected British motoring journal. 'Yes, the engine is mighty, but the chassis is its equal. There's never been a supercar that's so exploitable and so rounded in its capabilities.'

Supplied new to Dubai, UAE via Al Tayer Motors, this Ferrari 550 Maranello was first registered in the UK on 15th September 1997. The car comes with extensive service history dating back to May 1999 (when it was serviced by Evans Halshaw) recording regular maintenance in the UK, Monaco, and Belgium. The most recent service was carried out in September 2017 (at 78,545 kilometres) by independent Ferrari specialists Rardley Motors. Finished in black with tan leather interior, this most sought after Ferrari 550 Maranello is in beautiful condition and running well.

£60,000 - 70,000
£69,000 - 81,000

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

1963 JAGUAR E-TYPE 3.8-LITRE 'SERIES 1' COUPÉ

Registration no. 223 HJJ

Chassis no. 861396

- Original right-hand drive model
- Known ownership history
- Extensively restored between 2005 and 2013



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

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

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub-frame that supported the engine.



At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. Only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

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

Manufactured on 11th December 1963, this right-hand drive coupé was sold via distributor Henlys of London to the dealership KDM & Cherrington Ltd of London W1. Its first private owner was Mr N Bailey of London NW1.

Between 1969 and 1972, the Jaguar had four owners, all in the Hertfordshire area, and in the late 1970s was sold in a derelict state to Mr Brian Jones of Dunstable. The car was still in a derelict state when it was bought in the mid-1990s by the late David Ham, the long-time Jaguar enthusiast and collector, who was also a highly accomplished racer of a Lister-Jaguar throughout the 1950s.

The E-Type was then kept in storage for a number of years before being completely restored between 2006 and 2013 (it is understood that the engine had been rebuilt by a previous owner). Works carried out included fully restoring the body with new panels as necessary; re-spray by Retford Auto Finishers; interior re-trim by Aldridge Trimming; new wiring loom; and the installation of a Kenlowe electric cooling fan. Restoration invoices are on file and the car also comes with a (copy) old-style logbook and a V5C Registration Certificate.

In September 2017 the late David Ham's estate offered this E-Type for sale at Bonhams' Goodwood Revival Meeting auction (Lot 242) where it was purchased by the current vendor. Described by the latter as in generally very good condition, '223 HJJ' represents a wonderful opportunity to acquire an example of the iconic Jaguar E-Type in its earliest and purest form.

£90,000 - 130,000
€100,000 - 150,000

1960 PORSCHE 356B 1600S T5 CABRIOLET

Registration no. PSL 997

Chassis no. 153145

- Original right-hand drive model
- Porsche Super 90 engine
- Known ownership history
- Fewer than 300 miles covered since engine rebuild in 2013



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.

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders including Drauz of Heilbronn, d'Ieteren of Brussels and its long-time collaborator and close neighbour, Reutter.



By the time the 356B arrived in September 1959, the car had gained a one-piece rounded windscreen and 15"-diameter wheels, and the newcomer's introduction brought with it further styling revisions. 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.

Right-hand drive chassis number '153145' was delivered from Stuttgart to its first owner, Noren Helge of Skellefteå, Sweden and registered there on the 4th April 1960 (Sweden drove on the left at this time, hence the RHD configuration). Helge kept the car for four years before selling it to a Mr Simon Bostrum of Skellefteå in August 1964. The car next changed hands in April 1966, passing to its fourth owner in 1968.

On 20th May 1970, the car travelled south to Stockholm when it was sold to a Mr Ake. In 1976 the Porsche was purchased by Per Horlen, who undertook a thorough restoration, including an engine rebuild, which was completed in 1977.

A world-renowned Bugatti collector, Horlen kept the car until 1999 when it passed to Michael Olsson, who brokered a deal with a Mr Bromwich of Shropshire, UK. Bromwich undertook the car's second restoration in 2000 (bills on file). On completion, the Porsche was entered in the Meguiar's Concours at the NEC Classic Car Show, receiving a 1st-place award and featuring extensively in the Sky documentary 'The Classic Car Club'. A copy of the DVD is in the file.

The Porsche changed hands again in 2006, passing to Mr Gallannaugh of Wimbledon. In 2013 the engine - from a Super 90 - was rebuilt by marque specialists Charles Ivey, and the car has covered fewer than 300 miles since then. In addition, world-renowned Porsche 356 expert Roger Bray undertook a further £22,000-worth of mechanical works in March 2017.

Offered with an extensive history file dating back to when it was new, containing among other documents a Porsche Letter of Origin and a host of MoTs stretching back to its arrival in the UK in 2000, this rare original right-hand drive T5 Cabriolet has enjoyed enthusiastic ownership all its life and will surpass expectations.

£120,000 - 140,000
£140,000 - 160,000

31

1933 ALVIS SPEED TWENTY SB TOURER

Coachwork by Cross & Ellis

Registration no. JF 5206

Chassis no. 108833

- *SB model with all-synchromesh gearbox and independent front suspension*
- *Present ownership for 10 years*
- *Recent mechanical overhaul (including engine)*
- *Overdrive transmission*
- *Ideal historic rally car*





Pushing on during the 2016 Flying Scotsman. A very capable long distance tourer ideal for endurance rallies.

© Gerard Brown



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

Introduced for 1932, the Alvis Speed Twenty was a fine quality, sporting car in the Coventry marque's best traditions. Carried over from the preceding 20hp Silver Eagle, the 2,511cc, six-cylinder, overhead-valve engine produced 90bhp on triple SU carburettors, an output sufficient to propel the tourer-bodied versions past 90mph. The low-slung Speed Twenty chassis was all new, addressing criticisms levelled at the 'tall-in-the-saddle' Silver Eagle, offering levels of grip and controllability matched by few of its rivals. 'When cornering it is not only free from rolling – the low build sees to that – but the layout is such that it clings to the intended path at quite unexpected speeds, and when centrifugal force does eventually produce a skid it is of the rear wheels only and easily controlled,' observed *Motor Sport's* tester.

This particular Alvis is an example of the second-series (SB) Speed Twenty with the all-synchromesh gearbox and independent front suspension, making it one of the more technologically advanced British cars of its day. Chassis number '108833' carries four-door tourer coachwork by Cross & Ellis. Founded in Coventry in 1919, Cross & Ellis supplied bodies under contract to the local motor industry, enjoying a long, though sometimes troubled, relationship with close neighbours Alvis. Indeed, its four-door tourer bodies on the larger Alvis chassis are regarded as among its finest work. It is estimated that only some 40 SB tourers were bodied by Cross & Ellis.

'JF 5206' has been in the private vendor's possession for the last 10 years having belonged to the preceding owner for over 45 years. Sympathetically maintained but never restored, the car benefits from a recent mechanical overhaul, including refurbishment of the engine (bills available). While in the vendor's care the Alvis has been used infrequently and mainly for rallies such as the Flying Scotsman (2013 and 2016) and Wolseley, its overdrive transmission and very tractable and long-legged nature making it ideal for events such as these. A full set of weather equipment is included in the sale.

£85,000 - 125,000
€98,000 - 140,000

1924 BENTLEY 3-LITRE 'SIMPLEX' DROPHEAD COUPÉ

Coachwork by H J Mulliner

Registration no. CF 5654

Chassis no. 747

- *Original body*
- *Known ownership history*
- *Restored in the 1980s*
- *Engine professionally rebuilt in 2008*
- *Ideal for Bentley's 100th Anniversary celebrations in 2019*

With characteristic humility 'W O' was constantly amazed by the enthusiasm of later generations for the products of Bentley Motors Limited, and it is testimony to the soundness of his engineering design skills that so many of his products have survived. From the humblest of beginnings in a mews garage off Baker Street, London in 1919 the Bentley rapidly achieved fame as an exciting fast touring car, well able to compete with the best of European and American sports cars in the tough world of motor sport in the 1920s.

Bentley's domination at Le Mans in 1924, 1927, 1928, 1929 and 1930 is legendary, and one can only admire the Herculean efforts of such giants as Woolf Barnato, Jack Dunfee, Tim Birkin and Sammy Davis, consistently wrestling the British Racing Green sports cars to victory. Bentley's first car was the famed 3-Litre, approximately 1,600 of which were made between 1919 and 1929, the majority being bodied by Vanden Plas with either open tourer or saloon coachwork.

The following description draws heavily on the typically thorough illustrated report on '747' compiled in February 2019 by renowned marque authority, Dr Clare Hay (perusal recommended). Bonhams would like to extend its thanks to Dr Hay for her assistance.

Chassis number '747' was built in 1924 as a Standard model on the 10' 10" wheelbase, and left the Cricklewood works fitted with engine number '756'. The latter number is stamped to the magneto turret and cam chest, while the crankcase is stamped '726'. Engine number '726' originated in chassis number '714', as did this car's gearbox ('226'), and it seems likely that these components were swapped during the 1930s while both cars were in Ireland. Built by H J Mulliner, one of London's foremost coachbuilders, the drophead coupé body is almost certainly the original, albeit converted from two-seats-plus-dickey to the current arrangement of a close-coupled four-seater with boot (see below).





Retailed via Gaffikin Wilson, one of the major Bentley dealers in London, this 3-Litre was registered (as 'CF 5654') on 1st November 1924, its first owner being Francis William Rhodes of Dalham Hall, Newmarket. In 1927 the Service Record lists a new owner - C L Warwick of Hadley Wood Hertfordshire - followed almost immediately by D W MacGregor of Sherborne, Dorset and London. Passing through the hands of two more owners in the early 1930s (Messrs C Ide and J Royds respectively), 'CF 5654' was resold by Bentley Motors to F C Butterworth of Carrickmines, County Dublin, Ireland in August 1933. This 3-Litre's low-geared steering and well-base wheels and tyres are typical of updates carried out by Bentley Motors in the 1930s to cars offered for resale. It seems likely that the aforementioned alterations to the body were carried out at around this time together with converting the windscreen from three panes to a single pane. The last entry in the Service Record lists J E Walsh of Tivoli, Cork as owner in 1935.

There is the usual wartime gap in the Bentley's history, the next owner being Samuel Alexander Wallace in 1952, as recorded in the Suffolk County Archives at Bury St Edmunds. The next owner was J Ellis (1959) and then J M P Ott in the USA (1962). Resident in the United States for several years, the Bentley had returned to the UK by 1980. Offered for sale by Roland Duce, it was next owned by Brian Mather (from 1981) followed by K W Tams (1985), Robert D B Mills (1997), Robert H Brown (2003) and Adam Singer (2009). The current vendor acquired 'CF 5654' some half-a-dozen years ago. It is understood that the car was restored during the 1980s while owned by the aforementioned K W Tams. Works carried out included a complete engine overhaul, replacing defective body frame woodwork, fitting new aluminium panels as necessary, re-upholstering the seats and door cards, installing new carpets, and a re-spray. Dated 1988, the only related bill in the history file is from S Brunt Ltd of Silverdale, Staffordshire for the engine rebuild.

There are subsequent invoices from Goudhurst Services (October 2002 and February 2003) for servicing work, new hub spinners, starter motor rebuild, etc. Later invoices detail new white metal bearings by Formhalls and the con-rods being crack-tested prior to engine re-assembly by Stuart Fearnside in 2008.

A specification sheet on file from previous owner Robert Mills which was compiled circa 2001 states that the Bentley sported a BM2391 camshaft with the rear bearing modification, B-type four-speed manual gearbox, reconditioned 3.785 (Speed Model) crown wheel and pinion, new 4.5 Litre-type water pump (with the pump drive gear running in an oil bath), negative earth electrics, Kenlowe fan, Smiths five-jet carburettor, modern full flow oil filter conversion, 4 1/2 Litre steering box (very desirable), replacement main thrust bearing, Stage II Perrot shafts and modern oil seals for the half shafts' extremities. Mr Miles completed a 3,500-mile tour of New Zealand with the Bentley Drivers' Club in 1999. Subsequently rallied by the vendor on numerous BDC events in the UK and overseas including the 2014 North America Vintage Bentley Meet, and more recently on the Vintage Sports-Car Club Champagne Rally in 2018.

'747' has been maintained by marque specialist Stuart Fearnside of S F Racing since 2010, and is offered in ready to use condition. One of relatively few Cricklewood Bentleys retaining its original body, 'CF 5654' represents an ideal acquisition with which to enjoy the many celebrations planned for the marque's 100th Anniversary in 2019.

£260,000 - 320,000
€300,000 - 370,000

1954 MILLER SHOOTING BRAKE

Registration no. PUO 966 (see text)

Chassis no. GPM/1/1954

- Unique creation by its first owner
- Effectively three owners from new
- Austin-Healey 2.9-litre six-cylinder engine and three-speed/overdrive gearbox
- Partially restored in the 2000s
- Present ownership since 2005



Hand built by nurseryman Geoffrey Percival Miller of Braunton, Cornwall at a time when most domestic car production was earmarked for export, this handsome shooting brake first took to the road in May 1954 having taken five years and 5,500 hours to complete. 'I planned to do it in 1,000 hours,' Miller told a colleague. He was no stranger to the world of self-building though, having made his own motorcycle some ten years previously.

Miller's latest creation attracted considerable attention on its first outing according to *The Western Times & Gazette*, which reported that, apart from a few production parts used for the coachwork, its creator 'worked from raw materials, doing all the welding, curving, and bending himself; and he bent the wooden framework by steaming each piece for 15 hours'. The engine was described as a 2.5-litre, overhead-cam six, and Mr Miller was said to be planning to replace the conventional gearbox with a fluid flywheel and pre-selector transmission, although in the 1960s a 2.9-litre Austin-Healey engine and three-speed/overdrive gearbox were installed.

The accompanying history file contains a wealth of information accumulated during the car's early years, including Geoffrey Miller's hand-written notes concerning servicing and overhauls.

Always lovingly maintained, 'PUO 966' remained in the Miller family's ownership until it was sold by his son Richard and daughter Mrs Jane Haig at Brooks' Beaulieu auction in September 1999 (Lot 513), its buyer being a German collector. While in the latter's ownership the Miller was partially restored, as evidenced by a selection of 'work in progress' photographs in the history file, and in 2003 it was pictured in *Classic & Sports Car* magazine's report on that year's Goodwood Revival Meeting (October edition, page 15). A copy of the article is on file together with various press cuttings, German registration papers, the aforementioned restoration photographs, copy of an old UK V5C document and bills for an electrical overhaul (see below). We are advised that the registration number is still recorded with the DVLA and may be recoverable.

The current vendor, another German collector, bought the Miller from the aforementioned purchaser in 2005. Carefully maintained since then, the electrics being professionally overhauled in 2006, the car has seen little use because of the owner's other commitments (and many other vehicles). The Miller drove smoothly on a recent short test run. To say this car represents a unique opportunity is no flight of fancy, for one thing is certain: its fortunate new owner will never find themselves parking it next to another one!

£45,000 - 55,000
€52,000 - 64,000

1958 JAGUAR XK150 3.4-LITRE ROADSTER

Registration no. 658 UYT

Chassis no. S830960

- *Supplied new to the USA*
- *Left-hand drive*
- *Recent (2014-2016) body-off restoration*



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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed.

'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available also. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

This stunning left-hand drive XK150 roadster was supplied new via Jaguar Cars New York to a Mr Charles Counts (chassis and engine numbers match the factory data sheet). It benefits from a recent (2014-2016) body-off restoration and has covered only a very few shakedown miles since the rebuild's completion. Finished in Carmen Red with black interior, the car is offered with a JDHT Heritage Certificate and various restoration invoices and photographs.

£70,000 - 90,000
€81,000 - 100,000

1965 JAGUAR MARK 2 3.8-LITRE COMPETITION SALOON

Registration no. ECD 257C

Chassis no. 168236DN

- *Previously campaigned successfully by Chris Scragg*
- *Present ownership since 2011*
- *Engine rebuilt in 2018*
- *Most recent outing 2017 (Bernina Gran Turismo Hill Climb, Switzerland)*
- *Eligible for various historic motor sports events and series*



This impressive Jaguar is a fully race prepared Mark 2 that has been successfully campaigned over the last six years, initially by Chris Scragg, with support by M&C Wilkinson, and latterly by the Woodham Mortimer racing team.

Manufactured in 1965, this Jaguar is an original right-hand drive example that left the factory fitted with a 3.4-litre engine. The car led an unremarkable life for its first 20-or-so years until it was acquired by Michael Wilkinson, proprietor of the famous M&C Wilkinson race preparation and support business. Michael kept the car for a further 20 years until he sold it to racing driver Chris Scragg, who had M&C Wilkinson rebuild it at enormous cost into a fabulous historic racer, complete with an up-rated 3.8-litre engine. Scragg entered the car in the Masters Historic racing series and the pair proved a potent combination, ending up class or outright winners in almost every event they entered. The car competed at most of the major UK circuits throughout 2011 and took outright victory in the Top Hat Master Series at Snetterton in October 2011.

Following Scragg's successes in 2011, the Jaguar was put up for sale and purchased by Woodham Mortimer, who undertook a thorough overhaul in anticipation of further competitive appearances. This work involved a full mechanical strip down including no-expense-spared rebuilds of the engine, gearbox, suspension, and rear axle. A new dashboard was designed and fitted together with a replacement wiring loom, programmable ignition system, additional spot lights (for night endurance racing), Öhlins shock absorbers, overhauled 2" SU HD8 carburetors, and oil coolers for the gearbox and rear axle. In this highly developed form the car ran with success at the Nürburgring in 2012 and 2013 as well as competing in the prestigious Spa 6-Hour Race in 2015. Most recently the Jaguar has successfully competed at the 2017 Bernina Gran Turismo Hill Climb in Switzerland, while in 2018 the engine was rebuilt for endurance racing.

Offered in fully race-prepared condition and eligible for many of the world's major historic events, this potent Mark 2 represents a wonderful opportunity to acquire a proven Jaguar racing saloon.

£70,000 - 90,000
€80,000 - 105,000

1962 PORSCHE 356B SUPER 90 COUPÉ

Registration no. 791 XUY

Chassis no. 120944

- *European-delivered example*
- *Rare, twin-grille, sunroof model*
- *Porsche 912 engine*
- *Extensively restored circa 2000*
- *Maintained regardless of cost by a marque specialist*



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, and are eminently suitable for the gentler touring events on public roads. 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.

A rare, twin-grille, sunroof-equipped model, this Porsche 356B Super 90 was supplied new via agents Kitner of Lubeck, Germany and first registered in August 1962. The car then travelled to the USA, with the last known keeper there being a New York resident who acquired it in 1985. In 1999 a deal was brokered in New York and the car returned to Europe where it was extensively restored and sold in 2002 to a Mr Kechierski of Warsaw. Changing hands once more, it was sold to the UK in 2011.

The car was then serviced by Chris Turner in London before being acquired for his small private collection by the current owner in 2013. Since then the Porsche has been serviced and maintained regardless of cost by a marque specialist, with bills on file totalling over £15,000. Said to perform beautifully, the engine is from a 1969 Porsche 912, while the sensible addition of front disk brakes makes this car even more enjoyable to drive. Serviced in October 2018 by renowned classic Porsche specialist Roger Bray, this desirable European-delivered 356B is ideal for continental touring and a wide range of international events.

£65,000 - 70,000

€75,000 - 81,000

1960 JAGUAR XK150 3.8-LITRE 'S' COUPÉ

Registration no. 5552 PX

Chassis no. T825242DN

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



'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money.' - *The Autocar*.

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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150 'S'. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

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



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

We are advised by the vendor that the car is totally correct, finished in its original colour scheme of Sherwood Green with Biscuit interior, and retains its original engine (number 'VAS1191-9'). Chassis number 'T825242DN' was first registered 5552 PX in May 1960 through the dealership Fields Engineering in Crawley, Sussex to a Mr Oxley. The car remained in the UK for most of its early years, carrying two further private registrations, but for the last two decades or so has resided in Austria. While there it formed part of a private collection and spent most of its life in a small museum. The mileage indicated is some 51,000, and while this figure correct cannot be verified it is believed to be correct.

We are advised that no changes or modifications have been undertaken to the car apart from discreetly placed tow hooks front and rear; a very well engineered anti-bump arrangement to the rear suspension; seat belt fittings; and a 'Halda' type cable drive mechanism fed to the cockpit. The car is described as in excellent condition, with flat side panels and quite remarkable door shuts, often a feature that disappoints with so many XK 150s. The boot area is in mint condition, the engine bay presents very well, the interior is very smart and the underside is fully Waxoyled. The car has been fitted with a new set of 72-spoke chrome wire wheels shod with new Blockley radial tyres.

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

£140,000 - 160,000
€160,000 - 190,000

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, a 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 - 93,000

1972 JAGUAR E-TYPE SERIES 3 V12 ROADSTER

Registration no. YTA 137L

Chassis no. 1S1629

- *The ultimate soft-top E-Type*
- *Present ownership since 1994*
- *Four owners from new*
- *Bare metal cosmetic restoration completed in 2018*



'The V12 E-Type was at its best as a long-distance, high-speed tourer. There were few cars which could match its top speed and 120/130mph cruising ability, even amongst the exotica from Italy, and none at all the silence and smoothness of its engine.' – Paul Skilleter, *The Jaguar E-Type*.

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

Other mechanical changes beneath the Series 3's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car.

Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series 3 from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

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

First registered on 12th January 1973, this Series 3 roadster has belonged to the current owner since 1994 having had only three former keepers. Taken off the road in 2014, the car has since undergone extensive cosmetic restoration that was completed in 2018, though there are no bills available. It benefits from a bare-metal re-spray and new interior trim and hood, and in all other respects is described by the private vendor as in good condition. Accompanying paperwork consists of sundry service and restoration bills, photographs of the bare 'shell' prior to repaint, a V5 registration document, DVLA MoT history printout, and a quantity of MoTs for the periods 1979-1994 and 1997-2010.

£60,000 - 70,000

£69,000 - 81,000

1959 JAGUAR XK150 'S' 3.8-LITRE ROADSTER

Registration no. OTS 999

Chassis no. T820063DN

- One of only 24 RHD 3.8-litre 'S' roadsters
- The ultimate expression of the XK family
- Continuously maintained rather than restored
- Outstandingly original
- Operating, Maintenance, and Service Book signed by Sir William Lyons



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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors, and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150 'S'. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in 'SE' (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

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

Representing the XK150 in its ultimate configuration, with the 265bhp engine and overdrive gearbox, chassis number 'T820063DN' is one of only 24 right-hand drive 'S' roadsters built, making it one of the rarest of all XK variants. Finished in Old English White with red leather interior, the Jaguar was registered as 'OTS 999' and delivered by Henlys Ltd of West Hounslow to the first owner, one R A Hellmuth, on 7th March 1960.



In 1965 the XK was sold to its second owner, a Mr Chandler of Hertford, who in 1972 commissioned the Caxton Engineering Company to carry out extensive refurbishment. That same year he sold the car to a Mr Ballisat, who in turn sold it on to a Mr Woodley of Cardiff in August 1973. A keen enthusiast, Mr Woodley would own 'OTS 999' for some 26 years, keeping detailed records of maintenance, journeys and mileage (see history file). In September 1976, 'OTS 999' won the XK150 Champion Concours Cup at the Sudeley Castle XK Day, and went on to win numerous other awards including a 1st at the JDC Concours d'Élégance at Paignton, Devon.

In February 1999, Mr Woodley sold his cherished XK150 to a Mr Hughes of Hampshire. Mr Hughes then sent the car to Cambridge Motorsport in March for extensive refurbishment. Works undertaken included an unleaded conversion, reconditioning the steering rack and prop-shaft, and rebuilding the front suspension. Parts renewed/replaced included the starter motor, alternator, rear brake callipers and pads, Aeroquip brake lines, radiator, and exhaust system.

In April 2000, 'OTS 999' returned to Cambridge Motorsport where the engine and gearbox were overhauled in preparation for the XK's participation in that year's Australian Classic Adelaide Rally, which it completed successfully. Two years later, Mr Hughes instructed Cambridge Motorsport to sell the Jaguar, which was purchased by a Mr Pressland in August 2002.

Marque specialists Guy Broad were then commissioned to rebuild the cylinder head and replace the brake master cylinder and the front and rear brake pads. In December 2006, 'OTS 999' was acquired by the immediately preceding owner, who installed tracking and battery charging systems, while in July 2010 the engine was rebuilt by Guy Broad. Purchased by the current vendor, a prominent UK-based private collector, at a UK auction in 2011, the car benefits from recent full and extensive mechanical servicing at renowned marque specialists, CKL Developments. These works included full engine service; full rebuild of carburettors; replacement of fuel lines; coolant service; engine mount replacement; gearbox and differential checked and oil changed; and a full set of new tyres. In addition, the hood was correctly heated and stretched to its original shape and fit.

'OTS 999' comes with a substantial history file containing a JDHT certificate; assorted correspondence between former owners and Jaguar specialists; a quantity of expired MoT certificates and tax discs; and an original XK150 Operating, Maintenance and Service Book signed by Jaguar founder Sir William Lyons.

Maintained throughout its life with no expense spared, 'OTS 999' is ready to be enjoyed by the next owner, having had £10,000 spent. An exciting opportunity to own a concours-winning example of this ultimate version of the legendary XK family.

£200,000 - 250,000
£230,000 - 290,000

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.

1953 BRISTOL 403 SPORTS SALOON

Registration no. LOY 555

Chassis no. 403/1346

- One of only 281 produced
- Recently rebuilt engine
- Remote control gearchange
- Overdrive transmission



'The latest Bristol combines to a greater extent than its predecessors, the qualities of a thoroughbred sports car with those of a luxurious touring car. I have the impression – supported by friends who own Bristols – that the standards insisted on by the makers will ensure thousands of miles of trouble-free – and therefore economical – motoring. In view of its excellent performance, stability, finish and refinement, the Bristol cannot be regarded as an expensive car.' – John Eason Gibson, *'Country Life'*, on the Bristol 403.

With the introduction of the 401 – the first of its exquisitely styled aerodynes – Bristol began to move away from the pre-war design the company had inherited from BMW. Carrozzeria Touring provided the Superleggera method of body construction that overlaid alloy panels on a lightweight tubular-steel framework, while the low-drag shape was achieved after hours of experimentation in the Bristol Aeroplane Company's wind tunnel. The 401 continued to use its predecessor's running gear and BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated, inclined valves. The gearbox remained a manual four-speed unit with first-gear freewheel. With the introduction of the 403 in 1953, Bristol improved on what was already an exemplary Grand Tourer, the newcomer's apparently unchanged appearance disguising a number of important changes.

The engine remained a 2.0-litre six of basically BMW design but the alloy cylinder head was new and helped liberate 100bhp, up from 85. The increase in straight-line performance (top speed was now in excess of 100mph) was matched by improvements to the running gear in the form of a front anti-roll bar and finned light-alloy brake drums.

First registered in 1953 as 'LOY 555', this Bristol was originally supplied by Anthony Crook Motors and has had several long-term owners who have maintained it carefully, the most recent from 1990 through to 2013. It is mechanically excellent, the original engine having recently been rebuilt by specialists (invoice in file), and is fitted with desirable upgrades. It has a remote-control gear lever and overdrive, which contribute greatly to the car's usability and which were available on later production 403s. The car presents very well; the Smoke Grey paint is fairly recent and in excellent condition, the very smart interior has recently been re-trimmed in beige with blue piping and grey carpets, and the dashboard woodwork has been re-varnished.

Described by the vendor as in very good condition and driving well, this rare and highly desirable Bristol aerodyne is offered with a good history file including recent invoices and Bristol Owners Club data, old-style green logbooks, and a V5C registration document.

£47,000 - 50,000

£54,000 - 58,000

Property of a deceased's estate

1931 ROLLS-ROYCE 20/25HP SHOOTING BRAKE

Coachwork by Barker & Co/James Young

Registration no. UR 8991

Chassis no. GNS45

- First owned by J Pierpoint Morgan II
- Originally bodied by Barker as a landaulet
- Converted to shooting brake configuration by James Young in 1942
- Offered for sale by the second owner's family



This unique Rolls-Royce started life as a Barker-bodied landaulet commissioned by the American banker, J Pierpoint Morgan II, who at the time of its delivery was serving as the United States' Ambassador to the Court of St James's. Like Morgan's Phantom tourer, also bodied by Barker, 'GNS45' featured the side-mounted spare wheels and scuttle-top sidelights typical of contemporary US-bodied Rolls-Royces. Registered in Hertfordshire, where Morgan owned Wall Hall, Aldenham, the 20/25 remained with its American owner up to 1942 when it was offered for sale by Rolls-Royce specialists Alpe & Saunders.

Its second owner was another member of the merchant banking establishment: Herman Andrae, a partner in Kleinwort, Sons & Company, and it was he that commissioned the shooting brake conversion from coachbuilders James Young of Bromley. Barker's bonnet, front wings, scuttle panel and patented headlamp dipping mechanism were retained together with the walnut dashboard and original controls, while James Young's van-like timber-framed rear body was nothing if not supremely practical, being equipped with multiple hooks for hanging dead game.

Herman Andrae owned Moundsmere Manor near Basingstoke, Hampshire where his newly converted Rolls-Royce was used as an estate hack for shooting parties, towing the horsebox, and general domestic duties, though always chauffeur driven. Classed as a dual-purpose vehicle, the shooting brake qualified for an extra fuel allowance, and important consideration in wartime.

Andrae kept the Rolls-Royce until 1952 when it was sold through the Autowork dealership in Winchester. Many years later, in 1997, the Andrae family spotted 'GNS45' for sale at an auction; although unable to purchase the car at the sale, Herman's grandson Mark was able to buy it from the vendor, a collector of fairground memorabilia.

Thus the Rolls-Royce returned to Moundsmere Manor. Re-commissioned some time ago, it has seen little use over the course of the last 20 or so years, venturing out for the occasional family wedding and attending the Thorneycroft Classic Car Show in 2008. In 2015, 'GNS45' was checked over prior to featuring in an article written by Douglas Blain for *The Automobile* magazine (August 2015 edition, copy available). Clearly enjoying the experience, he wrote: 'As it happens, with a low-mileage car like this in unspoilt original condition, one's satisfaction comes from driving it unobtrusively, just as a chauffeur was trained by the works to do.'

The Rolls-Royce was last used in 2016 and upon our recent inspection when, assisted by a battery booster and treated to fresh fuel, the engine burst into life on the first throw of the starter. Nevertheless, a thorough check over is advised before returning this grand old lady to active use.

£30,000 - 40,000
£35,000 - 46,000

43

1960 MASERATI 3500 GT COUPÉ

Coachwork by Carrozzeria Touring

Registration no. 861 XUF

Chassis no. AM101-1132

- One of 12 right-hand drive UK models
- Delivered new to Switzerland
- Circa 90,900 kilometres (approximately 56,500 miles) from new
- Highly original
- Recently extensively restored at a cost of over £120,000



Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sports Car Championship with the fabulous 450S - both in 1957, the marque's most successful season - Maserati was by that time facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing, and Maserati's survival strategy for the 1960s centred on establishing the company as a producer of road cars.

The Modena marque's new era began in 1957 with the launch of the 3500 GT, its first road car built in significant numbers. A luxury 2+2 featuring beautiful Superleggera aluminium coachwork by Carrozzeria Touring, the 3500 GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement.

The 3500 GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner.

The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection.

Built initially with drum brakes and four-speed transmission, the 3500 GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

A car possessing such impeccable antecedents not unnaturally attracted the attention of Italy's finest carrozzeria: Allemano, Bertone and Frua all created bodies for the 3500 GT chassis. Most coupés were the work of Touring, while all but one (a Frua-bodied example) of the much less common Spyder version were the work of Carrozzeria Vignale.

This 1960-model Maserati 3500 GT was extensively restored recently but remains highly original with matching chassis and engine numbers, Borrani wire wheels and all-round disc brakes. Throughout its life the car has retained its original and very attractive combination of Nero (black) bodywork with Rosso (red) leather interior. It is one of only 12 right-hand drive UK models and comes with a Maserati Certificate of Origin.



Chassis number '1132' has had six identified owners since it was first registered in 1961. The car was ordered in October 1960 by Martinelli & Sonvico of Chiasso, Switzerland as a right-hand drive model, presumably for Swiss alpine driving for which right-hand drive was commonly favoured at that time as it enabled the driver to view the edges of narrow mountain roads more easily. This is supported by the 'St Moritz' sticker that is still in the rear window.

'1132' left the factory in late December 1960 and was first registered early in January 1961 to Fa Kuderli & Co of Zurich, Switzerland. The car was subsequently sold to Dr Walter Meier of Walo Bertschinger AG, Zurich sometime between 1966 and 1983. It remained in Dr Meier's ownership until it passed in June 1990 to his daughter Ruth Meier of Erlenback, Germany, who sold the car to Oldtimer, the classic car dealer in Aarlier, Belgium. The Maserati was purchased from Oldtimer by Karl Heinz Kostal of Pirmasens, Germany in July 1998. Herr Kostal then sold the car to The Gallery, the classic car dealer in Brummen, Netherlands from whom it was bought by the preceding English owner in February 2008. The Maserati was registered as '861 XUF' in the United Kingdom in June 2008 and had covered fewer than 1,000 miles subsequently when it was offered for sale at Bonhams' Goodwood Festival of Speed auction in June 2016 (Lot 221). The current vendor, a prominent UK-based private collector, purchased the Maserati at that sale.

The history file contains a Maserati SpA Certificate of Origin, certified Internal Factory Order, certified Delivery Note and certified Technical Data Sheet. The file also has extensive maintenance and repair receipts dating back to 1983, together with a collection of Swiss and German registration documents. The preceding owner had the car comprehensively restored at a total cost of over £120,000. The well-known Maserati marque specialists Bill McGrath Ltd of Kimpton, Hertfordshire undertook the refurbishment of the engine, brakes, suspension, steering and wheels in 2008.

The interior was re-trimmed and the windscreen replaced at that time, while a new stainless steel exhaust system was fitted by Classic Performance Engineering Ltd of Long Buckby, Northamptonshire in 2013. During 2015 and 2016 the bodywork was completely restored by the well known Aston Martin, Ferrari, and Maserati bodywork specialist Prestige Restoration of Chertsey, Surrey. The car underwent very minor bodywork repairs and a bare metal re-spray, while all rubbers were replaced and all the brightwork re-chromed. The wheels were refurbished also. Accompanying documentation consists of the aforementioned Maserati factory paperwork, sundry restoration invoices, and a UK V5C registration document.

Unquestionably one of the best looking models to leave the Modena factory, the 3500 GT continues to represent good value when compared to contemporary offerings from Newport Pagnell and Maranello.

£230,000 - 290,000
€270,000 - 340,000

44 N

1955 PORSCHE 356A SPEEDSTER

Registration no. not UK registered

Chassis no. 80549

- Professionally restored in 2006
- Present ownership since 2006
- Circa 11,000 kilometres since acquisition
- Excellent condition





Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars - the Porsche 356. A cabriolet followed hot on the heels of the original 356 coupé, and then in 1952 a trial batch of 15 roadsters was constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a 'cut-price' entry-level model. The roadsters' successful reception in the USA led to the introduction of the Speedster model in 1954.

Instantly recognisable by virtue of its low, wraparound - as opposed to V-shaped - windscreen, smaller and entirely retractable hood, lower door waistline, horizontal trim strip at the level of the door handles, and twin bucket seats - all of which served to emphasise its sporting image - the Speedster was, in effect, an 'economy' model intended to compete with the cheaper British sports cars. The Speedster was powered initially by the 1.5-litre version of Porsche's horizontally opposed four, gaining the new 1.6-litre, 60bhp engine with the introduction of the improved 356A for 1955. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant over 100mph was possible. Allied to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene.

Testing the Speedster alongside its Coupé sibling in 1956, Road & Track magazine reckoned, 'A more comfortable sports car for long, high-speed journeys would be very hard to find and certainly no other car achieves the combination of comfort, performance and fuel economy of the Porsche Continental Speedster or Coupé.' Its combination of style, performance and value for money made the Speedster deservedly popular - 4,822 examples being constructed between 1954 and '58 - and today this most handsome of the 356 variants enjoys iconic status.

Forming part of the vendor's private collection since 2006, this superb Porsche 356A Speedster was completely restored by well-known German specialists in 2006, since when it has formed part of the vendor's private collection. Since acquisition the car has been driven for some 11,000 kilometres during summer months only, and when not in use has been stored in a purpose-built facility. Noteworthy features include a very rare hardtop and equally rare Fuchs bolt-on wheels. Presented in generally excellent condition, this beautiful Speedster is offered with sundry restoration invoices, Netherlands registration papers, and a FIVA identity card.

£260,000 - 300,000
£295,000 - 345,000

1933 MG MAGNETTE K2 SPORTS

Registration no. MG 2955

Chassis no. K2019

- One of four originally fitted with the 1,271cc engine
- Present family ownership since 1964
- Regularly used and maintained until 2015 (dry stored since)
- Offered for re-commissioning



The K2 pressing on during a sprint in the 1960s



Small-capacity six-cylinder cars were much in vogue in the early 1930s and MG had duly climbed aboard the bandwagon in 1931 with the launch of the Magna F. Maximum output of the Magna's 1,271cc Wolseley Hornet-based overhead-camshaft engine would later be raised from a modest 37bhp to a much healthier 47 horsepower. Continuing the 'small six' theme, the K series of Magnette sports cars was announced at the London Motor Show in 1932. The Ks used an overhead-camshaft six-cylinder engine similar to that of the existing Magna series, but downsized to 1,087cc to gain entry into racing's 1,100cc Class G, success in which was considered vital by MG boss Cecil Kimber. For the K series, MG's long-stroke 'six' received a cross-flow cylinder head. An extensively revised and improved version of the 1,271cc KD engine was carried over to the NA Magnette of 1934, having also been fitted to the last of the preceding K2 cars.

The Magnette K2 offered here is 'K2019', so presumably either the last, or second-last of the 20 produced, depending on how the chassis numbering began. The last four of these were fitted with the larger 1,271cc KD engine, which is present and correct in 'K2019', and according to the Triple M Register only numbers '18' and '19' are now surviving.



'MG 2955' was first registered on 4th January 1934. Little is known of the car's pre- and immediately post-WW2 history apart from a photograph of it competing in an unknown event (see below). Sold by Chiltern Cars in 1953, the MG was purchased by Mike Waggot on 30th April 1964 from Geo H Steele & Co of Newcastle-upon-Tyne, partially dismantled following the disappearance of its previous owner (see advertisement, correspondence, purchase receipt, and photograph on file). Mike Waggot then re-commissioned the car and used it, carrying out regular maintenance and occasional major works until 2015, since when it has been kept in dry storage.

While requiring a little care from cold, the engine starts and idles well once warm, but would benefit from a full professional check over before being used. Similar to the K1, this car is fitted with an ENV four-speed pre-selector gearbox, which appears to be sound, selecting well with only minimal creep. We are advised that the selector detents have been filed down, presumably for faster changing. Unfortunately, due to space, weather and insurance constraints, the car has lately been moved only in 1st and reverse so it has not been possible to determine how well the engine and gearbox are performing. The chassis and body appear structurally good but would benefit from cosmetic refreshment, as would the patinated original interior.

Bodywork is correct, although it is believed that swept front wings would have been fitted originally. The current cycle mudguards have been in place for a substantial part of the car's life; there are some photographs of it competing with them fitted prior to Mike Waggot's acquisition, while the cut-down driver's door is another in-period modification made to increase elbowroom. There is a fairly new tonneau cover fitted and also a war-torn full hood with hoops, which is presumed original. Replacement seats and a modern prop shaft (original present) are the only other notified deviations from factory specification.

Offered with sundry bills and a V5 registration document, 'K2019' represents a wonderful opportunity to acquire a rare MG sports car dating from the heroic period when its maker went from being a minor local constructor to a major player on the world stage.

£100,000 - 150,000
€120,000 - 170,000

1933 MG MAGNETTE K1 SALOON PROJECT

Registration no. AXB 201

Chassis no. K0370

- Fitted with the 1,271cc engine
- Present family ownership since 1964
- Offered for restoration



Small-capacity six-cylinder cars were much in vogue in the early 1930s and MG had duly climbed aboard the bandwagon in 1931 with the launch of the Magna F. Continuing the 'small six' theme, the K series of Magnette sports cars was announced at the London Motor Show in 1932. The Ks used an overhead-camshaft six-cylinder engine similar to that of the existing Magna series, but downsized to 1,087cc to gain entry into racing's 1,100cc Class G. Success in Class G was considered vital by MG boss Cecil Kimber, although customers not intent on competition could specify the Magna-type 1,271cc engine. For the K series, MG's long-stroke 'six' received a cross-flow cylinder head, and while the K1 was available in a range of body styles, the short-wheelbase K2 was only ever offered in two-seater sports form. Only 372 of all K1/K2 types were built between 1932 and 1934.

'AXB 201' was first registered on 5th December 1933. Little is known of the car's pre- and immediately post-WW2 history prior to its purchase by Mike Waggot in 1964. In poor but running condition when acquired, the MG was used initially before an ongoing restoration was commenced.

Elements of the body have been replaced but the original body plate is still in place, and while the chassis is presumed original, the front knuckle has been replaced with one of a different number, possibly following accident damage (it was in place in 1964). It should be noted that the accompanying old-style continuation logbook (issued 1962) records the body number, not the chassis number.

We are advised by the private vendor that the chassis and body are in good condition, the former requiring inspection and the latter - currently in primer - in need of finishing, as is the original interior. The gearbox has been rebuilt but has not been tested, while the engine has been dismantled and will require a full overhaul. Offered with sundry bills and a V5 registration document, 'K0370' represents a wonderful opportunity for the MG enthusiast to bring one of these rare early six-cylinder MGs back to its former glory.

£15,000 - 20,000

€17,000 - 23,000

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 the course of the last 30 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.

£18,000 - 24,000**€21,000 - 28,000**

48

1929 BENTLEY 4½-LITRE TOURER

Coachwork by Vanden Plas

Registration no. UU 8740

Chassis no. RL3428

- Original chassis, engine, gearbox, body, registration, etc
- Single family ownership since 1939 (80 years)
- Exceptionally well documented
- Well maintained throughout its life
- Recently re-commissioned by Brewster Mudie Ltd





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

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

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model).

However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis rather than accept the expense and complexity of Bentley's 6½-litre 'Silent Six', led to the introduction of the '4½'.

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





The original 4½-Litre car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up. The 4½-Litre was produced for four years, all but eleven of the 662 cars made being built on the 3-Litre's 'Long Standard', 10' 10"-wheelbase chassis.

Purchasers of the 4½-Litre model were, in common with those of all Vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.

Chassis number 'RL3428' has been authenticated by marque authority Dr Clare Hay as a completely matching numbers example retaining its original Vanden Plas body, making it highly unusual among surviving Cricklewood Bentleys. The fact that this car has enjoyed single family ownership since 1939 – a total of 80 years – in no small measure explains its quite exceptional degree of originality.





Ordered by Jack Barclay Ltd, 'RL3428' was sent to Vanden Plas in February 1929 who fitted the current sports 4 seater body, number '1429'. Previously used on another Bentley 4½-Litre ('SL3066') and originally skinned in fabric, this body had been refurbished by Vanden Plas and was then fitted to 'RL3428' and registered 'UU 8740'. Jack Barclay Ltd sold the Bentley to its first owner one Major C L Y Parker who had specified a modified 15/50 rear axle, single exhaust silencer and interchangeable Young batteries. In 1930 the 4½ was upgraded by Bentley Motors including a 'Le Mans Conversion' with hour glass pistons, flat top valves, flexible petrol connections, Autopulse fuel pump, and extra pair of shock absorbers front and rear; the twin front shock absorbers are still in place. Major Parker traded the 4½ in via Jack Barclays in 1932 for a supercharged 4½-litre, chassis MS3946 (this car is now on display at The National Motor Museum rebuilt as a Birkin replica).

Some 4 years later 'UU 8740' was pictured in Aeroplane Monthly magazine, parked on the grass runway at the Lympne Air Rally in 1937. The deceased vendor's uncle, Alistair MacLennan, purchased the Bentley in 1939; it passed from Alistair MacLennan's estate to the late owner in 1982. An engineer, the deceased owner kept full documentation of his servicing and maintenance (viewing highly recommended).

The comprehensive history file also contains records of an engine rebuild carried out by The Green Garage, Maidstone in 1951. That same year, A H Tooley of London welded the chassis frame and fitted the straightening bracket that is still in place today. In 1963 the bodywork was restored and re-panelled in aluminium (see bills on file from FLM Panelcraft, London) and the interior re-trimmed by Allan/Povey, Kent at the same time. A 1964 picture on file shows the car with its new skin and trim, but less hood. The hood was then fitted by Coachcraft of Catford, London in 1966.

The Bentley was well maintained by Hoffman & Burton throughout the 1960s and then stored during the 1970s prior to its purchase from Alistair MacLennan's estate in 1982. A letter on file from IMAC Engineering of South Nuffield details the re-commissioning work required.

The Bentley then underwent considerable refurbishment to bring it back to useable condition and was then used extensively by the late owner, being well maintained by him for the next 30-plus years. In 1987 the engine and gearbox were rebuilt, and in November 1991 an overdrive unit was fitted (a graph on file shows the theoretical top speed of 140 at 4,000 revs!).



Following approximately 10 years of inactivity, laid up because of the owner's ill health, the Bentley was entrusted to pre-war specialist restorers Brewster Mudie Ltd of Bromsgrove. They have carried out a thorough service and check over, set up the carburettors and ignition timing plus many other small jobs. Jeremy Brewster confirmed 'the result being a delightful old motor car which you could use as is, or indeed improve in areas in time'.

In addition to the aforementioned documentation, the history file also contains the Hay Report confirming this delightful 4½ is an original bodied completely matching numbers example, a continuation buff logbook; V5 and V5C Registration Certificates; Bentley Drivers' Club valuation from 2014; a quantity of expired MoTs certificates for the period 1970s-2000 (incomplete run); and a quantity of Bentley technical drawings.

A 4½-Litre Bentley of quite exceptional originality, 'RL3428' is the perfect way to enjoy the many events planned in celebration of Bentley's 100th Anniversary in 2019.

£600,000 - 800,000

€690,000 - 930,000



The ex-Bertie Bradnack/Jim Berry, formerly the ERA Special

1953 HAR JAGUAR FORMULA LIBRE SINGLE-SEATER

Chassis no. 2

- *Highly Important Historic Racing Car*
- *Much Improved and Campaigned*
- *Unique Motor Car*

Here we are delighted to be able to present to the market a Jaguar-engined single-seater racing special of real pedigree. It has a genuine period history spanning not only British club racing, and frontline British hill-climb and sprint competition, but also with its roots in International and national 2-litre un-supercharged Formula 2 – from that category's FIA Drivers' World Championship Grand Prix period in 1952-53.

The twin-tube chassis of the car now offered here began life as the second Formula 2 HAR frame constructed by Smethwick, Warwickshire-based, enthusiast engineer Horace Richards in 1952. It was purchased from him by burly West Midlands industrialist Bertie Bradnack - of Walsall Pressings Ltd and briefly team manager with the BRM Grand Prix Team. Bradnack installed a 2-litre 6-cylinder racing Riley engine formerly owned by Jack Fairman for Formula 2 racing, and re-named the project the 'Woden' F2.

The car was entered in this form in the 1952 International Trophy but did not start, presumably due to not being ready in time. The Woden was next entered in the 1953 Coronation Trophy race at Crystal Palace but although both Bradnack and Ken Wharton drove it during practice it became a non-starter.

In 1954 - the old 2-litre Formula 2 class having been shelved in favour of 2½-litre Formula 1 - Bertie Bradnack sold the car without engine to northern enthusiast and regular sprint and hill-climb competitor Jim Berry. He was a director of a large construction company, who had started his motor sporting career in 1950 by purchasing nothing less than the ex-Nicky Embiricos Bugatti Type 55 sports car. This was followed by a variety of Grand Prix Bugattis and other racing and sports racing exotica which he used successfully and enthusiastically throughout the UK primarily in sprints and hillclimbs.





When he acquired the car now offered here in 1954 he equipped it with the Jamieson-supercharged ex-Cuth Harrison 1½-litre 6-cylinder ERA engine, mated to an ENV 110 pre-selector gearbox. The car then emerged into public gaze as Jim Berry's 'ERA Special', performing well at Prescott, Westbrook Hay, Rhydymwyn and Staverton.

For 1955 a 2-litre ERA engine was installed, but its torque proved perhaps too much for the car's rear suspension, which failed at Rhydymwyn. Subsequently, we understand that the ERA Special's overstressed Richards designed torsion-bar rear suspension was replaced by the HWM-like de Dion system which survives on the car today.

Berry continued to sprint and hillclimb this ERA-engined Special successfully until 1959 when he acquired the illustrious ERA 'R4D' and - in November of 1961 - Berry advertised the car for sale, now fitted with a Jaguar XK engine, in Autosport (see copy of advertisement on file).

In 1963 the car reappeared in the hands of Jim Goddard of Northern Sports Cars of Catterick. He passed it on to Tony Kitchener of Northampton and the car next appeared in 1964 northern races, sprints and hillclimbs driven by Peter Shakesby. The HAR subsequently passed through the trade to Richard Smith of Brighton in 1967, thence to Bob Salvage who in turn sold it to Gavan Sandford-Morgan who purchased it on behalf of the Birdwood Motor Museum in South Australia.

The car was exhibited there while also being used in a variety of historic motor racing events by Sandford-Morgan.

In 1987 the HAR was purchased by racing car collector Noel Roscow. The car was very tired and an alternative Jaguar XK engine was fitted, while the chassis was rebuilt by Elfin Cars and a new body fabricated, in the original style but with an HWM-like nose (since the car was for a time thought to be an HWM). This restoration work totalled some 2,500 hours.

The current owner - a renowned collector of sports and racing cars - acquired this unique vehicle in the late 1990s. During his ownership it has been sparingly used and has spent many years on display at the Brooklands Museum in England. When recently inspected by Bonhams the HAR appeared - apart from its Jaguar engine - to be still fundamentally in Jim Berry 'ERA Special' form, with torsion-bar front suspension, de Dion rear end and ENV 110 pre-selector gearbox all still present.

This HAR-chassised sometime Woden, sometime ERA Special is offered here today as a unique Historic Formule Libre single-seater racing car with what is actually a very noble, respectable and successful British sprint and hill-climbing pedigree.

£50,000 - 70,000
€58,000 - 81,000

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 a Mr Rolfe. In 1978 the Sunbeam was acquired in a rough but complete state by Mr Young of Dorking, Surrey, and in 1980 passed, in the same state, to Mr Carter.

Mr Carter carried out a full restoration to a high standard, and in 1995 the restored Sunbeam was acquired by 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**€58,000 - 64,000**

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.

£12,000 - 16,000**£14,000 - 19,000**

1964 ASTON MARTIN DB5 SPORTS SALOON TO VANTAGE SPECIFICATION

Registration no. DAU 262C
Chassis no. DB5/1900/R

- *Delivered new in the UK*
- *Professionally restored with no expense spared*
- *Converted to Vantage specification*
- *Restoration invoices totalling in excess of £340,000 available*



'Like all classic GT cars, it combines enormous speed with comfort and the more you put into your driving, the more the car returns for your entertainment. And the DB5 really is entertaining to anyone who can exploit its outstanding performance, handling and brakes. It will also carry four people (just) and a fair amount of luggage so the merits of family transport (if need be) have not been entirely sacrificed to speed and elegant looks.' – *Motor*.

Beautifully restored, this is a superb example of what many consider to be the most iconic of all British grand tourers. Stripped down to its Superleggera framework during restoration, the car is now presented in its original colour combination of Sierra Blue with black interior, and is an outstanding demonstration of restorative craftsmanship.

Introduced in July 1963, the Aston Martin DB5 represented a further evolution of the preceding DB4 series rather than the beginning of an entirely new model line. The major change was the adoption of a 4.0-litre version of the (previously) 3.7-litre six-cylinder engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961.

Equipped with three SU carburettors the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later. Outwardly there was little to distinguish the DB5 from the final Series 5 DB4 apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows, and an oil pressure gauge as standard equipment. From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to 95 cars out of the total of 1,021 DB5s manufactured up to September 1965.

This car was first registered on 1st January 1965. The build sheet records that '1900/R' left the factory finished in Sierra Blue (a dark metallic shade) with black Connolly leather upholstery. Built towards the end of 1964, the Aston was purchased from C H Truman & Co of Mansfield Road, Nottingham by Harold Wilson (Insurance) Ltd, the build sheet noting the car was equipped with the ZF five-speed gearbox, chrome wheels, '3-ear' hubs, heated rear screen, Motorola radio, and power aerial.



This superb restoration is testimony to the high degree of craftsmanship needed to return a 54 year-old classic to 'better than new' condition. The car was stripped back to its chassis and Superleggera framework before being painstakingly rebuilt in the workshops of Bell Classics. All mechanical components have been rebuilt and restored to the highest standards.

The engine has been converted to Vantage specification with triple Weber carburetors and up-rated camshafts, and the 'Vantage' script added to the front wing air vents. The interior has been re-trimmed with new Connolly leather and all the chromework has been refurbished. Accompanying documentation consists of restoration invoices, a fresh MoT, and a V5C Registration Certificate. Benefiting from in excess of £340,000 spent on its restoration, this is an outstanding example of this most iconic car Aston Martin.

£580,000 - 660,000
€670,000 - 770,000



53

Delivered new to Sir Elton John

1974 FERRARI 365 GT4 BERLINETTA BOXER

Registration no. 98 BOX

Chassis no. 17741

- One of only 58 UK right-hand drive examples
- Circa 9,700 miles from new
- Major engine-out service in 2012
- Ferrari Classiche certification





Unquestionably one of the greatest cars Ferrari has ever built, the 365 GT4 Berlinetta Boxer debuted at the 1971 Turin Show in prototype form and commenced production in 1973 almost unaltered. An entirely new model and the first road-going Ferrari not to have a vee-configuration engine, the 356 GT4 reflected Ferrari's motor racing heritage; its 4.4-litre, four-cam, 'boxer' engine drew on experience gained from the Maranello firm's World Championship-winning, flat-12 F1 and sports-racing units and developed no less than 360bhp at 7,700rpm. Rumours abounded that the prototype Boxer had run at over 180mph, and even though the production version managed 'only' around 175mph, there can have been few disappointed customers. The mid-located engine gave near-perfect balance and ensured that the Boxer's handling matched its stupendous straight-line speed.

A combination tubular/monocoque chassis housed the mid-mounted engine/five-speed transaxle package that ingeniously placed the motor above the gearbox and final drive, thus avoiding an overly long wheelbase. The ensemble was clothed in elegant, low-slung Berlinetta coachwork by Pininfarina. The result of extensive wind tunnel testing, Pininfarina's masterpiece was assembled at Modena by Scaglietti and comprised a superstructure mixing aluminium-alloy and steel panels, complemented by matt black-finished glassfibre elements beneath the front and rear overhangs.

At the time of its introduction the 365 GT4 Berlinetta Boxer was the world's fastest and most expensive car. Only 367 were constructed between 1973 and 1976 and it remains one of the most desirable and sought after of all Ferraris.

The rare example offered here is one of only 58 built in right-hand drive configuration for the UK market. This car was originally ordered in 1973 through H R Owen in London for Elton John (later Sir Elton John). The Ferrari was delivered to him in 1974 with the options of air conditioning and a Voxson radio. At this stage of his illustrious career Elton had just formed his own record label: The Rocket Record Company. The year 1974 would also see him collaborate with John Lennon on various projects, and the two superstars performed on stage together that year at Madison Square Garden, New York.

'98 BOX' comes with the official Ferrari Classiche folder and certificate together with a history file that includes MoTs dating back to the first of 1977 and the original factory and dealer invoices. In 2012 this car underwent a major engine-out service at a leading Ferrari specialist, with cam belt replacement, complete engine bay detailing, and works to the suspension, exhaust, and wheels. Having covered only some 9,700 miles from new, this wonderful Berlinetta Boxer has to be one of the very best currently available.

£250,000 - 300,000
€290,000 - 350,000

54

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 last 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 one safety-related upgrade: four-pot Girling front brakes (early E-Types are well known for inadequate braking performance). A multi-bladed radiator fan has been added for improved cooling (another weak point). 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.

£80,000 - 90,000
€93,000 - 100,000

The **Key** Collection



The following 29 selected motor cars are being offered direct from the impressive Key Museum in Izmir, Turkey (www.keymuseum.com).

A change of the museum's collecting direction and the necessity for more space are the reasons these motor cars, many of which have been restored in-house, are now offered for sale.



55 * N

1901 TOLEDO MODEL A STEAM RUNABOUT

Registration no. not UK registered

Chassis no. XXXVI

- *Arguably the best of the early steam cars*
- *Restored in the USA in 1995*
- *Previously displayed in the Blackhawk Museum*
- *Owned by the Key Museum since circa 2012*



As its name suggests, the Toledo steam car was produced in the eponymous city in Ohio, USA. It was designed by Frederick Billings, whose name it bore when first displayed on the American Bicycle Company's stand at the 1900 New York Automobile Show. Henceforth ABC's Toledo plant would be devoted exclusively to steam car production, building around 325 of which fewer than 16 survive. In December 1901 the operation was reorganised as the International Motor Car Company following ABC's acquisition by Colonel Albert Pope's expanding automotive empire. For 1901 International offered two models: the Toledo and Westchester, though by the year's end the former had been adopted as the marque name. Tiller-steered runabouts, these first steamers were powered by a vertical twin-cylinder double-acting engine of 6¼hp.

According to the company's advertising: 'Automobilists need employ no expert mechanic or engineer to operate and keep the "Toledo" steam carriage in perfect repair. Although rich in superior mechanical features, simplicity of design and construction has been our constant aim in producing the Toledo'. And if you still weren't convinced, the advertisement condescendingly declared: 'A woman can operate it conveniently and with perfect safety'. As if to prove the latter point, a well-dressed lady was shown seated at the controls.

The 1902 line-up comprised no fewer than five steamers plus a solitary three-cylinder 16hp gasoline-powered model. Four steamers and three gasoline cars were offered for 1903, though this would be the last year of the Toledo. In common with many other American automobile manufacturers, the International Motor Car Company was struggling financially; from then onwards its products would be marketed as Pope-Toledo, though there would be no more steam-powered cars.

This Toledo steamer was restored in the USA in 1995 to almost completely original specification by Vern Neff and David Jensen before being purchased by Allen Blazick for his private collection. While in Mr Blazick's ownership the Toledo was displayed in the Blackhawk Museum; it has been in the Key Collection since circa 2012.

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

£35,000 - 45,000

€41,000 - 52,000

56 * N

1901 DE DION-BOUTON 4½HP MOTORETTE

Registration no. not UK registered

Chassis no. 159

- *Jewel-like veteran car, sympathetically restored*
- *Excellent long-term California provenance*
- *Long time exhibit in the 'Flying Lady Museum'*
- *Eligible for the London to Brighton Veteran Car Run*



Kenneth Skinner was the man behind the marketing of a De Dion-Bouton inspired product in the USA, marketing the cars as Motorettes. A very large percentage of the Skinner car was built in the USA, many of the parts being cast with 'NY' next to their numbers, while most of the aluminium castings have Motorette cast into them. Sadly, demand was not as strong as that in Europe, and despite a variety of prompt revisions, including larger engines such as the 4½hp unit fitted to this car, the company seems to have failed within a year. It is estimated that only a few hundred cars were built. There are a few survivors dotted around the USA in prominent collections such as the Henry Ford Museum in Dearborn, Michigan; Harrah's Collection in Reno, Nevada; and the Seal Cove Auto Museum in Maine.

This example is believed to have had very few owners. Retaining an original 1905 California license brass disc, which dates from the earliest period of motor vehicle licensing in that state, the car is believed to have been in California for most of its life. By the 1970s it was still in California and now belonged to Irv Perch, a serial entrepreneur who made his fortune with the Aristocrat Trailer Co. In 1969 he opened a museum devoted to aviation and road transport, called the 'Flying Lady Museum', which featured a number of transportation icons. The De Dion was certainly exhibited there.

In July 1983 the car was sold by Perch to Ed Morgan of Scotts Valley, California, who would keep it for the next 17 years, and in whose custody it received a sympathetic restoration and regular use. Chassis number '159' displays many of the hallmark features of the American-built De Dions, such as the front seat's fold-down back; 'Brooklyn'-engraved engine and gearbox oilers; Motorette chassis plate; and On/Off switch. Benefited from a thorough cosmetic refurbishment, with relatively new paint, exquisite button-back upholstery, and nickel brightwork, the car is presented in good and accurate condition. The Key Collection purchased the De Dion at Bonhams' Quail Lodge sale in August 2012 (Lot 427). This charming De Dion is, of course (subject to official dating) eligible for various Horseless Carriage Club events in the USA as well as the famed London to Brighton Veteran Car Run.

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

£60,000 - 75,000

€69,000 - 87,000

57 * N

1907 ADAMS 10HP TWO-SEATER

Registration no. not UK registered

Chassis no. to be advised

- *Short-lived American make*
- *One of a handful of survivors*
- *Discovered in Turkey*
- *Restored by the Key Museum*



The Adams car was manufactured in Bedford by the Adams Manufacturing Co Ltd, a firm that had been founded in 1899 to make electrical equipment. Introduced in 1905, the Adams had resulted from the collaboration of company founder A H Adams and the American businessman Edward Ringwood Hewitt, the former making the engines and transmissions and the latter supplying axles and other components from his factory in New York. The joint venture's first car was powered by a 1.7-litre single-cylinder horizontal engine located beneath the front seat, which drove the rear wheels via a two-speed epicyclic transmission and chain. At first the cars were known as Adams-Hewitt in the UK and simply Hewitt in the USA, though when Hewitt quit the automobile business at the end of 1907 his name was dropped from the British cars.

Within a year there were more conventional shaft-driven two- and four-cylinder models in the range, and in 1907 the Adams featured sliding-gear transmission for the first time. Adams was an early adopter of the V8, its design being based on the French Antoinette aero engine, also used in the car of the same name.

Hewitt offered essentially the same model in the USA, although few were sold on either side of the Atlantic. For a relatively small manufacturer Adams offered a wide range of models over the course of its nine-year existence, including a brace of six-cylinder cars, though by 1914, the last year of production, there were just two: a 10/12hp twin and a 16hp four. By this time the firm had switched to proprietary engines supplied by Astor and Coventry Simplex. It had also lost its founder, A H Adams having perished aboard the Titanic, and the make did not re-emerge after WWI, though its factory lived on.

One of very few survivors of this short-lived make, this Adams was discovered in Turkey by the Key Museum and then restored by them.

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

£15,000 - 20,000

€17,000 - 23,000

58 * N

1908 COLUMBIA ELECTRIC VICTORIA PHAETON

Registration no. not UK registered

Chassis no. 5928

- *Rare early American electric automobile*
- *Formerly part of the James Cousens Cedar Crossing Collection*
- *Restored while in the Cousens Collection*
- *Present ownership since 2012*



Colonel Albert Augustus Pope established his manufacturing empire in the aftermath of the American Civil War. His first major product line was bicycles, and by the end of the 19th Century the Colonel was head of the American Bicycle Company, a consolidation of some 40-plus firms. Pope's first venture into the field of powered transport occurred in the late 1890s with the electrically-powered Columbia, though a few gasoline-powered cars were made also, which was followed in 1903 by the Pope-Robinson, the latter resulting from partnership with John T Robinson. Pope-Hartford, Pope-Toledo, Pope-Tribune and Pope-Waverley were all added to the ever-expanding fold during the following year. Similarly, Colonel Pope's first motorcycles were marketed under a variety of names – American, Columbia, Cleveland, Crescent, Imperial, Monarch, Rambler and Tribune – though this was a case of applying different badges to essentially the same product range.

In 1899 Pope merged his motor manufacturing interests with those of the Electric Vehicle Company to form the Columbia Automobile Company. Hiram P Maxim was responsible for designing the first Columbias, his place as chief engineer being taken in the early 1900s by Frederick A Law. Electrically powered models continued to make up the bulk of Columbia production – in 1904 there were 37 listed as opposed to only two gasoline cars: a 12/14hp twin-cylinder and 30/35hp four.

Gradually, the market for electric cars contracted and gasoline models took over. In 1911 there were only two of the former in Columbia's range while that same year the company was offering ten gasoline-powered cars on two different chassis. By then, Columbia had been absorbed by Benjamin Briscoe's United States Motor Company, only to disappear when USMC collapsed in September 1912.

A rare survivor from the first generation of electrically powered American automobiles, the car offered here is an example of Columbia's Mark LXX Victoria Phaeton, introduced in 1908, which continued in production as the Mark 70 into 1911. The immediately preceding owner purchased this car from the James Cousens Cedar Crossing Collection in 2008. The Columbia was complete but well worn when acquired by Cousens, who treated it to a complete 'last nut and bolt' restoration. The Key Museum acquired the car at a US auction in 2012. Elegant yet understated, the Columbia is handsomely finished in Brewster Green with black leather upholstery and matching convertible top.

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

£30,000 - 50,000

€35,000 - 58,000

59 * N

1911 EMF 30 COUPÉ

Registration no. not UK registered

Chassis no. 306395

- *Short-lived American make*
- *Rare coupé coachwork*
- *Formerly part of the Gerald Sichel Collection*
- *Acquired by the Key Museum in 2010*



Edwardian cars of this quality and size are infrequently offered for sale and this EMF is one of only a tiny handful of its kind believed to be in the UK. It is understood that the EMF Register in the USA lists only ten survivors, some of which are not yet restored.

Established in 1908, EMF took its name from its founders' initials - 'E' being Detroit coachbuilder Barney Everitt, 'M' being William Metzger, lately sales manager of Cadillac, and 'F' being Walter Flanders, at one time Henry Ford's production manager. The Northern and Wayne companies were acquired together with their plants and equipment, and EMF production commenced in the second half of 1908 with Wayne designer William E Kelly as chief engineer. EMF chose not to contest the low-price market with Henry Ford, opting instead for a well-finished medium-priced car. The latter was a 30hp four-cylinder with three-speed sliding-gear rear transaxle built on a sturdy pressed-steel chassis frame. Splits in the partnership and litigation with wagon builder turned automobile manufacturer Studebaker, which had concluded a distribution agreement with EMF, eventually led to a Studebaker take-over in 1910. This resulted in the formation of the Studebaker Corporation, and from then onwards all EMFs were badged as Studebakers.

Previously forming part of the Gerald Sichel Collection, this original EMF Model 30 was purchased by the Key Collection when a selection of the Sichel cars was auctioned at Hershey in August 2010. Professional maintained while in the Sichel Collection, this car has the very rare coupé coachwork and is believed to be the sole survivor of its type. An older repaint in attractive blue, the timber body is very well preserved while the interior and leather seats are in remarkably original condition. It has the correct brass lamps and trim, in similarly good condition. A sound and usable 'Edwardian' with plenty of power, this rare 30hp EMF is ideal for long distance VCC events with the family.

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

£25,000 - 30,000

€29,000 - 35,000

60 * N

1915 TRUMBULL 15B CYCLECAR

Registration no. not UK registered

Chassis no. 637

- *Rare American high-quality cyclecar*
- *An older restoration*
- *Previously part of the Gerald Sichel Collection*
- *Present ownership since 2010*



'The Trumbull was a honey of a cyclecar. Had more cyclecars been as well made, this type of vehicle might have enjoyed more success in America.' – 'Standard Catalog of American Cars 1805-1942.'

Although conceived by Harry J Stoops, the car took its name from its financial backers, brothers Alexander H and Isacc B Trumbull, who had acquired the rights to the design when they bought the American Cyclecar Company. Built in Bridgeport, Connecticut, the Trumbull was powered by a four-cylinder 14/18hp engine, designed by K L Hermann of the Hermann Engineering Company, and featured shaft drive and (in 1915) a three-speed sliding-gear transmission (1914 cars had a friction transmission). It was nothing if not compact, its vital statistics being a wheelbase of 80", a track of 44", and a weight of only 950lbs. A top speed of 50mph was claimed. Roadster and coupé models were offered.

Most of the Trumbull's home-grown competitors left much to be desired in terms of practicality and reliability, tarnishing the cyclecar's reputation and leading to sluggish sales. The result was that most of Trumbull's output was exported, some 1,500 of the 2,000 produced finding customers in Europe and Australia.

On 7th May 1915, a consignment of 20 Trumbulls, together with Isaac Trumbull, was aboard the liner Lusitania when it was torpedoed by a German U-Boat. Isaac had been on his way to the UK to clinch an order for 300 cars, and his tragic death brought an end to the Trumbull Motor Car Company.

An older restoration, this Trumbull 15B cyclecar previously formed part of the Gerald Sichel Collection and was purchased by the Key Collection when a selection of the Sichel cars were auctioned at Hershey in 2010. A rare example of the American cyclecar, this charming little Trumbull should provide the fortunate next owner with years of enjoyment.

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

£20,000 - 25,000

€23,000 - 29,000

61 * N

**1958 FIAT-ABARTH 750 GT
'DOUBLE BUBBLE' COUPÉ**

Coachwork by *Carrozzeria Zagato*

Registration no. not UK registered
Chassis no. 497034

- *Iconic 'Double Bubble' body style*
- *Palo Alto Concours class winner 2011*
- *Dual purpose race/touring car*
- *Fully documented professional restoration*





Offered here is an early production 3rd Series 750 GT. While the first owner is not known, the car was in the hands of Harris J Sobin by the early 1970s. Sobin, an architect and University of Arizona professor, displayed the Abarth at the Pebble Beach Concours d'Élégance in 1992. Dissatisfied with not winning a prize, he commissioned a complete restoration, spending years gathering parts and information from sources in Italy.

When purchased from Professor Sobin by the immediately preceding owner in 2010, the Abarth was completely disassembled, its restoration unfinished. The rebuild was completed under the supervision of Jay Armstrong, a noted Abarth specialist. The year-long project included a repaint to the correct shade of red, matched to a colour chip supplied by Zagato to Professor Sobin. In addition the interior was upgraded from vinyl to leather, and all new electrical wiring was installed. As the Abarth 750 GT was so capable on the racetrack, very few survivors retain the finishing details with which they were originally delivered. This car has all these trim pieces, all too often discarded, even down to the beautifully hand-wrought alloy wind stops inside the rear quarter windows, and the delicate side window wind deflectors. Also of note is the all-original glass and a full complement of original dashboard instruments.

This car has a correct 750 GT engine, with high compression Abarth pistons and a stronger, upgraded, mild competition Nardi crankshaft. Breathing through the rare original air filter, the correct Weber 32 carburettor sits on an Abarth intake manifold, while the cylinder head incorporates polished inlet ports, dual valve springs, and large inlet valves. The 8-quart magnesium oil pan and an up-rated cooling system ensure that the new owner will be able to exploit this car's full performance potential.

Following the restoration's completion this Abarth was shown at the 2011 Palo Alto Concours, winning a class award, and then displayed at the invitation-only Carmel-by-the-Sea 'Concours on the Avenue' and 'The Quail, A Motorsports Gathering' in August 2011. The Key Collection purchased the car at Bonhams' Scottsdale Sale in January 2012 (Lot 352). Whether admired on the show field or blasting down a scenic road, this superb FIAT Abarth 750 GT Zagato is sure to provide enjoyment far out of proportion to its compact size.

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

£90,000 - 120,000
€100,000 - 140,000

62 * N

C.1916 BREWSTER COUPÉ

Coachwork by Brewster & Co.

Registration no. not UK registered

Chassis no. 02344

- One of circa two dozen survivors
- AACA award winner
- Knight-type sleeve valve engine
- An older show-quality restoration
- Present ownership since 2010



'Carriage Builders to American Gentlemen', and arguably the most famous of American coachbuilders, Brewster & Co bodied its first automobile - a prototype electric car - in the mid/late 1890s. New York's wealthiest families had long favoured Brewster as a builder of fine quality horse-drawn carriages, so it was only to be expected that they should turn to the same firm to supply bodies for their new automobiles. The first gasoline-powered chassis to carry a Brewster body was completed in 1905 and in 1910 the company moved into a new purpose-built factory on Long Island. It was from this new plant that the first Brewster car would emerge in 1915, with production proper commencing for the 1916 model year.

Brewster were importers of Panhard, Renault, Rolls-Royce, and Delaunay-Belleville automobiles, and it was difficulties in the supply of these European chassis, occasioned by the outbreak of WWI, that prompted the American firm to build its own. The Brewster automobile had a 125" wheelbase chassis and was powered by a 276.5ci (4½-litre) four-cylinder Knight-type sleeve valve engine. Mechanically it owed much to the contemporary Rolls-Royce while the oval radiator was a direct crib from the Delaunay-Belleville.

Steering wheel position was optional and various body styles were available, all priced between \$5,250 and \$6,650 in 1916, making the relatively compact Brewster considerably more expensive than the gargantuan V12-engined Packard Twin Six! Some 500 of these exclusive automobiles had been made when production ceased in 1925, shortly before Brewster's acquisition by Rolls-Royce of America. Around two dozen of these early oval-radiator cars are believed to exist today.

An older show-quality restoration, still in good condition, this AACA award-winning Brewster Coupé features a distinctive forward-sloping 'Brewster windshield' and is finished in blue with black wings and black detailing. The charming cloth-trimmed interior incorporates extensive timber framing, rear courtesy light, roof vents, and a pull-down rear window blind, while the beautifully detailed engine bay boasts numerous brass and copper components. The Key Collection purchased the car at a US auction in 2010. Few early American automobiles are rarer or more exclusive than this wonderful Brewster Coupé, which would grace any important private collection.

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

£25,000 - 30,000

£29,000 - 35,000

63 * N

1935 AUBURN 851 SPEEDSTER REPLICA

Registration no. not UK registered

Chassis no. NCS 89851

- Built by the 'Auburn Automobile Company'
- Factory-size body
- General Motors 396ci (6.5-litre) V8 engine
- Reputedly took 1,000 hours to build



The first Auburn car had been built by the Eckhart brothers of Auburn, Indiana in 1900. A variety of models followed before the brothers sold out in 1919. Prescience was obviously an Eckhart strong point, as the ensuing post-war recession hit Auburn hard. From the moment Errett Lobban Cord joined Auburn as general manager in 1924, the company's fortunes improved markedly. In 1925 he arranged for Lycoming straight-eight engines to be installed in the existing six-cylinder chassis, and instigated a re-styling exercise that saw the new-for-'25 Auburns featuring two-tone colour schemes and a novel belt-line that swept up over the bonnet. Sales doubled for three consecutive years. The new Auburns were soon challenging Stutz for the accolade of 'America's fastest'. Not only were they outstanding performers, the eight-cylinder Auburns also represented exceptional value for money: at \$1,395 the top-of-the-range '31 Speedster was less than half the price of the equivalent Stutz. 'More car for the money than the public has ever seen,' declared *Business Week* magazine.

Despite the introduction of the world's cheapest-ever V12, Auburn's fortunes declined through the mid-1930s as Cord's business empire expanded to include Lycoming, Duesenberg, Columbia Axle, and Checker Cab plus interests in shipbuilding and aviation. Against this background Auburn's eight-cylinder line reached its zenith in 1935 with the introduction of the 851.

One of the truly great American automobiles of the 1930s, the Auburn 851 offered breathtaking performance - 100 miles an hour was guaranteed - courtesy of its 4.6-litre, supercharged straight-eight, plus sensational looks in the form of a streamlined, boat-tail speedster body created by Duesenberg designer Gordon Buehrig. Sadly, just two years later Cord's empire had crashed and Auburn was gone for good, but few automobile manufacturers can have bowed out with anything approaching the style of the glorious 851.

Since the original company's demise there have been several attempts to resurrect the brand, the 'Auburn Automobile Company' name being used by at least two restoration shops in recent years. Built by the 'Auburn Automobile Company', this 851 Speedster Replica has a rare factory-size body and an Auburn chassis mid section. Said to have taken 1,000 hours to build, the car incorporates factory-type chrome bumpers, rare stock trim pieces, a special windscreen, custom leather interior, power disc brakes, and a tilting steering wheel, and is powered by a General Motors 396ci (6.5-litre) V8 engine fitted with Patriot aluminium cylinder heads.

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

£40,000 - 70,000

€46,000 - 81,000

64 * N

1938 DELAGE D6-70 COUPÉ DE VILLE

Registration no. not UK registered

Chassis no. 51979

- Premier French make
- Formerly part of the Aalholm Museum Collection, Denmark
- Unusual coachwork
- Purchased for the Key Collection in 2012



'Delage have to their credit many world's records, including a world's championship, and more awards at the principal Concours d'Elegance than any other car in the world... To these achievements Delage have added a third and greater. They have made the highest known degree of luxury and performance available at the price the average motorist can pay.'

Delage's publicity had every right to sing the praises of what, arguably, was the finest French car of its day. Founded in 1905 by Louis Delage, the company commenced production with a single-cylinder De Dion-engined runabout and within a few years was offering multi-cylinder designs. The publicity value of racing was recognised right from the start, a single-cylinder Delage winning the Coupe Des Voiturettes as early as 1908 and Louis himself taking the 1911 Coupe de l'Auto in a 3.0-litre four-cylinder. Victories at the Grand Prix du Mans and the Indianapolis 500-Mile Race were achieved prior to WWI, the company going on to become a major force in Grand Prix racing in the 1920s and setting a new World Land Speed Record mark in 1924 with a 10.7-litre overhead-valve V12.

Following the take-over by Delahaye in 1935, Delages were built to Delahaye designs but retained their own superior short-stroke engines and hydraulic brakes. Introduced for 1937, the D6-70 was powered by Delage's own powerful 2,729cc overhead-valve 'six', which drive via a Cotal electrically operated four-speed gearbox. Both fast and durable, the D6-70 proved good enough to win the Tourist Trophy at Donington Park in 1938 and secure a brace of Le Mans 24-Hour 2nd places: to a Bugatti Type 57 in 1939 and a Ferrari 166 ten years later.

With its deep black coachwork and contrasting broad gold coachline, this striking Delage D6-70 Coupé de Ville is a certain head-turner in any company. An unusual example of the late-1930s Delage, '51979' was purchased for the Key Collection when a selection of the Danish Aalholm Museum's cars was sold at auction in 2012.

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

£28,000 - 35,000

€32,000 - 41,000

65 * N

1934 PIERCE-ARROW TWELVE SEDAN

Registration no. not UK registered

Chassis no. 400144

- One of an estimated 90 Model 1248A (147" wheelbase) V12s built in 1934
- Reputedly purchased new by a Hollywood movie director
- Earlier full restoration with no expense spared
- Purchased by the Key Museum in 2012



Based in Buffalo, New York State, Pierce built birdcages, ice boxes and bicycles before introducing its first petrol-driven automobile - the 3.5hp single-cylinder De Dion-powered Motorette - in 1901. (The Pierce-Arrow name was first applied to the company's twin-cylinder model in 1904). In 1908 the firm became the Pierce Arrow Motor Car Company and within a few years had switched its attention exclusively to the production of luxury cars, pioneering many technological developments including servo-assisted braking and hydraulic tappets while building some of the most prestigious motor cars ever to grace America's highways.

Some idea of the rapidity of Pierce-Arrow's rise to prominence may be gauged from the fact that as early as 1909 The White House ordered two for state occasions. From then onwards the name Pierce-Arrow would be synonymous with the ultimate in motoring luxury, ranking alongside Cadillac, Packard, and Rolls-Royce. Clinging to traditional styling and handicapped by a range of sixes in an increasingly multi-cylinder marketplace, Pierce-Arrow saw its sales decline throughout the 1920s. In 1928 an alliance was forged with Studebaker, which viewed Pierce-Arrow's acquisition as a means of gaining entry to the luxury car market. A new range of straight-eights - already under development before Studebaker's arrival - was introduced and Pierce-Arrow sales doubled in 1929.

A 429ci (7.0-litre) V12 joined the Eight in November 1931 and would serve as the company's mainstay for the next seven years, top-of-the line models being built on a lengthy (147") wheelbase. By now both Pierce-Arrow and Studebaker were finding life tough in the post-Wall Street Crash years, and when the latter filed for bankruptcy in 1933, Pierce-Arrow found itself independent once again. Despite the critical acclaim lavished on its futuristic Silver Arrow show car - five of which were sold costing \$10,000 each - the firm was severely handicapped by the lack of a lower-price range, unlike its major rivals. Sales dwindled throughout the 1930s and the once-great Pierce-Arrow folded in 1938.

Reputedly, this five-passenger V12 sedan was sold new to a Hollywood movie director. The Key Collection purchased '400144' at a US auction in 2012, at which time it was stated that it had been treated to a full 'ground upwards' restoration with no expense spared. The car features twin side-mount spares and a trunk rack, while the 12-cylinder engine emits barely a whisper. Attractively finished in tan and dark green livery, it exudes enormous presence like all Pierce-Arrows.

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

£40,000 - 60,000

€46,000 - 69,000

66 * N

The Earl Ipsen

1932 HUPMOBILE CUSTOM ROADSTER

Registration no. not UK registered

Chassis no. 5021

- 350ci (5.7-litre) Chevrolet V8 and B&M automatic transmission
- Unique and well documented early 1950s custom
- Dates from a seminal period in American hot-rodding
- Well known in Hupmobile circles
- Original engine and drive train included



One day in 1951, Earl Ipsen, trucking a load of milk to an evaporator plant in Southwest Washington State, took a detour off Highway 99 to avoid a flooded river. As he wound his way up into the foothills, Earl spotted an old car for sale. It was a 1932 Hupmobile Sedan, a striking car even in its considerably weathered condition. Earl liked the Hupmobile's distinctive look and, as he passed by it each day, began to think about how he could turn it into a speedster. After some contemplation, he finally bought the car, for \$50. It was towed home behind the milk truck, his wife at the wheel. 'My plan was to make it a facsimile of a sports car,' Earl would write in the Hupmobile Club's *Hupp Herald* magazine years later. It would be the first of many customs that he would undertake.

Earl set to work on his speedster project. A 'turret top' roof section, sliced from a '38 Studebaker sedan resting in a nearby salvage yard, provided the metal for the rounded rear deck, while the body and cowl were dropped down over the frame a full 6". The doors were notched and Ford Model A seats installed. Sheet metal from the sedan body was shaped to fill the gap between the deck and fenders, while a '37 Ford windscreen frame was modified in speedster style. The engine and drive train were left standard, but Earl did install an after-market Ford overdrive behind the stock transmission. The car was completed in 1952.



In 1957 someone talked Earl into selling the one-off Hupmobile, which passed through several hands in the decades that followed. Many years later, it turned up in the hands of a restoration shop owner who somehow became convinced it was a factory show car. The happy result was that a full, high-quality restoration was carried out. Except for a few items such as the Studebaker bumpers and the '37 Ford windscreen, Earl's custom was still mostly 1932 Hupmobile. When the restorer redid the car, he re-equipped it almost completely with period-correct components. These included a nicely raked, chrome-framed, speedster-style split windscreen that replaced the '37 Ford assembly, while the paintwork was redone in a combination appropriate for an early '30s roadster. The Hupmobile retains this classic-era speedster look today. Indeed, with its cycle wings, wire wheels, racy slanted windscreen, and boat-tail deck, the low-slung Hupp is reminiscent of a 1930s Mercedes-Benz SSK from some angles.

Earl's 1982 and 1996 stories about the car in the *Hupp Herald*, and the photographs his son Brad has made available of the Hupmobile before, during, and after construction, constitute a wonderful provenance for future owners. The 'Ipsen Hupp' has won several 'Best of Show' awards and also reportedly took 1st place at the 50th Anniversary Portland Roadster Show in 2005.

The previous owner undertook a complete mechanical transformation to provide more reliable motoring, replacing the engine and transmission with a 350ci (5.7-litre) Chevrolet V8 and B&M 350 transmission. A new Speedway Motors drop front axle with Ford spindles were fitted, together with rack-and-pinion steering by Cross Steer. The original cable-operated brakes have been replaced with a modern power-assisted hydraulic system, with Speedway Motors' GM 11" discs and callipers at the front and 11" drums to the rear. The electrical system has been converted to 12-volt, including lights and gauges. All of these upgrades have been accomplished without any modification to the original chassis and related components.

Purchased by the Key Collection at Bonhams' Quail Lodge sale in August 2012, the Ipsen Hupmobile is a genuine piece of motoring Americana. There never was, and never will be, another Hupmobile such as this.

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

£80,000 - 100,000

€93,000 - 120,000

67 * N

1932 PACKARD MODEL 900 LIGHT EIGHT SEDAN

Registration no. not UK registered

Chassis no. 553-4080

- *Rare high quality American luxury car*
- *Well specified*
- *An older restoration*
- *Purchased for the Key Museum in 2010*



Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. Packard introduced its first 'Eight' in 1924 and by the decade's end was building eight-cylinder cars only.

The Depression years that followed the Wall Street Crash of October 1929 hit the American automobile industry hard. With sales falling, Packard's response was the introduction of a lower cost model - the Model 900 Light Eight - in 1932. 'We are offering a car that can be purchased out of income and not capital' claimed Packard, tapping into the mood of the times. Unfortunately, the Light Eight could not be produced cheaply enough to entice new customers, and those established clients that did buy it often did so instead of purchasing one of Packard's larger models. Given these circumstances it is not surprising that the Light Eight lasted for only a single season.

Powered by Packard's 5.2-litre engine, the Light Eight was of advanced design and was very well received at the time, being reckoned lovely to drive. The work of Packard's chief designer Werner Gubitz, the Light Eight's handsome coachwork boasted sweeping modern lines flowing back from a distinctive 'shovel nose' radiator.

The motor incorporated a built-in thermostat, thus dispensing with the need for radiator shutters, while other noteworthy features included a warm air heater for the carburettor intake, chassis ride control, an automatic clutch and vacuum-powered brakes. With 110bhp on tap, the Light Eight was good for 72mph. Only four body styles were offered - two sedans and two coupés - and the Light Eight was priced approximately 30% below the cheapest Standard Eight.

One of 6,750 Light Eights made between January and December 1932, this sedan was sold new on 21st July '32 by Bayridge Motor Sales in Brooklyn, New York City. A well maintained older restoration, the car features twin side-mount spares, a rear-mounted luggage rack, and trim rings on the wheels. The Packard was purchased by the Key Collection at Hershey, USA in 2010.

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

£25,000 - 35,000

€29,000 - 41,000

68 * N

1936 CORD MODEL 810 WESTCHESTER SEDAN

Registration no. not UK registered

Chassis no. 2140A

- One of the most iconic American cars of all time
- Front-wheel drive
- Lycoming V8 engine
- From the penultimate year of Cord production
- Owned by the Key Museum since 2009



One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York, and arguably the most easily recognised American car of all time, the Cord 810 debuted in November 1935, receiving a rapturous reception at US automobile shows. The work of a team headed by Duesenberg designer Gordon Buehrig, the 810 body style with louvred 'coffin' nose, streamlined, spat-shaped wings and absence of running boards would prove immensely influential, its distinctive features being borrowed by most mainstream manufacturers by the decade's end.

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

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

This example of a car widely recognised as one of the top ten automotive designs of all time was purchased by the Key Collection in the USA and imported in July 2009.

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

£80,000 - 120,000

€93,000 - 140,000

69 * N

1947 DELAHAYE TYPE 135M CABRIOLET

Registration no. not UK registered

Chassis no. 800939

- *Matching chassis and engine numbers*
- *Formerly part of the Aalholm Museum Collection, Denmark*
- *An older restoration*
- *Purchased for the Key Collection in 2012*
- *Restored by the Key Collection*





Delahaye had no in-house coachworks so all its chassis were bodied by independent coachbuilders, which created some of their most attractive designs on the Type 135. Right-hand drive like many high quality French cars of the period, this rare Delahaye 135 M drophead coupé, chassis number '800939', was bodied by the renowned French coachbuilder Jean Antem of Courbevoie, Paris. Jean Antem had established his coachbuilding business in 1919 and over the course of the next 30-plus years would body all kinds of chassis in a wide variety of styles. Antem manufactured series-production bodies for La Licorne and Ariès during the 1930s while reserving his bespoke creations for quality marques such as Bentley, Bugatti, Hispano Suiza and, of course, Delahaye. Jean Antem's work is rarely encountered today; indeed, an article published in 'La Vie de l'Auto' in January 1979 cited just four Antem-bodied Delahaye 135 soft-tops known at that time out of the estimated seven made post-war.

Antem bodied some six dropheads and one roadster in similar style on the Delahaye 135 M/MS chassis, and '800939' was one of two such cars displayed on Antem's stand at the 1948 Paris Motor Show. This show car is readily recognisable by its Applex steering wheel and Plexiglas dashboard buttons, clearly visible in photographs taken at the show. It is understood that '800939' is the only car to have these features from new.

After the '48 Paris Motor Show, '800939' was sold to Monaco early in 1949 and registered as 'MC 2817' (owner unknown). On 25th September 1953, the Delahaye was sold to Natale Franchini of Cap-d'Ail on the French Riviera, receiving the French license plate '395 BR 06' (Alpes-Maritimes). There is then a gap in the car's history until it resurfaces many years later in the Deutsch Danischer Freizeitpark Oldtimer Museum in Germany. Photographed in front of the museum, and still with the French license plate '395 BR 06', it featured on one of the museum's postcards.

The Key Collection purchased '800939' in August 2012 when a selection of cars from the Danish Aalholm Automobile Museum was offered for sale at auction. Since then it has been restored by the Key Collection and is presented in magnificent cosmetic condition. Regular contenders at the most prestigious Concours d'Élégance events, these Antem-bodied Delahayes are very rare and highly sought-after. Bonhams would like to thank Delahaye authority Jean-Paul Tissot for his assistance in preparing this description.

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

£220,000 - 280,000

€250,000 - 320,000

70 * N

1930 FORD MODEL A DELUXE ROADSTER

Registration no. not UK registered

Chassis no. A 4654610

- Replacement for the Model T
- Formerly part of the Gerald Sichel Collection
- An older restoration
- Purchased in the USA in 2010



'The gift of being able to sugar the "pill" of utility with an attractive coating has always been a notable facet of the Ford Motor Company... Ford could make a utility car still look like a "car", low purchase price often being accompanied by a lively performance and good fuel economy...' - Bruce Hudson, *British Light Cars* 1930-1939.

Hudson's words are particularly apposite when one considers the Ford Model A. Replacement for the ubiquitous Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its four-cylinder sidevalve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition, and at last there was a brake for each wheel. The T's ungainly styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colours and, needless to say, competitive pricing, helped ensure its success.

Ford priced the new Model A at just \$450 and would go to build 4.8 million over the next four years despite the prevailing economic gloom. Ford outsold Chevrolet 2-to-1 in 1929/30 when more than 1.4 million were sold - the Model A's best year - and production continued until the V8's arrival in 1932 saw Ford's four-cylinder car renamed 'Model B'.

A very correct older restoration, this 1930 Deluxe Roadster retains its original body and wings. Noteworthy features include dual side-mount spares, driving lights, dual tail lamps, whitewall tyres, radiator stone guard, and the popular 'quail' radiator cap. Previously forming part of the Gerald Sichel Collection where it was professionally maintained, this Model A was purchased by the Key Collection when a selection of the Sichel cars was auctioned at Hershey in 2010.

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

£18,000 - 22,000

€21,000 - 25,000

71 * N

1933 STUTZ DV-32 SEDAN

Registration no. not UK registered

Chassis no. DV64 1595

- *Premiere American luxury make*
- *One of only 150 produced*
- *An older restoration*
- *Purchased for the Key Museum in 2011*



Built in just five weeks, Harry Clayton Stutz's first car did sufficiently well at the 1911 Indianapolis 500, finishing 11th despite numerous stops for fresh tyres, to prompt its creator to set up the Ideal Motor Car Company to manufacture the 'Car That Made Good In A Day'. Introduced in 1912, Stutz's most famous product - the Bearcat speedster - was one of the first true sports cars, being stripped of all but the bare essentials and offering little in the way of weather protection or comfort. In 1912 Stutz won 25 out of 30 competitions entered thanks to the Bearcat. The Bearcat remained a fixture of the range until the end of the 1924 season when the installation of Frederick E Moskovics as company president marked a change of emphasis: from now on Stutz cars would be aimed at the luxury market.

Stutz's new era was marked by the introduction for 1926 of its first eight-cylinder chassis - the Vertical Eight - which featured under-slung worm final drive, an arrangement that enabled coachbuilders to create elegant low-slung bodies. In 1927, a sedan set a new world speed record, averaging 68.44mph for 24 hours at Indianapolis, while the following year one entered and owned by wealthy French pilot and inventor Charles Weymann, and driven by Bloch/Brisson, finished 2nd at Le Mans behind the Rubin/Barnato Bentley despite losing top gear 90 minutes from the finish.

Like all producers of luxury cars, Stutz was hit badly by the post-Wall Street Crash Depression. Lacking the resources to develop multi-cylinder engines - by this time rivals Cadillac were offering 12- and 16-cylinder models - Stutz revamped the Vertical Eight as the DV-32, grafting on a new double-overhead-camshaft 32-valve cylinder head. Introduced for 1932, the result was a state-of-the-art power unit producing a mighty 156bhp, and in Bearcat speedster form the DV-32 was guaranteed to exceed 100mph. In spite of slashing prices, Stutz production declined steeply during the early 1930s. In 1934 only six cars left the factory, and in 1937 this once great auto-maker was declared insolvent. The DV-32's late introduction makes it scarce today, with only 150 produced.

The DV-32 offered here has handsome five-passenger sedan coachwork mounted on the longest available (145") chassis, which was reserved for many of Stutz's custom bodies. For many years the car was owned by a noted Stutz expert and has toured extensively throughout Europe. Fully restored a number of years ago, it was purchased for the Key Collection at Bonhams' Quail Lodge sale in August 2011 (Lot 408).

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

£60,000 - 80,000

€69,000 - 93,000

72 * N

1932 AUBURN 8-100A CABRIOLET

Registration no. not UK registered

Chassis no. to be advised

- *High-performance American luxury car*
- *Lycoming 4.4-litre straight-eight engine*
- *Two-speed rear transaxle*
- *Owned by the Key Museum since July 2009*





When Errett Lobban Cord joined Auburn as general manager in 1924 the company was in the doldrums, making more cars than it could sell and heading for bankruptcy. From the moment Cord arrived however, the company's fortunes improved markedly. After some Cord-inspired re-styling Auburn sales picked up and the stage was set for the creation of a new automotive empire.

In 1925 Cord arranged for Lycoming straight-eight engines to be installed in the existing six-cylinder chassis and instigated a re-styling programme that saw the new-for-'25 Auburns featuring two-tone colour schemes and a novel belt-line that swept up over the bonnet. Sales doubled for three consecutive years and in 1926 Cord became president of the Auburn Automobile Company.

The eight-cylinder Auburns were soon challenging Stutz for the accolade of 'America's fastest', Al Leamy driving an 8-115 Speedster at 108.46mph over the measured mile at Daytona in 1928 and going on to take the 24 hours record at Atlantic City Speedway. Not only were they outstanding performers, the eight-cylinder Auburns also represented exceptional value for money: at \$1,395 the top-of-the-range '31 Speedster was less than half the price of the equivalent Stutz. 'More car for the money than the public has ever seen,' enthused *Business Week magazine*.

Despite the introduction of the world's cheapest-ever V12, Auburn's fortunes declined through the mid-1930s as Cord's business empire expanded to include Lycoming, Duesenberg, Columbia Axle, and Checker Cab plus interests in shipbuilding and aviation. Against this background Auburn's eight-cylinder line reached its zenith in 1935 with the introduction of the fabulous Gordon Buehrig-styled 851. Sadly, just two years later Cord's empire had crashed and Auburn was gone for good, but few automobile manufacturers can have bowed out with anything approaching the style of the glorious 851.

This Auburn 8-100A cabriolet features the Columbia Axle Company's two-speed rear transaxle that first became available in 1932. The Key Collection bought the car in the USA and imported it in July 2009. Restored in-house this handsome Cabriolet is now smartly presented.

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

£80,000 - 100,000

€93,000 - 120,000

73 * N

**1948 CHRYSLER NEW YORKER
'TOWN & COUNTRY' CONVERTIBLE**

Registration no. not UK registered
Chassis no. 7410581

- *One of only 993 built*
- *An older restoration, carefully maintained*
- *Former concours class winner*
- *Purchased for the Key Museum in 2010*





Such was the demand for vehicles in the immediate aftermath of WW2, that the 1946 Chryslers - like most other American makes - reappeared looking much the same as in 1942, though the wood-embellished Town & Country model, previously available only as a station wagon, was now made either as a sedan or two-door convertible on both the New Yorker (eight-cylinder) and Windsor (six-cylinder) chassis. With their contrasting ash framing, mahogany veneer and steel panels, and boasting a level of finish that would be the envy of the finest yachts, these Town & Country models were certainly very striking. They were also the best-equipped and most expensive models in the Chrysler range, and today are among the most highly prized American automobiles of their era.

First introduced in 1938 as the 'New York Special', the stylish New Yorker was based on Chrysler's up-market Imperial and used the latter's sidevalve straight-eight engine. In Chrysler nomenclature 'New Yorker' signified luxury, these models being distinguished by high quality interior trim and an occasionally adventurous choice of upholstery materials including Scottish tartan (on the New Yorker Highlander). The 1947 and '48 Chryslers exhibited only minor detail changes from the '46 line-up, though now the Town & Country Sedan was available on the six-cylinder Windsor chassis only, while all the T&C Convertibles were built on the eight-cylinder New Yorker chassis.

For 1949, the final year of the Town & Country Convertible, production was delayed until March and only 993 were completed by the season's end. Costing \$3,765, the T&C Convertible was the most expensive model in the Chrysler range and even more costly than the equivalent Cadillac. Built on the longer (131.5") wheelbase, these later cars remain highly regarded for their superior ride quality and driving dynamics.

This final-year Town & Country Convertible was purchased new by one James Miller of Greensboro, North Carolina, though its subsequent history is unknown. In 1994, while still complete, original, and in good shape, the car was treated to a complete body-off restoration at a total cost of c.\$120,000. Following its completion, the T&C was shown just once: at the Forest Grove Concours where it was received a 'Best in Class' award. Always treated as a prized show car, this Chrysler had covered only a few hundred miles post restoration when it was purchased by the Key Collection at a US auction in 2010. One of the most glamorous and iconic of post-war American automobiles, this beautiful Town & Country Convertible is the perfect companion with which to enjoy the forthcoming summer.

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

£100,000 - 130,000
€120,000 - 150,000

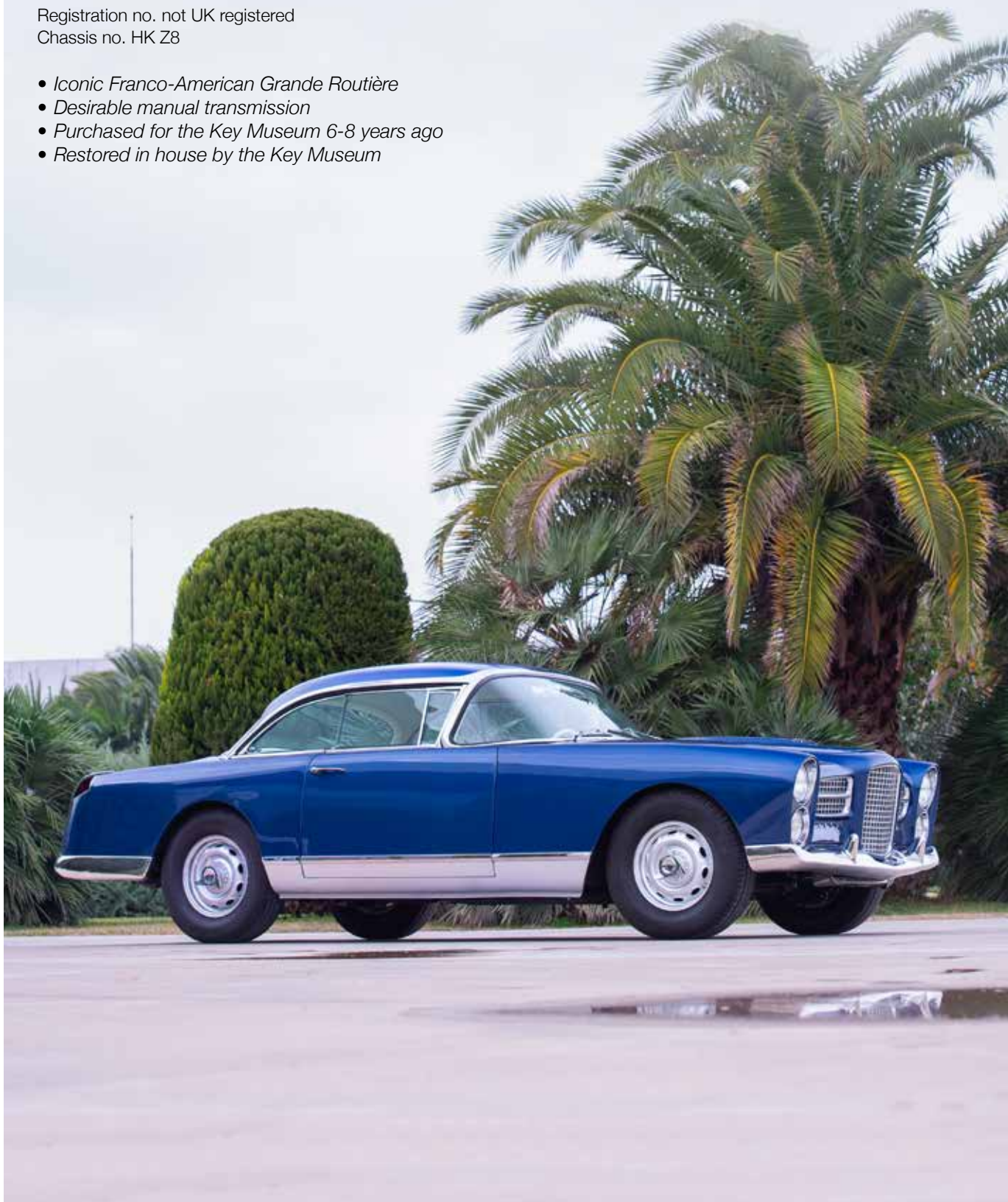
74 * N

1960 FACEL VEGA HK500 COUPÉ

Registration no. not UK registered

Chassis no. HK Z8

- *Iconic Franco-American Grande Routière*
- *Desirable manual transmission*
- *Purchased for the Key Museum 6-8 years ago*
- *Restored in house by the Key Museum*





In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious and fast. Hand built, they were, of course, necessarily very expensive – the Facel II was priced in Rolls-Royce territory – and were bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners includes royalty, politicians, diplomats and entertainers: Tony Curtis, Danny Kaye, Ringo Starr, Joan Fontaine, and Ava Gardner being counted among the latter. Confirming that there was high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing figures such as Sir Stirling Moss, Maurice Trintignant, and Rob Walker.

Founded by Jean Daninos in 1939, Forges et Ateliers de Construction d'Eure-et-Loir (FACEL) specialised in the construction of aircraft components and metal furniture. After the war the company engaged in the supply of car bodies to Panhard, Simca and Ford France before branching out into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon. A luxurious Grand Routière, the Vega featured supremely elegant coupé bodywork welded to a tubular-steel chassis. The power unit chosen was Chrysler's 4.5-litre, 180bhp V8 and there was a choice of push-button automatic or manual transmission.

An improved model, the HK500, appeared in 1957. Maximum power was now around 360bhp courtesy of the latest - 5.9-litre (later 6.3-litre) - version of Chrysler's 'Hemi' V8 engine and top speed rose to around 140mph. Power steering became an option, and Dunlop disc brakes were adopted as standard equipment in 1960. Capable of effortless and completely silent 120mph cruising, the HK500 possessed, according to The Motor magazine, a 'brilliant combination of good comfort and quite exceptional roadholding'. HK 500 production amounted to only 500-or-so units between 1958 and 1961, and today this rare Franco-American Grand Routière is highly sought after.

A left-hand drive example fitted with desirable manual gearbox, this HK500 was purchased in the USA by the Key Collection some 6-8 years ago and since then has been beautifully restored by them.

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

£90,000 - 120,000

€100,000 - 140,000

75 * N

1951 JAGUAR MARK V 3½-LITRE DROPHEAD COUPÉ

Registration no. not UK registered

Chassis no. 647349

- One of 1,005 dropheads produced
- Left-hand drive
- Three-position convertible hood
- Purchased by the Key Museum in 2012
- Restored since acquisition



'Everything about it, the feel of it, the way it goes, the way it sounds and the way it looks has distinction. Its engine is as docile in city streets as it is fast on the open road... I particularly liked the new steering which is light, positive, self-centring and free from road shocks. It corners like a racing car yet the springing with extra long torsion bars for the independent front suspension gives a delightfully smooth ride.' – Courtenay Edwards, writing about the new Jaguar Mark V in the *Daily Mail*.

Jaguar Cars - as William Lyons' SS concern had been re-named in 1945 - commenced post-war production with a range of essentially pre-war designs while at the same time developing what would become known as the Mark V. A considerable improvement on what had gone before, the Mark V saloon's cruciform-braced chassis featured torsion bar independent front suspension, designed pre-war by the company's Chief Engineer William Heynes, and all-round hydraulic brakes. Jaguar's existing Standard-based, six-cylinder, overhead-valve engine was continued in both 2½- and 3½-litre forms in the Mark V, whose bodywork likewise maintained the pre-war tradition, though with minor up-dating in the form of faired-in headlamps, deeper bumpers, and rear wheel spats.

Like its immediate predecessor, the Mark V was available in saloon or drophead coupé versions and featured the kind of luxuriously appointed interior that had become a Jaguar hallmark. The announcement of Jaguar's first new generation post-war saloon - the Mark VII - at the 1950 Motor show signalled the end for the Mark V, production ceasing in June 1951 after slightly fewer than 10,500 had been built, only 1,005 of which were dropheads like that offered here.

Little is known about this left-hand drive 3½-litre Mark V but it is recorded that it was owned by one Frank Weigel in 1981 and had been, prior to the preceding owner's acquisition, with the same keeper for the previous 15 years. The Key Collection purchased the car at Bonhams' Scottsdale Sale in January 2012 (Lot 345), since when it has been restored by them. Mark V dropheads have been gaining in popularity recently and for good reason, as these beautiful cars epitomise Jaguar's traditional virtues of grace, space and pace.

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

£80,000 - 100,000

€93,000 - 120,000

76 * N

1941 CADILLAC SERIES 62 CUSTOM CONVERTIBLE

Registration no. not UK registered

Chassis no. 8347993

- *The 'Standard of the World'*
- 346ci (5.7-litre, 150bhp) 'flat head' V8 engine
- Hydra-Matic automatic transmission
- Classic post-WW2 custom looks
- Purchased for the Key Museum in 2012



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

During the 1930s it seemed that almost every year brought with it a landmark advance in the development of Cadillac's long-running V8, which by the decade's end had been rationalised to a single 346ci (5.7-litre, 150bhp) variant, the expensive V12 and V16 coachbuilt models having been dropped. The Series 62's beautiful Fisher-built 'Projectile' or 'Torpedo' bodies had first appeared on the 1940 range and featured a revised front-end treatment for '41, establishing a pattern that would last for several years. With 150 horsepower on tap, the 126"-wheelbase Series 62s had a decent turn of speed while the chassis was considered remarkable for its manoeuvrability.

This owner-driver Series 62 convertible dates from the last full year of automobile production before Japan's attack on Pearl Harbour propelled the USA into WW2, and is unusual in having been treated to a subtle yet substantive 1940s-style customisation sometime in the 1980s.

The late 1940s had witnessed the birth of the modern automotive customising movement, with West Coast practitioners, like the Barris brothers, competing with East Coast rivals. This Series 62 displays many of the era's most popular custom trends: the wings have been 'leaded' into the body; the original convertible top replaced by a hand-built, chopped 'Carson'-style padded top; the headlights 'Frenched' into the front wings; and the stock bumpers replaced with those from a 1947 model. The older dark blue metallic paint presents well, as does the patinated red leather interior, and the car wears authentic, much sought-after Cadillac 'sombbrero'-style hubcaps. Boasting twin carburettors on a period-correct Edmunds intake manifold, exhaling through dual exhausts, a mildly tuned 346ci Cadillac flathead V-8 sits beneath the lengthy bonnet. This car also has the pioneering Hydra-Matic automatic transmission, developed by General Motors' Cadillac and Oldsmobile divisions, which had been introduced in 1939 for the 1940 model year.

The Key Collection purchased this imposing Cadillac at Bonhams' Quail Lodge Sale in August 2012 (Lot 433). Sleek and aggressive at the same time, this unique car is a guaranteed head-turner in any gathering and definitely not for the shy and retiring.

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

£40,000 - 60,000

€46,000 - 69,000

77 * N

1956 MERCEDES-BENZ 300SC COUPÉ

Coachwork by Sindelfingen

Registration no. not UK registered

Chassis no. 188 014 6500134

- *One of only 200 built*
- *Coachbuilt in the traditional manner*
- *The most desirable of all Mercedes-Benz's post-war luxury models*
- *Acquired by the Key Museum circa 2009*





Right from the marque's creation in 1926 by the merger of Daimler-Benz and Mercedes, Mercedes-Benz's top-of-the-range models have ranked in the forefront of the world's greatest automobiles. Throughout the 1950s the company's flagship model was the 300S, a luxurious Grand Tourer in the tradition of the pre-war 540 K that was both lighter and faster than its illustrious predecessor. Mercedes-Benz's first prestige car of the post-WW2 period, the 300 debuted at the Paris Salon in 1951. The range comprised the six-light, four-door saloon and similar-sized cabriolet, plus a trio of two-door variants built on a shorter wheelbase.

Like the majority of 1950s luxury cars, the 300 retained a separate chassis, though unlike most of its rivals could boast all-independent suspension. Later to form the basis of the immortal 300SL sports car's, the 3.0-litre, overhead-camshaft, six-cylinder engine produced 115bhp, an output good enough to endow the saloon with a genuine 100mph maximum speed despite an all-up weight of 1,780kg (almost 4,000lbs). And while not unique in that respect, the 300 could cruise at close to its maximum speed while transporting six passengers in comfort in a manner that few of its contemporaries could match.

Even more performance was available to those in a position to afford a 300S. At US\$12,500 the latter was more than double the price of the most expensive Cadillac and costlier than a 300 SL, so remained the province of a highly select clientele. Built in coupé, cabriolet and roadster versions, the 300S enjoyed an extra 35bhp courtesy of an increased compression ratio and three - as opposed to two - Solex downdraft carburettors. Its top speed was 176km/h (109mph), a figure improved upon by the subsequent 300Sc introduced towards the end of 1955 at the Frankfurt Motor Show.

The 300Sc featured a 175bhp dry-sump engine equipped with Bosch fuel injection, and boasted revised rear suspension with single-pivot swing axles similar to that of the 300SL Roadster, a development that enhanced both roadholding and handling. The car's top speed was now 180km/h (112mph) with 100km/h (62mph) reachable in around 13 seconds. To cope with the improved performance, servo-assisted brakes, optional from 1954, were standardised.

Coachbuilt in the traditional manner by Sindelfingen, the 300S family represents a standard of excellence that has rarely been equalled; only materials of the finest quality were used for the hand finished interiors, which were comparable with those of the contemporary Rolls-Royce. The 300Sc is widely regarded by discerning collectors as the most desirable of all Mercedes-Benz's post-war luxury models. Only 200 examples of the 300Sc were built and survivors are both rare and highly sought after.

Restored in Europe in the 1990s, this ultra-rare 300Sc coupé is finished in red with tan leather interior, the latter featuring a sunroof, fog lights, and Becker Mexico radio. A rare find indeed, this beautiful car was purchased by the Key Collection at a US auction and imported in November 2009.

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

£400,000 - 500,000

€460,000 - 580,000

78 * N

C.1950 HEALEY TICKFORD SPORTS SALOON

Registration no. not UK registered

Chassis no. C1951

- One of only 222 built
- One of the fastest closed cars of its day
- Formerly part of the Aalholm Automobile Museum Collection, Denmark
- Purchased by the Key Museum in 2012



Having achieved considerable success in motor sport, Donald Healey took up a job with Riley in 1933 before being recruited by Triumph to serve as its Experimental Manager. He was soon made Technical Director, becoming responsible for the design of all Triumph cars, but remained directly involved with motor sports, the highlight of his competition career with Triumph being a class win and 3rd overall, in the 1934 Monte Carlo Rally. When Triumph folded, Healey moved to Humber, meeting fellow engineers Achille (Sammy) Sampietro and Ben Bowden, and the trio's thoughts were soon centred on the prospect of building a new sports car, though actually getting it into production would have to wait for the war's end.

The Donald Healey Motor Company duly completed its first prototype in 1945, going into production in Warwick the following year. The nascent firm's first offerings were the Elliott sports saloon and Westland roadster, both powered by Riley's lusty 2.4-litre four-cylinder engine and built on a welded-up X-braced chassis featuring Healey's own trailing arm independent front suspension. For a time the Healey Elliott was the world's fastest closed four-seater production car, clocking 110mph at Jabbeke, Belgium in 1947.

In 1950 the Elliott and Westland were superseded by the Tickford sports saloon and Abbott drophead coupé (named after their respective coachbuilders), both of which enjoyed an improved chassis incorporating Girling brakes. They were more refined and better equipped than their predecessors too and, although heavier, still good for the 'ton'. The Tickford sports saloon has been described as 'certainly the prettiest closed Healey, complete with proper boot' and though it was, relatively, the most numerous of the Riley-engined Healeys, only 222 had been built by the time production ceased in 1954.

The Healey Tickford offered here was purchased from the sale of the Danish Aalholm Automobile Museum Collection in 2012. It represents a rare opportunity to own one of these handsome sporting saloons that aroused such intense interest in their day for their unique combination of high performance and precise roadholding.

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

£25,000 - 30,000

€29,000 - 35,000

79 * N

1972 DE TOMASO PANTERA COUPÉ

Coachwork by *Carrozzeria Ghia/Vignale*

Registration no. not UK registered

Chassis no. THPNMA03022

- *Iconic Italian/US GT*
- *Desirable Ford Cleveland 351ci (5.75-litre) V8 engine*
- *Acquired by the Key Museum in 2010*
- *Repainted since acquisition*



Having established himself as a serious automobile manufacturer with the Mangusta coupé, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar, the Pantera. Dallara opted for unitary construction for the steel chassis/body - abandoning the Mangusta's backbone frame - and competition-specification double wishbone/coil-spring suspension all round. The Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V8 power. Mated to an all-synchro ZF five-speed transaxle, the 351ci (5.75-litre) Cleveland engine varied in output depending on the destination market, and in European trim came with 330bhp on tap, enabling the Pantera to complete the 0-60mph (0-96km/h) sprint in a little over 5 seconds and touch 160mph (257km/h) flat out.

Styled by Tom Tjaarda at Carrozzeria Ghia, the stunning coupé body was in fact built by Vignale, both companies being part of De Tomaso's empire in the early 1970s.

De Tomaso's longstanding relationship with the Ford Motor Company led to an arrangement whereby the Pantera was distributed through select Lincoln-Mercury dealerships in the USA, where a lower compression, 248bhp Cleveland motor (meeting stricter emissions regulations) was introduced for 1972. The 1974 energy crisis led to a parting of the ways between Ford and De Tomaso, who continued to sell the Pantera in Europe. Exceptionally long-lived for a supercar, the Pantera was still around in the 1990s having undergone numerous upgrades.

The Key Collection purchased this Pantera at a US auction in 2010, at which time it was described as 'completely original with only 14,000 miles travelled' and a 'numbers-matching one-owner automobile'. Since acquisition the car had been repainted red (from yellow).

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

£50,000 - 70,000

€58,000 - 81,000

80 * N

1963 CHEVROLET CORVETTE STING RAY 'SPLIT WINDOW' COUPÉ

Registration no. not UK registered

Chassis no. to be advised

- Dating from the first year of Sting Ray production
- Rare one-year-only 'Split Window' Coupé
- 360bhp fuel injected engine and four-speed manual gearbox
- Purchased by the Key Museum in September 2011



'The Sting Ray hit the American sports car market like a thunderclap, reminiscent of the knock-'em-dead debut of the Jaguar E-Type two years previously; comparisons were not slow to materialise. For the first time in history the Corvette was a sell-out success.' – Richard M Langworth, *The Complete Book Of The Corvette*.

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride. This new frame was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said: 'For the first time I have a Corvette which I am proud to use in Europe.'

As had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterised by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of four-wheel disc brakes was the most significant development for 1965 while Chevrolet's 327ci (5.4-litre) 250bhp standard V8 was joined by an optional 396ci (6.5-litre) Big Block for '65 only, then a '427' until the end of Sting Ray production in 1967. Now recognised as representing a 'golden age' for the Corvette, the Sting Ray version was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.

A little over 21,000 Sting Rays were made in 1963, the production split being roughly 50/50 coupé/convertible. As is the case with most American cars of this period, the Corvette buyer could choose from a host of factory options with the result that seldom are two cars exactly alike. Completed in May 1963, this example has the rare and desirable combination of the 360bhp fuel injected engine and four-speed manual transmission. Left-hand drive, as were all Corvettes at this time, this collectible and rare first-year 'Split Window' Sting Ray was purchased in the USA by the Key Collection and imported in September 2011.

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

£80,000 - 100,000

€93,000 - 120,000

81 * N

C.1936 SS1 COUPÉ SS1 FIXED-HEAD COUPÉ

Registration no. not UK registered

Chassis no. to be advised

- One of only 2,503 built
- Rare survivor of an early SS model
- Formerly part of the Aalholm Automobile Museum Collection, Denmark
- Acquired for the Key Museum in 2012
- Repainted since acquisition



Forerunner of the 'Jaguar' marque, the SS1 predated yet epitomised the former's advertising slogan, 'Grace, Space, Pace.' 'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley in 1922. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis. The design was the work of Walmsley's business partner, William Lyons, whose future Jaguar creations would confirm his reputation as one of the British motor industry's most gifted stylists. Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet, and Standard Sixteen chassis.

Marque status arrived in October 1931 with the launch of the SS1, a close-coupled coupé. Based on that of the Standard Ensign 16hp, the SS1's low, under-slung chassis was designed by Lyons and supplied exclusively to Swallow by John Black's Standard Motor Company, which also provided the 2.1/2.6-litre six-cylinder sidevalve engine and four-speed gearbox. Lyons' design for the body was startling: the SS1's excessively long bonnet, tiny passenger compartment and helmet-type front wings suggesting that it represented the ultimate in high performance.

In so doing, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price. Indeed, so successful was Lyons' new venture that production of Swallow-bodied cars ceased altogether in 1933 and SS Cars Limited was formed, initially as a subsidiary of the Swallow sidecar-building business.

The SS1 body was revised for 1933 and the engines up-rated with alloy cylinder heads and improved manifold, advances that raised the top speed to 75mph. For 1934 the SS1 gained a new wide-track chassis and slightly enlarged Standard engines of 2,143cc and 2,663cc, while the body - now available in four different configurations - underwent yet another re-style. In this, its final form, the SS1 remained in production until 1936, by which time 2,503 examples of this ultimate version had been made.

Believed to be a 2.1-litre model, the SS1 fixed-head coupé offered here was purchased from the sale of the Danish Aalholm Automobile Museum Collection in 2012, since when it has been cosmetically restored by the Key Museum. Early SS cars are rare and highly desirable and this example, with its fresh two-tone paintwork, is undeniably handsome.

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

£70,000 - 100,000
€81,000 - 120,000

82 * N

**1962 ASTON MARTIN DB4 'SERIES IV'
SPORTS SALOON**

Registration no. not UK registered
Chassis no. DB4/903/R

- *Iconic first-of-the-line model*
- *Delivered new in the UK*
- *Restored by the Key Museum*





At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed by W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin.' The 3.7-litre, six-cylinder power unit was the work of Tadek Marek, and had first been seen at Le Mans the previous year in the DBR2.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960.

A front-hinged bonnet, bigger brake calipers and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings. Manufactured between September 1961 and October 1962, the fourth series was readily distinguishable by its shallower bonnet intake, recessed rear lights, and new grille with seven vertical bars. The final, fifth, series was built on a 3.5" longer wheelbase (allowing for increased legroom and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

The accompanying copy order form records that '903/R' was delivered to K N Rudd (Engineers) Ltd of Worthing, Sussex for use as a demonstrator. The car was originally finished in California Sage with fawn Connolly leather interior trim, and left the factory equipped with overdrive transmission. The last service entry is dated June 1967 at 50,782 miles. According to the AMOC Register, this car was in the USA (with a Club member) in 1983. Restored by the Key Museum, this beautiful DB4 is eligible for AMOC and a wide variety of other historic motoring events.

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

£250,000 - 350,000

£290,000 - 410,000



83 * N

**1954 MERCEDES-BENZ 300 SL
'GULLWING' COUPÉ**

Registration no. not UK registered

Chassis no. 198.040.4500049

- One of only 1,400 300 SL Gullwings built
- The 49th car completed
- Acquired by the Key Museum in 2011
- Repainted and re-trimmed since acquisition
- Eligible for the most prestigious historic motoring events







'When it was first announced by Mercedes-Benz, the production 300 SL Coupé was a startling car built to the German concern's customarily startling standards, but above all what left the general public most open-mouthed about the new car was its upward-opening Gullwing doors...!' - *Motors*, 1963.

Mercedes-Benz returned to post-war competition in 1952, fielding two of its new 300 SL (W194) sports cars in the Mille Miglia. The pair finishing a creditable 2nd and 4th overall in this most difficult of events and this promising start was followed up by a win in the challenging Carrera Panamericana. The works first raced the 300 SL (Sport Leicht) in open form, but for the Le Mans 24-Hour Race in June a trio of 'Gullwing'-doored coupés was entered. High sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the coupé bodywork required innovative thinking - hence the Gullwing doors. Karl Kling and Hans Klenk duly brought their 'Silver Arrow' home in first place and the 300 SL was on its way to becoming part of motor sporting legend.

The early 300 SL offered here is the 49th example produced, falling within the first 50 cars generally considered by marque authorities to be prototypes for the remaining 1,350. According to the Gullwing Registry, chassis number '49' was completed to special order on 26th October 1954 and left the Unterturkheim factory finished in white with red leather interior trim. Dated 1989, another entry in the Gullwing Registry states that the car was equipped with the 3.64:1 final drive ratio standard for the US market. The 300 SL was shipped to the USA on 29th October 1954, passing through the hands of various owners residing in Washington, Colorado, and California.

It is understood that a subsequent owner was Mr Hiroaki 'Rocky' Aoki, founder of the Benihana restaurant chain and noted a car collector. Various upgrades were incorporated during Mr Aoki's ownership, including a four-wheel disc brake conversion and the installation of a stainless-steel fuel tank. In all other mechanical respects the car remains in factory-correct specification.

In 2008, the Gullwing was acquired by the immediately preceding owner through a dealer reportedly representing the late Mr Aoki's estate (he died in July 2008).

The Key Collection purchased the Mercedes in the USA in 2011. At that time it was stated that it had recently benefited from a comprehensive mechanical re-commissioning by Kevin Kay Restorations, including fitting new Koni shock absorbers and a stainless-steel exhaust system, and tuning the fuel-injection system. Since the car's acquisition by the Key Collection the exterior has been repainted and the interior re-trimmed.

Beautifully presented, this spectacular first-year Gullwing is eligible for entry into the most prestigious historic motoring events worldwide.

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

£800,000 - 1,000,000
€930,000 - 1,200,000



FURTHER PROPERTIES

84 * N

1989 LAROUSSE LOLA LC89/90

Chassis no. 03

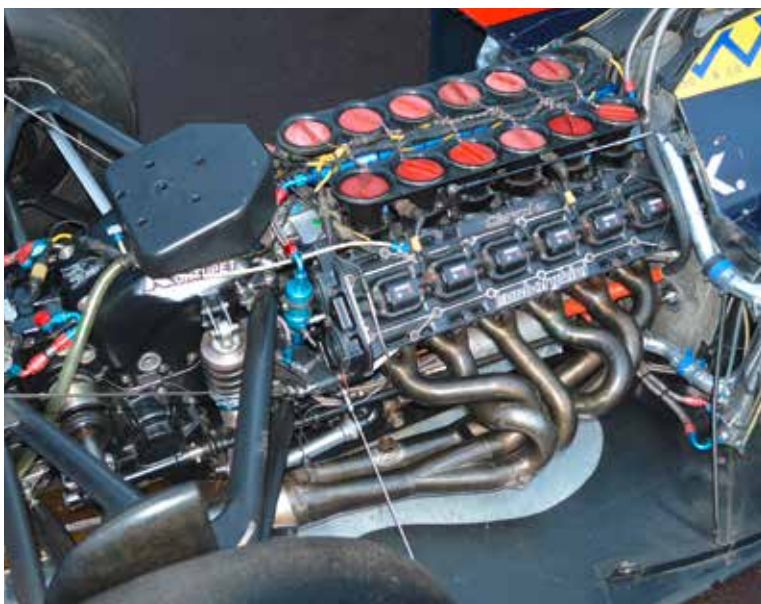


The Larousse Formula 1 team was founded in 1987 by former racer and Renault Motor Sports boss Gérard Larousse and his business partner, Didier Calmels, originally under the name Larousse & Calmels. Based in France, it competed in F1 from 1987 to 1994 before succumbing to financial difficulties, scoring a best finish of 3rd at the 1990 Japanese Grand Prix.

Larousse's first car - the Cosworth DFZ-powered Lola T87/30 - was commissioned from the British manufacturer and designed by Eric Broadley and Ralph Bellamy. The team started out in 1987 with one car for Philippe Alliot, adding a second for Yannick Dalmas towards the end of the year. For 1988 there was a new chassis – the Lola LC88, still with Cosworth power – but for 1989 the team secured a deal to run Lamborghini V12 engines. Alliot stayed on but Dalmas, who had been ill, was replaced part way through the season by rookie French driver Éric Bernard, and later by former Tyrrell driver Michele Alboreto.

At the end of the year, Larousse sold 50% of his shares to the Japanese Esso Corporation. Aguri Suzuki was hired to partner Bernard for 1990, and its new Japanese recruit took the team's best ever result with 3rd place at that year's Japanese Grand Prix.

Larousse would enjoy its most successful season in Formula 1 in 1990, finishing 6th in the Constructors' Championship, only for Lamborghini to announce it was switching to Ligier for 1991. Of greater concern was the loss of Larousse's points because of an alleged 'false declaration' concerning the origin of the chassis: the team had mistakenly declared the car as manufactured by themselves when in fact it was designed and built by Lola.



The Larrousse Lola offered here, chassis number '03', was entered in 14 Formula 1 Grands Prix: 12 in 1989 and two in 1990, as detailed below.

1989

Round 4 Mexico DNQ Alliot #30
 Round 5 USA retired Alliot #30
 Round 6 Canada 14th Alliot #30
 Round 7 France 11th Bernard #29
 Round 8 Britain 16th Bernard #29
 Round 10 Hungary retired Alboreto #29
 Round 11 Belgium retired Alboreto #29
 Round 12 Italy retired Alboreto #29
 Round 13 Portugal 11th Alboreto #29
 Round 14 Spain DNQ Alboreto #29
 Round 15 Japan DNQ Alboreto #29
 Round 16 Australia DNQ Alboreto #29

1990

Round 1 USA retired Suzuki #30
 Round 2 Brazil retired Suzuki #30

Since then, chassis number '03' has been in long-term museum storage, undergoing some restoration in 1993 and also in 2018. The car's livery is that used by Larrousse at the 1990 Japanese Grand Prix in which Aguri Suzuki achieved the team's best ever result of 3rd place. We are advised that the car is mostly complete, but missing engine internals and a management system (ECU).

Although absent from the current Formula 1 scene, the exciting sound of a V12 racing engine at full throttle is one of the sport's most evocative, and it should not prove too difficult to return this historic and well preserved Larrousse Lola to running condition.

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

£135,000 - 165,000

€160,000 - 190,000

1966 MCLAREN M1B GROUP 7 'CAN-AM' SPORTS RACER

Chassis no. 30-21

- Much recent work by Lanzante Limited
- New 5.8-litre Chevrolet V8 engine
- Fully refurbished gearbox
- Only one shakedown test since full refreshment
- Fresh FIA HTP

A stalwart of the Formula 1 World Championship for 50 years – of the current teams, only Ferrari has been in the sport longer – the company founded by New Zealander Bruce McLaren first rose to prominence in sports car racing, building a highly successful series of prototypes for the emerging Can-Am series in North America.

But the team's initial success was in Can-Am, a series they dominated from 1967 to 1971. Bruce first became involved in design and construction when he bought the 'Zerex Special', a Cooper T53 F1 car that had been converted into a sports-racer towards the end of 1962. Bruce's next Group 7 sports prototype was the M1A.

The team's first self-designed car, the M1A was another simple spaceframe design featuring wheels, suspension uprights, and steering arms supplied by Cooper, while the Oldsmobile V8 engine was retained, driving via a Hewland transaxle. Frank Nichols' Elva Cars was already building its own highly successful sports-racers, and he expressed an interest in the new McLaren prototype. The result was an agreement for Trojan (Elva's parent company) to build a production version: the McLaren-Elva, 24 of which were completed.

For 1965, the design was refined as the M1B: a collaborative effort by artist Michael Turner working with team manager Tyler Alexander and designer Robin Herd, it had a blunter nose and sharper cut off at the tail, and was 20% stiffer than the M1A yet no heavier.





The chassis featured a mix of large-diameter round and square tubing, with aluminium-alloy panelling forming the bulkheads and under-tray. Suspension was independent by means of wide-based unequal-length wishbones at the front, while at the rear there were radius arms, a single top link, and a lower wishbone. Coil spring shock absorbers were fitted all-round, together with anti-roll bars front and rear. The cast magnesium wheels were McLaren-Elva's own: 15x8½" at the front, 15x11½" at the rear, while Girling supplied the dual-circuit disc brakes. The 'standard' power unit was the 4½-litre Traco-modified Oldsmobile V8, though customers could specify Chevrolet or Ford engines if they so chose. The body was moulded in glassfibre, and the M1B weighed around 1,300lbs 'dry'. Trojan manufactured 28 examples, which were sold in North America as the McLaren-Elva Mark 2.

When the inaugural Can-Am series commenced in 1966, it soon became obvious that the McLaren's Traco-Oldsmobile engine was not competitive with the 6.0-litre Chevrolet favoured by rival teams such as Lola and Jim Hall's Chaparral. After the opening races in Canada, Bruce switched from the aluminium Oldsmobile engine to the cast-iron Chevrolet, which although 200lbs heavier was considerably more powerful. The two works McLaren M1Bs were driven by Bruce and fellow New Zealander, Chris Amon, and although competitive did not win a race. Bruce eventually finished 2nd in the series to Lola's John Surtees.

Chassis number '30-21' has belonged to the current vendor since 2015 having been owned previously (in the UK) by Richard Dodkins. Little else is known of the car's history apart from the fact that prior to 2002 it was privately owned in the USA. After purchase the car was taken by the current owner to renowned racing car restorers Lanzante Limited for preparation. Where it was found to have a recurring oil pressure issue, which was only resolved by replacing the engine with a new one. At the same time the gearbox was fully refurbished by BPA, while many other issues were addressed during testing. After missing the 2016 season, the vendor was reluctant to put any miles on his fully refreshed car and opted merely to carry out a shakedown at Paul Ricard and then list it for sale. Two additional sets of wheels and some running spares are included in the sale.

Previously raced at Goodwood and complete with valid FIA HTP, this McLaren M1B is eligible to race in CER, Masters and, of course, the Goodwood Members and Revival meetings.

£150,000 - 200,000
€170,000 - 230,000

86

1971 CITROËN DS20 SALOON

Registration no. LRL 193J

Chassis no. 4703215

- One of the most iconic motor cars of all time
- Left-hand drive; semi-automatic transmission
- Long-term single family ownership
- Imported in 2011
- Sympathetically restored



Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the futuristically styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension; plus power-operated brakes, clutch and steering. No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival until very recently in top-of-the-range models. The DS's original 1,911cc, overhead-valve, long-stroke engine was replaced in 1966 by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed manual gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron.

Right-hand drive versions were assembled in England at Citroën's Slough factory up 1966, whereupon manufacture of all RHD models reverted to France. By the time production ceased in April 1975, more than 1.3 million of these wonderfully idiosyncratic cars had been built.

This Citroën DS20 was found resting unloved in the corner of a garage in Holland some ten or so years ago. It had been in the ownership of only one family and was included in a deal to purchase a competition car. The car was imported and registered in the UK in 2011.

With lots of help from Citroën Classics of Staines, Middlesex, this DS has been sympathetically restored and used mainly as team transport at the Classic Le Mans. All hydraulic seals to the brakes and suspension have been replaced and a new steering rack fitted. We are advised by the private vendor that the car has a strong 2.0-litre engine and good suspension hydraulics. Retaining a delightful patina of originality, it starts well, runs as it should and is said to be a joy to drive, bringing a smile to the faces of both occupants and onlookers wherever it goes. Offered with a V5C Registration Certificate.

£10,000 - 15,000

€12,000 - 17,000

No Reserve

1989 AUDI QUATTRO V8 SPECIAL COUPÉ

Registration no. G602 JVV

Chassis no. WAUZZZ852LA000116

- *Unique road and track-day car*
- *Based on a Quattro RR 20-valve*
- *350bhp 4.2-litre V8 engine*
- *Six-speed four-wheel drive transmission*



Originally a Quattro RR 20-valve, this car has been substantially modified; in its creator's opinion being the car that Audi should have made when production of the original Quattro ceased in 1991. This car is now fitted with a 4.2-litre Audi RS4 V8 engine producing in excess of 350bhp with 290ft/lb of torque (as measured on a rolling road dynamometer). The engine revs to over 8,000rpm and drives via an Audi RS4 six-speed gearbox matched to the four-wheel-drive transmission. The engine has a MoTeC engine management system with mapping from MacKellar Racing, with enhanced cooling synced with the MoTeC ECU.

The running gear features three-way adjustable Proflex suspension front and rear, with up-rated road springs. The front brakes are large AP Racing callipers with vented discs, while the rears are standard but fitted with competition pads. The car has OZ wheels and Kumho track-day tyres, and is fitted with a rear roll cage with both standard and race seat belts.

The car's current specification and set up is the brainchild of Alec Cooper at Coopersport, who has 30 years rally and race preparation experience. According to the vendor, the impact of this car at a track day is remarkable: 'It makes a great noise and is very quick if driven hard. It is also a perfect way to learn how to drive quickly on a track because it has four-wheel drive, goes fast, stops faster, and is extremely forgiving. It also drives like a manual-shift road car so the transition is easy.

The MoTeC management system also has full data logging capability should one wish to get serious about track driving.' Offered with current MoT and a V5C registration Certificate, this is a unique vehicle with which to enjoy driving to the full.

£30,000 - 50,000

€35,000 - 58,000

88

1957 JAGUAR XK150SE 3.4-LITRE DROPHHEAD COUPÉ

Registration no. 418 G MJ
Chassis no. S837163

- *Desirable drophead coupé model*
- *Manual transmission*
- *Restored by Twyford Moors in 2000*
- *Alternator conversion, Kenlowe fan, power steering*



What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.

Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

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

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.



'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money,' declared *The Autocar*.

A sought after 'Special Equipment' model fitted with the manual gearbox, this XK150 drophead coupé started life in left-hand drive configuration and most likely was converted to right-hand drive in 2000 while undergoing restoration by marque specialists Twyford Moors. Following a period in storage, the Jaguar was re-commissioned by Coopersport in 2016 and since 2017 has been maintained by Just Historic Cars of St Leonards on Sea, East Sussex. Described by the private vendor as in generally good condition, the car is offered with restoration invoices and a V5C Registration Certificate. The sensible upgrades of an alternator conversion, Kenlowe electric cooling fan, and power-assisted steering are the only notified deviations from factory specification.

£50,000 - 60,000

€58,000 - 70,000



2016 FORD CAPRI MK2 3.0-LITRE FIA COMPETITION COUPÉ

Registration no. not registered
Chassis no. n/a

- Built from scratch by Ric Wood Motorsport in 2015
- Essex V6 engine
- Currently in Group 1.5 British Touring Car specification
- Comes with parts enabling it to run in Group 1 or Group 2
- Eligible for a variety of historic touring car events



Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri - 'The car you've always promised yourself' - to the European market in 1968. The Capri's imaginative fastback styling was a relatively new departure for the 'Blue Oval' but beneath the skin the car remained typically Ford, sharing engines, gearboxes and many other components with the rest of the range, though the power units used by the British- and German-built versions differed somewhat.

Ford was pursuing a wide-ranging competitions programme at this time, and with its UK operation concentrating on developing the Escort for rallying and circuit racing, Jochen Neerpasch, head of the Motorsport Department in Cologne, was delegated to start work on the racing Capri. Known as the 'RS2600', this would be based on the 2600GT, Ford of Germany's top-of-the-range model at the time, although Cologne's first efforts involved modified 2300GTs. A number of successes, including class wins, were achieved in international rallies in 1969 but it was already clear that the car's greatest potential was as a circuit racer.

In Group 2 racing trim the RS2600's Weslake-developed V6 engine was bored out to 2,995cc and equipped with Kugelfischer fuel injection and dry sump lubrication, in which form it developed in excess of 320bhp. The suspension, brakes and wheels were up-rated appropriately and the bodywork lightened by the extensive use of glassfibre panels. A ZF five-speed gearbox was standard equipment on the racing RS2600; the LHD-only production version, which retained the 2.6-litre engine, having to make do with a Ford four-speed unit. On the racetrack, the RS2600's finest achievement came in 1972 when works driver Jochen Mass, later to enjoy a successful Formula 1 career, was crowned European Touring Car Champion at the season's end.

In the UK, Gordon Spice was one of the foremost Capri exponents, and this example has been built as a replica of one of Gordon's cars. Spice commenced his British Saloon Car Championship career in the late 1960s racing Minis for Downton Engineering, which earned him a drive with the Ford works team, CC Developments, which was running 3.0-litre Capris. Between 1976 and 1980, Gordon won his class on five occasions, securing 24 overall race victories, but never won the championship outright.



This car was commissioned and built from scratch by Ric Wood Motorsport in 2015. Currently in Group 1.5 British Touring Car specification, it comes with inlet manifolds and brakes enabling it to run in Group 1 or Group 2 specification. Important features include:

- Seam-welded bodyshell with welded-in FIA roll cage
- Group 1.5 specification Essex V6 engine by Ric Wood
- Correct Group 1 gearbox with quick shifter
- Correct Group 1 Atlas rear axle (choice of ratios)
- Suspension to full-race Group 1.5 specification
- Group 1.5 front brake callipers and discs (Group 1 brakes available)

The engine was refreshed in 2018 by Ric Wood and has been run at two meetings since then (approximately four hours). This Capri has raced in Peter Auto HTP and the Legends HTTC Tony Dron Trophy. It is also eligible for Goodwood's Gerry Marshall Trophy and several other historic racing series.

£60,000 - 80,000

€70,000 - 93,000



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.

1955 JAGUAR XK140SE FIA LIGHTWEIGHT COMPETITION COUPÉ

Registration no. RAS 227

Chassis no. S815449BW

- Left-hand drive
- Road legal
- Prepared for racing by CKL Developments
- Current FIA HTP
- Extensively and successfully campaigned in historic motor sports



'The (XK140), however, did have one chance of covering itself with a little bit of glory, on the occasion of the 1956 Le Mans race. Peter Bolton and Bob Walshaw entered their standard road-going XK140 fixed-head coupé, with preparation limited to a few days' preparation at Brown's Lane to fit a D-Type head and a 36-gallon fuel tank. All the trim, including the walnut dashboard, was retained!' – Paul Skilleter, *'The Jaguar XKs'*.

Although the works had campaigned the first of the XK sports cars – the XK120 – extensively in motor sports, by the time the XK140 came along the purpose-built D-Type sports-racer was its frontline competition car. Nevertheless, Messrs Bolton and Walshaw put in a sterling performance against a field of works prototypes, and were running in 11th place overall when they were disqualified following a minor refuelling infringement. But for that, the un-fancied XK140 would probably have finished in the top ten.

Newly introduced for 1955, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing lever type at the rear. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers. The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim. A close-ratio gearbox enabled better use to be made of the increased performance and overdrive became an option for the first time. Special Equipment (SE) cars came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the C-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary road-tests regularly recording top speed figures in excess of 120mph.

One of only 1,965 left-hand drive XK140 fixed-head coupés made, this example has a body modified in the style of the Bolton/Walshaw car mentioned above. This car was exported to the USA in 1956 and brought back to the UK around 2000 to be prepared for road rallies by the then owner, Christopher Stewart.



In 2007 it was bought by the current owner and prepared for racing by renowned marque specialists, CKL Developments. Its specification includes the following:

- Lightweight alloy bonnet, boot lid, doors, and floor/tunnel panels
- Long-range alloy fuel tank with twin fuel pumps
- Lightweight (classic-style) aircraft-specification wiring loom by TMME
- Lightweight correct-style radiator
- Low-mileage full-race 3.4-litre engine by Classic & Modern Engines (circa 210hp)
- Low-mileage Jaguar four-speed synchromesh gearbox rebuilt at Hardy Engineering
- Low-mileage 4HA rear axle with correct limited-slip differential rebuilt at Hardy Engineering
- Correct drum brakes with competition linings
- Dual master cylinder adjustable pedal box (correct for FIA racing)
- Aeroquip brake lines
- Up-rated road springs, torsion bars, and dampers
- Alloy-rim spoked wheels (x6) plus steel-rim spoked wheels shod with period-style Dunlop tyres

'RAS 227' has competed in the following events and series:

- 2007 & 2008 XK Challenge (Class A winner both years)
- 2008 Eligible for Le Mans Classic, the car ran in Plateau 2
- 2009 Motor Racing Legends Woodcote Trophy (Donington, Silverstone, Algarve, Spa), Peter Auto Pau Classic, XK Challenge
- 2010 & 2011 Woodcote Trophy
- 2012 AMOC 1950s series, Woodcote Trophy, FISCAR 1950s
- 2013 Goodwood Revival (Fordwater Trophy), AMOC 1950s, Woodcote Trophy
- 2014 Le Mans Classic
- 2016 Jaguar Heritage at Le Mans Classic
- 2018 Jaguar Heritage at Le Mans Classic

In short: this is a well-known, competitive and reliable car, affording the prospect of access to some of the most prestigious historic motor sports events.

£80,000 - 120,000

£93,000 - 140,000

91

The ex-Gerry Marshall, Dealer Team Vauxhall, Forward Trust Special Saloon Car Championship-winning

1971 VAUXHALL FIRENZA COMPETITION SALOON 'OLD NAIL'

Chassis no. WBB506

- One of the most successful racing saloons of its era
- Original engine
- Retained by the Marshall family until 2011
- Present ownership since 2011
- Expertly restored to racing capability in 2012
- Only four events (circa 100 miles) since restoration



In April 2005 the motor racing world lost one of its most unforgettable characters when the legendary Gerry Marshall passed away while in the process of testing a Chevrolet Camaro at Silverstone. No one who saw him drive will ever forget the experience, for although like all racing drivers Gerry wanted to win, he always did it in flamboyant style, hanging the tail out at every opportunity. In a 40-year career that took in all classes from rallying to historic Formula 1, Gerry racked up more than 600 victories, making him the most successful driver ever in British motor sports history. But it was a saloon car racer that Gerry excelled, proving virtually unbeatable during his time with Dealer Team Vauxhall in the 1970s.

One of Gerry's most memorable races from this period formed part of the 1980s BBC Television series '100 Great Sporting Moments'. Featuring full-volume commentary by the irrepressible Murray Walker, this epic scrap is the Osram/BARC Trophy race run at Crystal Palace on 11th September 1971, which pitted Gerry in the DTV Viva GT against Martin Thomas (Chevrolet Camaro) and Mike Crabtree (Ford Escort).

The trio swap places and paintwork for the entire race before Gerry is narrowly pipped for the win by Mike Crabtree, only for a 10-second jump-start penalty to relegate the Escort driver to 2nd place and elevate Gerry to 1st (Thomas's Camaro had crashed). Gerry had practised 'Old Nail' for the race, lapping 1 second slower than in the Viva, and decided the latter was the better bet.

With the Viva now replaced, the focus of the DTV effort switched to the Firenza. Although not designed with competition in mind, the Firenza's 'slant four' engine would be transformed by renowned Vauxhall tuning specialist William 'Bill' Blydenstein, who managed to coax around 265bhp out the final 2.6-litre long-stroke derivative.

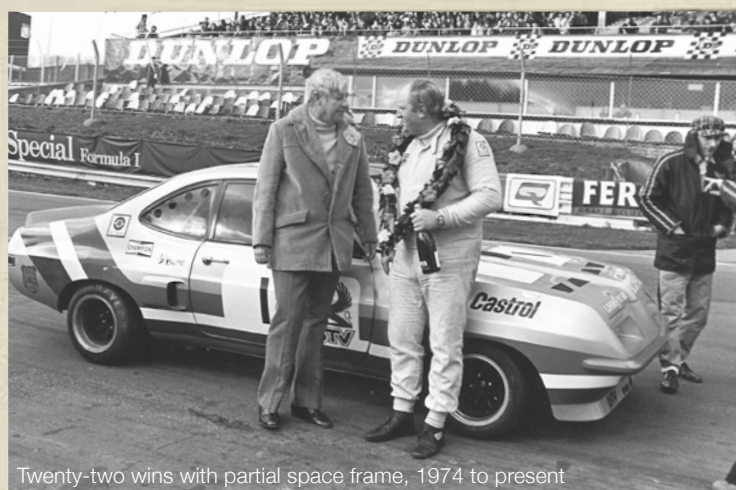
Affectionately known as 'Old Nail', Gerry's first and most successful DTV Firenza – the car offered here – is one of the most successful racing saloons of its era, as evidenced by the accompanying results summary listing at least 59 overall victories and four class wins between September 1971 and February 1978.



Nine wins shown in Thames Television livery with the DTV Vivas in the background, 1971



Eighteen wins shown with flared arches and increased bonnet hump, 1972



Twenty-two wins with partial space frame, 1974 to present



Seventeen wins when the Droop Snoot is introduced, 1973

Victory at Brands Hatch, Boxing Day, 1972





During this period 'Old Nail' won the Forward Trust Special Saloon Car Championship in 1972 (overall) and 1973 (over 1,300cc class), the Simoniz Saloon Car Championship in 1974 (over 1,300cc class) and the Scottish Saloon Car Championship in 1975 (over 1,300cc class, with Bill Dryden driving). 'Old Nail' was continuously developed over the years to keep it winning.

In 1978 'Old Nail' was presented to Gerry by a grateful Dealer Team Vauxhall and remained in his possession until his death in 2005. Formerly on display at the Vauxhall Heritage and Donington Park museums, the Firenza was offered for sale by the Marshall family at Bonhams' Goodwood Festival of Speed auction in July 2011 (Lot 477) where it was purchased by the current vendor.

The Firenza has since been re-commissioned and restored to racing capability by Coopersport, with any perished parts replaced. The car retains its original Blydenstein-built 2.2-litre LV240 16-valve dry-sump engine. Block number '001', it has been run for only some 100 miles since a full rebuild by Bob Dove, who worked on these special racing engines at Lotus in period when they were fitted to the Texaco Star F2 cars and Gold Leaf Europa sports cars. The fuel injection has been fully reconditioned by Brian Wills, who developed the system in period while working for Tecalemit Jackson, and fitted it to the car at the DTV workshop in Shepreth.

The gearbox is a rebuilt correct ZF five-speed direct-top racing unit, while the rear axle is a rebuilt correct Vauxhall unit (derived from the VX/490) with a limited-slip differential and polished drive shafts. The front brakes feature Group 2 AP Racing four-pot callipers with vented discs, while the rears are original Vauxhall drums. Competition pads and linings are fitted.

The suspension is correct, with original Spax dampers restored at Spax's workshop, and the wheels are original Minilite magnesium (13x10" front/13x13" rear) shod with Avon slicks. The interior features Gerry Marshall's original Corbeau seat (Corbeau were period sponsors) and steering wheel.

Since restoration in 2012 the Firenza has run three times: at the Donington Historic Festival in an invitation capacity; at the Goodwood Festival of Speed; and at Silverstone in a CSCC Special Saloons and Modsports event where it won its class.

Offered with restoration invoices and copies of contemporary press cuttings and photographs, 'Old Nail' represents a wonderful opportunity to acquire an historic racing saloon associated with British motor sport's most successful driver, the late Gerry Marshall.

£90,000 - 130,000
€100,000 - 150,000



Gerry Marshall on his way to victory from the back of the grid, Lydden Hill, November 1971

A smile for the new car, launch day, 1971



Silverstone Class Winner, May 1975



On the way to another win, Paddock Hill Bend, Brands Hatch, October 1973



Pushing through Bottom Bend (now Graham Hill Bend), Brands Hatch, October 1973

92

1966 FORD MUSTANG SHELBY GT350 FIA COMPETITION COUPÉ

Registration no. not registered
Chassis no. SFM 6S935

- Listed in the Shelby Register
- Current FIA HTP
- Numerous GSD RaceDyn upgrades
- Extensive racing history
- Prepared by Wren Classics



In the Shelby American World Registry it is stated that this particular GT350 was built in December 1965 as a road car and shipped to Larsen Ford Inc in White Plains, New York on 10th February 1966. It was purchased by its first owner, Mark P Norman from Rowayton (CT), on 27th May 1966.

In 1968 the car was bought by Angelo Dominguez, a Cuban racing enthusiast from Miami who immediately started racing it in national, SCCA (Sports Car Club of America), SVRA (Sportscar Vintage Racing Association) and ACALAM (Association of Latin American drivers in Miami) meetings. In the USA this car had SVRA Medallion status (FIA equivalent) confirming its racing pedigree, and was invited to run in the 1988 Vintage race of the Miami Grand Prix.

The Shelby was then sold to Peter W Grimm Jr from Fort Lauderdale, who raced the car for four years in various events at Laguna Seca, Road America, Sears Point and an HSR race at Morose Motorsports Park in 1997. After some years he sold the car back to Angelo Dominguez and it was then bought by Mr Christopher A Layman, a lawyer in Florida.

The car was raced at Sebring in June 2002 and ran flawlessly. Then it was prepared to race at Daytona in October/November 2002, including putting a new rear axle in the car. Unfortunately, an engine problem developed during practice, preventing the car from starting the race. When Mr Layman offered this car for sale in 2003 he described it as legal to run in HSR, SVRA, and SCCA events. According to him, the car was white with Guardsman Blue Shelby racing stripes and was last restored in 1987. The engine was rebuilt and the car sold to Jan Peeters of Holland, who brought it to Europe to race in FIA endurance events. During testing and practise it became clear that the car was not to correct FIA specifications, which Jan substantially corrected. The Shelby then raced in the European Historic Sportscar series, the Dutch GT series, The Oldtimer Grand Prix, and annually at the Spa 6 Hrs.

The Shelby was bought by the current owner in 2010 and has now been restored to the correct FIA 1965 specifications and a new FIA HTP issued in 2018 for Period F and Class GTS-12.



Since 2010 this Shelby Mustang has competed in the following races/series:

Spa 6 Hours (eight consecutive years, 2011-2018)
 Le Mans Legends (2011)
 Le Mans Classic (2012, winner Plateau 5 Index)
 Le Mans Classic (2014)
 Sixties Endurance (2011-2018)
 Masters Endurance (2016-2017)

In this period it has also raced with Peter Auto, Motor Racing Legends, Masters Racing, Redwater Racing, and the GT & Sports Car Cup.

In 2017 the car went through an upgrade using the services of Nigel Rees of GSD RaceDyn. Suspension components including the steering box, collapsible steering column, wishbones, road springs, roll bars, and dampers were replaced to GSD specification, and the car was personally set up by Nigel Rees. GSD's full report is available. The Shelby is currently prepared by Wren Classics.

Specification highlights include the following:

Full roll cage new in 2018
 All suspension mounts on bodyshell crack tested and strengthened
 Lightweight (classic style) aircraft-specification wiring loom by TMME
 Long-range FIA bag fuel tank (2018)
 Correct FIA-specification Ford 289ci V8 engine by Peter Knight (dynamometer sheets available)
 T10 gearbox rebuilt by RW Racing
 Custom high-revs prop-shaft.
 Correct axle with Gripper limited-slip differential and race driveshafts, rebuilt by RW Racing (choice of ratios)
 Correct front callipers, dual master cylinder and all brake components fitted new with GSD update
 Competition linings and Cryo treated front discs fitted.
 Lightweight racing wheels with period-style Avon and Dunlop tyres fitted

In short: this is a well-known, competitive and reliable car affording the prospect of access to some of the most prestigious historic motor sports events.

£125,000 - 155,000
€140,000 - 180,000

1952 ASTON MARTIN DB2 3.0-LITRE FIA COMPETITION GT

Registration no. PUM 777

Chassis no. LML/50/282

- *FIA Competition GT (road legal)*
- *Converted for racing in 2008 by Wren Classics*
- *Current HTP (new in 2018)*
- *Eligible for Historic Le Mans, Goodwood, and Mille Miglia*



'The fruits of the company's post-war competition experience are now to be seen in a new model, the DB2, which is a 100mph touring car of really individual design. It is designated a sports saloon but is really a streamlined two-three-seater coupé with space for a considerable amount of luggage.' – *The Autocar*, 21st April 1950.

Aston Martin owner David Brown's 1947 acquisition of Lagonda made the latter's W O Bentley-supervised, twin-overhead-camshaft, 2.6-litre six available for a new sports car. Announced in April 1950, with production commencing the following month, the DB2 owed much to the Claude Hill-designed DB1, using a shortened and modified version of the latter's chassis and identical suspension. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably outperformed its predecessor. Writing in 1952, Autosport's John Bolster enthused: 'The DB2 is a very fast sportscar 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.' Bolster enjoyed the DB2's outstanding performance, particularly that of the 120mph Vantage version, and remarked on the car's inherent safety and versatility: '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.'

And talking of racing at Le Mans, the works lost no time in putting its latest GT to the test in that most demanding of motor sports arenas, entering a team of three lightweight DB2s in the 1950 event. Although one retired, the other two came home in 5th and 6th places, a most creditable result for a hitherto untried car pitted against larger-engined opposition.

This particular DB2 was delivered as a non-runner to marque specialists Four Ashes garage in 1987. The car was then restored for road use and maintained by Four Ashes until it was purchased for racing by the current owner. Wren Classics converted the Aston for racing in 2008 with an up-rated engine. FIA papers were obtained and since then the DB2 has competed in the following races/series:

AMOC 1950s, Masters GT (2008)
Le Mans Legends, Woodcote Trophy, AMOC 1950s (2009)
Woodcote Trophy, AMOC 1950s (2010, 2011)
AMOC 1950s, Woodcote Trophy, FISCAR 1950s (2012)
Le Mans Legends, AMOC 1950s, Woodcote Trophy (2013)
Goodwood Members' Meeting, Woodcote Trophy (2014)
Woodcote Trophy (2018)



Its specification includes the following:

Full roll cage by Custom Cages
 Light weight body panels including floor and transmission tunnel
 Front splitter fitted with brake cooling ducts
 Correct lightweight correct radiator
 Lightweight (classic style) aircraft-specification wiring loom by TMME
 Low mileage 3.0-litre engine (rebuilt by Rex Woodgate)
 Correct triple Weber 35 DCO carburettors (Miglia Mille specification)
 Correct low mileage DB2 gearbox (rebuilt by Rex Woodgate)
 Low mileage 4HA axle with correct LSD (rebuilt by Hardy Engineering)
 (There is also a spare axle with 4HA centre and 3HA hubs. Both axles have competition drive shafts and spare shafts, and two final drive ratios)
 Alloy-rim spoked wheels (x6) by Motor Wheel Services plus steel-rim

spoked wheels, all shod with period-type Dunlop racing tyres
 Correct vented drum brakes front and rear
 Dual master cylinder adjustable pedal box (correct for FIA racing)
 Aeroquip brake lines
 Carbotec lined brake shoes
 Up-rated road springs and anti roll bars.
 Recently serviced front lever-arm dampers
 Up-rated four-bolt fixing rear lever-arm dampers
 Fully overhauled suspension (new bushes and bearings)
 Long-distance alloy fuel tank
 Twin fuel pumps

Ready to compete in the forthcoming season, this is a well-known, competitive and reliable car, affording the prospect of access to some of the most prestigious historic motor sports events.

£100,000 - 130,000

€120,000 - 150,000

94

1965 MORRIS MINI COOPER 970 'S' SPORTS SALOON..

Registration no. CBK 99C

Chassis no. K-A2S4/550919

- One of only 963 built
- Original registration number
- Restored between 2007 and 2015



Considered by automobile historians to be one of the most important and influential designs ever, the Austin/Morris Mini was in production for 40 years and today remains the most enduring icon of the British motor industry.

To many though - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous. To achieve this miracle the 848cc A-Series engine had been given a considerably longer stroke which, coupled with a slightly smaller bore, resulted in a capacity of 997cc. Boasting bigger valves, raised compression ratio, a higher-lift camshaft, and twin SU carburettors, it produced 55bhp at 6,000rpm.

The Mini Cooper soon established its credentials as a rally and race winner, and the stage was set for even faster versions. The first of these - the 1,071cc Mini Cooper 'S' of 1963 - took engine development a stage further and provided the basis for the 970cc 'S' and 1,275cc 'S' of 1964.

Built to order, the short-stroke 970cc 'S' was effectively a 'homologation special' that enabled BMC to enter the Mini Cooper in the 1,000cc class. Only 963 were manufactured, and original examples are extremely rare, as many have been converted to take different A-Series engines.

This 970 'S' was completed on 6th January 1965 and delivered to Wadham Holdings Limited, Southsea, Hampshire. The car was finished in Tweed Grey with white roof, and left the factory equipped with a fresh-air heater and 4.5" wide wheels. Registration records on file go back as far as 1974 when 'CBK 99C' was owned by one Mr Johnson of Kent. Details of all subsequent owners are available.

The car is presented today in fully restored condition, the rebuild having been undertaken in the 2000s while it was owned by Mr Nicholson of Hampshire. Works carried out included extensive bodywork renovation and rebuilds of the engine, gearbox, suspension, steering, and brakes. Relevant bills are on file and the car also comes with a quantity of expired MoTs and tax discs, a selection of restoration photographs, BMIHT Certificate, MoT to January 2020, and a current V5C document. A wonderful opportunity to own one of the rarest of all Mini Cooper variants.

£62,000 - 68,000
£72,000 - 79,000

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**€11,500 - 16,000**

1988 LAMBORGHINI COUNTACH 5000 QV COUPÉ

Registration no. F922 OYR

Chassis no. ZA9C005A0JLA12410

- Landmark Lamborghini model
- The world's fastest car in its day
- One of only 14 right-hand drive 5000 QVs
- Circa 33,000 miles from new
- Well maintained
- Huge history file



The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. It was nothing less than spectacular, looking like it had been conceived on another planet. As *Motor* magazine observed: 'few people gazing at the original Bertone Countach at Geneva in 1971 could have regarded it as anything but a "show" car. There were those fold-up doors for a start and the space-age cockpit with its abysmal rear visibility not to mention the strange engine/transmission configuration.' Happily, Lamborghini disregarded criticism of the car's supposed lack of practicality and the Countach entered production changed in detail only. The production version would not be seen for another two years, with deliveries commencing in 1974.

Lamborghini's four-cam V12 engine was retained for the Countach, though this time installed longitudinally. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential - driven by a shaft passing through the sump - at the rear. The result was a delightful gearchange and a better-balanced car than the Miura.



When production began in 1974, the Countach sported an improved spaceframe chassis and the standard 4.0-litre - instead of the prototype's 5.0-litre - engine. Even with the smaller engine producing 'only' 375bhp, the aerodynamically efficient Countach could attain 170mph and, as one would expect, came with racetrack roadholding to match.

The first upgrade appeared in 1978 as the 'LP400S', the major changes being confined to the chassis and suspension. A rear aerofoil became available, making the Countach look even more outrageous and, not surprisingly, was the choice of most customers. The Countach's potentially largest market - the USA - remained closed to it until the arrival of the 'emissions friendly' LP500S in 1982. Although no more powerful than before, the newcomer's 4,754cc engine brought with it a useful increase in torque. The final development saw the engine enlarged to 5,167cc and new four-valves-per-cylinder 'heads' adopted for the Countach Quattrovalvole (or 5000 QV) in 1985, the latter's 300km/h (186mph) top speed making it - at the time - the world's fastest car.

An extremely rare, UK-delivered Countach 5000 QV, chassis number '12410' is one of only 14 right-hand drive cars supplied as the '1988½' model, which featured the Anniversario version's side skirts. '12410' was supplied new on 3rd August 1988 and has covered a mere 33,000 miles from new.

It was owned for a number of years by a Dr Keith Barnes, before being sold through Furlonger Specialist Cars to a Mr Morris, then through Furlonger to the current vendor.

The car is finished in Rosso Siviglia with red-piped magnolia leather upholstery and brown carpets, and retains its original engine with matching ('12410') number. The original Alpine stereo system, spare wheel, and tool roll are still present. The Countach has had only four previous keepers and has been serviced and maintained correctly, unlike many other examples. For the last five-or-so years it has been looked after by Furlonger Specialist Cars, including a lot of work making the air conditioning function properly.

'12410' comes with a huge history file going back to when the car was ordered, which contains MoT certificates and tax discs dating back to when it was new. Still awesome by today's standards, the Countach has lost none of its presence since the day it was launched. '12410' represents an exciting opportunity to acquire a highly original and unmolested example of this iconic Italian supercar.

£260,000 - 300,000

€300,000 - 350,000

THE TERRY DRURY TRIBUTE FORD GT40

- *Built by the former GT40 racer*
- *Described by expert Ronnie Spain as “best GT40 representation...Bar none!”*
- *Many original parts*
- *Exceptional build quality*
- *Accurate 1968 style ‘crossover fuel’ chassis*





The GT40 Monocoque photographed circa 2015 at The Terry Drury Racing workshop



The late Terry Drury - a former Ford Motor Company engineer - was a very familiar figure in British national and International racing, well remembered for his exploits as an energetic Ford GT40 privateer in the late 1960s. Here we are pleased to offer a GT40 assembled by Terry Drury Racing - now run by his sons - which most significantly is based upon what he described to them as being an original Abbey Panels-made monocoque chassis from period, supplied to Terry Drury by Ford after his car - chassis '1073' - had been damaged in an accident during the Monza 1,000Kms race in April, 1968.

This monocoque is certainly an original-style 1968 "fuel cross over" chassis which in period would have embodied two fuel crossovers between the left and right-side sill tanks, one passing through the dash section and the second via a rubber pipe passing under the driver's legs. Such a fuel system is of course considered too risky today, but the cross-over paths survive in this tub, with the upper accesses closed by bungs. The vendor will supply two of the original one-way fuel cross-over flap valves if required.

The car has been examined in detail by acknowledged Ford GT40 authority Ronnie Spain who reports that its chassis is: "...far and away the most accurate non-original GT40 chassis I have ever seen, or been made aware of! "I highly recommend the Drury family GT40 as being the GT40 today with the best 'tribute' GT40 chassis that I am aware of ever yet having been built..."

The Drury family have acknowledged that on the back of Ronnie Spain's report it is impossible to be certain as to the monocoque's lineage. But they have always been under the impression that it was a monocoque that had been in Terry's possession for many years.

The car's current fuel system features brand-new FIA-approved Premier tank bladders in each side pontoon and are accompanied by their certificates of conformity. Both side pontoons also feature the original aluminium fuel tank closing panels. Fuel lines are in Aeroquip fed by the original Stewart Warner pumps, complete with a new rebuild kit. The car's fuel filler caps are also the original magnesium type featuring the now-rare vent valves used on these cross-over monocoques.

The car also features the original steering column, steering rack and tie rods (refurbished) while the new Moto-Lita steering wheel has been made to the correct period measurements and detailed finish.

Front and rear magnesium suspension uprights, tubular steel wishbones, hubs, rear top wishbone tie bars, rear anti-roll bars and driveshafts are original stock, the uprights having been inspected and accepted by an RAF approved testing facility complete with documented results. They were found to be in good condition but at 53 years old they are recommended for demonstration purposes, rather than being exposed to extensive street use or competition-level stress.



These uprights have been Chromated matte black for protection from further weathering and preservation. The original Koni double adjustable spring/damper units have also been refreshed by TrueChoice in the USA while the only new addition to the suspension is the front anti-roll bar.

The car's brakes - new callipers, pads, vented disc and bells from BG Developments - are brand new but original specification and period correct. The brake lines have been run as original with copper piping routed through the monocoque in their original positions while some of the flexible piping fit in Aeroquip with safety in mind.

An original set of magnesium BRM front wheels feature, which Terry Drury kept from period while the rear BRM wheels are new to match. a new pair of BRM rear Magnesium wheels to match. The fronts were vapour blasted and Chromated while Dunlop CR82 post- Historic tyres are fitted front and rear - sizes 15" x 9" and 15" x 14" (wheels), Fronts • CR82 430 1160-15 - Rears • CR82 530 1500-15 (tyres).

An accurate reproduction wiring loom is fitted - and the chassis plug for the body connections is original. Dash layout is as Terry Drury preferred with some period Smiths instruments. The steering column flasher stalk is original, as are the Lucas switches and warning lights. Both the heated screen and the original wiper motor mechanism operate.

The dash ventilation system on the dash features the original eye-ball air vents and dash centre windscreen vent. Another rare feature is the foot vent on the passenger side centre section, relieving the centre tunnel of hot air from internal piping between nose radiator and rear engine.

The seats have been made by the original trimmer, featuring fibreglass backs, parachute material covering and brass eyelets.

The engine is an original Works 302 cubic inch 4-bolt main bearing Gurney Weslake Ford V8, most notably complete with its original works steel crank, Indy rods and the works peak-top pistons. The bore sizes are still 4-inches. The rocker assembly was more recently acquired with other miscellaneous parts via Dan Gurney's private collection. Original Italian Weber 48 IDA carburettors are fitted.

For ease and reliability in running a later 2-pin alternator has been adopted - together with a later coil - while the originals with original control box and relay are available.

The car is also equipped with a new aluminium radiator and oil cooler (both made to original specification) and a fan ensures the engine keeps cool on both road and track.



The oil cooler has period-correct fittings and is housed in an original mount. The gearbox oil cooler is located where Terry Drury preferred, on top of the rear subframe. The engine breather system is also to Drury period specification with two interlinked side tanks. The gearbox is an original ZF-1 as fitted to the later GT40s from 1967.

Terry Drury accumulated many body sections and this car as offered features original period-correct vented nose, rear body and doors with period-correct latches, indeed as used at Monza, Spa and Le Mans.

This 1968 GT40 is an ultra rare build especially consisting of not only this extraordinarily faithfully-constructed monocoque but so many original period correct parts from Terry Drury's personal collection. This is a most accurate-monocoque Ford GT40 - so described by the acknowledged specialist investigator in this field - offering great potential as either a high-performance road car, or indeed as a FIA-regulation Historic racing car.

Refer to department



98

**1961 BENTLEY S2 CONTINENTAL
DROPHEAD COUPÉ**

Coachwork by Park Ward Ltd.

Registration no. JSV 872

Chassis no. BC1CZ

- *The ultimate in motoring luxury in its day*
- *One of 62 Park Ward-bodied right-hand drive dropheads*
- *Restored circa five years ago*
- *Recent maintenance by Frank Dale & Stepsons*





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. '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. The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique,' enthused *Autosport*.

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 car. The firms of H J Mulliner, Park Ward, James Young, and Hooper (with a solitary example) all offered 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 Rolls-Royce-owned Mulliner and Park Ward to carry on a noble tradition, with Park Ward building the S2 Continental drophead coupés and Mulliner the saloons.

Chassis number 'BC1CZ' is one of 125 drophead coupés built by Park Ward on the S2 Continental chassis, of which only 62 were right-hand drive like this example. This car was delivered in July 1961, finished in blue with an off-white leather interior and matching convertible hood, and was supplied by H R Owen to H&J Wilson Ltd of London for the use of one S G Kingsley. More recently the Bentley has formed part of a European collection for which it was restored some five years ago. These works included refurbishment of the bodywork, chrome, woodwork, engine, interior, and engine bay.

Approximately one year ago, respected marque specialists Frank Dale & Stepsons carried out a full mechanical review and completed further works to ensure optimum performance and reliability, while a new hood and headlining have been fitted to complete the cosmetic works. Having been on showroom display for around a year, the car will require re-commissioning before returning to the road. Accompanying documentation includes copy chassis cards, sundry restoration invoices, and a V5 registration certificate.

£150,000 - 180,000
£170,000 - 210,000

99 N

1966 CITROËN DS21 DÉCAPOTABLE

Coachwork by Henri Chapron

Registration no. not UK registered

Chassis no. 4350094

- *Rare right-hand drive Décapotable*
- *Effectively one owner from 1986 until 2007*
- *Present ownership since 2007*
- *Registered in the Republic of Ireland*





Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the strikingly styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension; plus power-operated brakes, clutch and steering. No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in its present-day top-of-the-range models. The DS's original 1,911cc, overhead-valve, long-stroke engine was replaced in 1966 by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. (Chapron's first convertibles had been produced independently of Citroën, but the factory eventually gave the project its blessing). Citroën's Décapotables were built on the longer, stronger chassis of the ID Break (Estate) but the model was never produced in England, where Citroën's right-hand drive cars were assembled at its Slough factory, and thus was never officially offered with right-hand drive. In total, 1,365 usine (factory) convertibles were made with either the DS19 or DS21 engine between 1960 and 1971, while Chapron built a further 389 of his own, the last in 1973.

The fact that Chapron operated independently of Citroën enabled him to build cars to individual customer order. Finished in blue with tan leather interior and equipped with the semi-automatic, column-change gearbox, this rare, right-hand drive DS21 Décapotable is understood to be one such example.

This car's history is not known prior to 1986 when it was purchased by the preceding owner's then employer, the advertising agency J Walter Thompson. Sold to the preceding owner circa 1989, it remained in his hands for the next 18 years, looked after by recognised Citroën specialists Classic Restorations between 1986 and 2002, and subsequently by Paris Retro. Benefiting from body and engine refurbishment undertaken by the latter at a cost of circa £10,000 in 2004, the car had not been used subsequently when it was offered for sale at Bonhams' RAF Museum, Hendon auction in April 2007 (Lot 768). Purchased there by the current vendor, the car has been serviced regularly, used sparingly, and kept in dry storage since acquisition. Sundry servicing invoices are on file. Permanently exported from the UK, where it was registered as 'SYE 295F', this beautiful classic Citroën is currently registered in the Republic of Ireland.

£110,000 - 140,000
£130,000 - 160,000

100 N

**1946 ARMSTRONG SIDDELEY 16HP HURRICANE
DROPHEAD COUPÉ**

Registration no. HGU 187

Chassis no. 161020

While most motor manufacturers entered the post-war era with cars little changed from those on offer in 1939, Armstrong Siddeley was able to launch a new model immediately, announcing the Hurricane in May 1945. A stylish, 4/5-seater, three-position drophead coupé, the Hurricane was soon joined by the mechanically similar Lancaster saloon, both cars using a developed version of the advanced, 1,991cc, 16hp, overhead-valve six introduced in 1938. The newcomers' independent front suspension was a first for Armstrong Siddeley, and both used Girling hydro-mechanical brakes. There was a choice of traditional pre-selector or four-speed synchromesh transmissions. While Lancaster body construction was contracted out to Mulliners Ltd, that of the Hurricane was undertaken in-house, as was that of the Typhoon fixed-head coupe and Whitley 'razor-edge' saloon. The latter was new for 1949, its introduction, together with Station Coupé and Utility Coupé light commercial vehicles, coinciding with the engine's enlargement to 2.3 litres (nominally 18hp). Production of the 16/18hp range ceased in 1953 after a little over 12,000 of these characterful cars had been made. The old-style buff logbook on file shows that this Hurricane has been registered as 'HGU 187'. Three previous owners are listed, the last change being dated 1973. The car is currently owned in the Republic of Ireland but has not been logged as exported. The registration 'HGU 187' is still on the DVLA database. Prospective purchasers should check with the DVLA to determine whether or not this number is retrievable.

£10,000 - 15,000

€12,000 - 17,000

101 N

1936 FORD V8 SALOON

Registration no. 100 PTA (see text)

Chassis no. 454/3215

The V8 engine was no novelty when Henry Ford introduced the Ford V8 in 1932, but never before had such an engine been produced successfully in large numbers and at so low a price. Styling followed the lines of the superseded Model A, but with an extra 25bhp on tap the newcomer boasted a level of performance in an entirely different league. Engine development proceeded at a brisk pace and by the mid-1930s the V8's initial problems had been overcome and maximum power raised to 85bhp. A new X-member double-drop chassis on a longer (112") wheelbase - introduced for 1933 - was the first significant improvement made to the running gear, while the first major styling makeover arrived on the 1935 season's models. 'Greater Beauty, Greater Comfort and Greater Safety' enthused Ford's advertising, alluding to a range that had been restyled to be both lower and more streamlined. By this time Ford's sole model, the V8 was offered in no fewer than 15 Standard or DeLuxe body styles. Registered in the Republic of Ireland since 1993, this right-hand drive saloon was previously registered in UK as '100 PTA'. An old V5 document is on file and the car also comes with a 1978 MoT certificate and Irish registration papers. Prospective purchaser should check with the DVLA to determine whether or not this number is retrievable.

£8,000 - 12,000

€9,300 - 14,000



102 N

1936 ROLLS-ROYCE 25/30HP WRAITH SALOON

Coachwork by Cockshoot

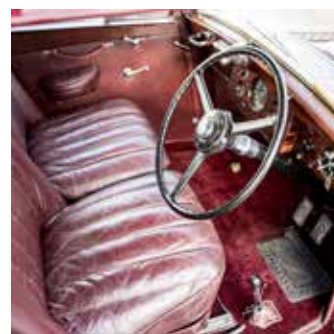
Registration no. not UK registered

Chassis no. WHC14

Replacement for the 25/30hp model, the Wraith retained its predecessor's bore/stroke dimensions for a capacity of 4,257cc but almost every other aspect of its overhead-valve, six-cylinder engine was new, the most obvious difference being the adoption of a superior, cross-flow cylinder head, first seen on the 4¼-Litre Bentley. This extensively revised power unit was mounted in an equally new chassis. Like that of the larger Phantom III, the Wraith's frame featured cruciform bracing and independent front suspension based on a General Motors design. It need hardly be stated that the Wraith improved on its predecessor's already high standards of silence and smoothness, though the benefits of the new engine's extra horsepower were largely offset by heavier coachwork. Sadly, production was curtailed by the outbreak of WW2 after just 491 cars had been built. This example of the rarest of 1930s Rolls-Royces carries saloon coachwork by Joseph Cockshoot & Co Ltd of Manchester and was sold new to one H Lomax of Hale, Cheshire. As evidenced by the State of Illinois title on file, the car resided in the USA for many years with one Lambert Domas (its owner since June of 1976), from whom it was purchased for the vendor's private collection some time ago. Irish registered since 1999, the car is offered with copy chassis cards, copy handbook, a quantity of Illinois registration paperwork, and sundry invoices for parts and minor works.

£20,000 - 25,000

€23,000 - 29,000



103 N

1931 FORD MODEL A CABRIOLET

Coachwork by Salmons & Sons

Registration no. EV 3757 (see text)

Chassis no. AF4791095

Replacement for the ubiquitous Ford Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its 3.3-litre four-cylinder sidevalve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition and at last there was a brake for each wheel. The T's ungainly styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colours and, needless to say, competitive pricing, helped ensure its success. After two years in production the Model A was face-lifted for 1930, receiving wider tyres on smaller-diameter (19") wheels and being mildly re-styled with wider mudguards to achieve a lower, more modern look. Model A sales peaked in 1929 when more than 1.4 million were sold. Purchased in San Diego in 1990 from Classic Investment Autos (bill of sale on file), this example has an unusual coachbuilt body by Salmons with crank-handle fold-down roof. Also on file is a 1990 letter from the Society of Automotive Historians verifying this car as being sold new in the UK and thus entitled to the registration 'EV 3757'. Prospective purchasers should check with the DVLA to determine whether or not this number is retrievable.

£14,000 - 16,000

€16,000 - 19,000



104 N

1953 BENTLEY R-TYPE 4½-LITRE DROPHEAD COUPÉ

Coachwork by H J Mulliner

Registration no. not UK registered

Chassis no. B73RS

- *Rare coachbuilt R-Type soft-top*
- *Previously registered in the UK as 'RMA 764'*
- *Present ownership since 1996*
- *Registered in the Republic of Ireland*



'In June 1952 the R-Type was presented to the public and it owed its name to the fact that the VI series had by this time reached the chassis letter R...(it) became one of the most popular Bentleys ever built.' – Adams & Roberts, *'A Pride of Bentleys'*, NEL, 1978.

The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after WW2 with the introduction of standard bodywork on the Mark VI Bentley. Rolls-Royce's first post-WW2 product, the latter was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith which, although mechanically similar to the Mark VI, was nevertheless exclusively a coachbuilt car. The new 'standard steel' body - produced by the Pressed Steel Company of Oxford - was available at first only on the Bentley Mark VI, the equivalent Rolls-Royce - the Silver Dawn - not appearing until 1949.

A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the Mark VI (and Rolls-Royce Silver Dawn) measuring 10' exactly. The Crewe-built range featured a new design of independent front suspension, hydraulic front brakes and a new 4,257cc, six-cylinder, 'F-head' (inlet-over-exhaust) power unit.

The latter was enlarged to 4,566cc in 1951, while a much-needed improvement to the standard bodywork arrived mid-way through 1952 in the shape of an enlarged boot together with associated alterations to the rear wings and suspension, subsequent models incorporating these changes being known as the R-Type Bentley and E-Series Silver Dawn.

The two newcomers were the first Rolls-Royce products available with automatic transmission, the company having opted for General Motors' Hydra-Matic, a state-of-the-art four-speed unit permitting manual selection. The standard R-Type was a lively performer, achieving 106mph in silence and reaching 50mph from a standstill in 10 seconds despite a kerb weight approaching two tons.

As had been the norm prior to WW2, the R-Type could be ordered in chassis form for bodying by specialist coachbuilders. Indeed, as the factory did not offer a convertible or drophead coupé, a coachbuilt car was the only option if one's preference was Bentley-style fresh air motoring. This example's elegant two-door four-light body is the work of London-based H J Mulliner, the company responsible for the sublime coachwork of the R-Type Bentley Continental.



Copy chassis cards on file reveal that 'B73RS' was retailed via Joseph Cockshoot & Co of Manchester for their customer, E Boydell & Co Ltd of Old Trafford, Manchester. The Bentley was originally registered as 'RMA 764'. Only one subsequent owner is listed: Guy Warburton of Harrison Blair & Co Ltd, who acquired the car in March 1962.

Well-known dealer Peter Harper brought the R-Type back from the USA circa 1989 and in 1994 sold it to the Messenger Group (V5 on file). Another old V5 on file lists the next owner as one Stephen John Norbury of Knutsford (from 1995). Purchased at auction for the current vendor's private collection in 1996, the Bentley has been registered in the Republic of Ireland since 1997. As well as the aforementioned V5s, the history file also contains a quantity of expired MoT certificates and sundry invoices for work carried out in the 1990s by Scott-Moncrieff and Chris Shenton.

£60,000 - 80,000
€69,000 - 93,000



105 N

1974 CITROËN DS23 SAFARI ESTATE

Registration no. not UK registered

Chassis no. 00FF4182

- *Cavernous practical classic*
- *Five-speed manual gearbox*
- *History file of invoices and MoTs*
- *Registered in the Republic of Ireland*



Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the strikingly styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension plus power-operated brakes, clutch, and steering.

The project had been initiated in the 1930s by the company's managing director, Pierre-Jules Boulanger, and would be brought to fruition by designers André Lefebvre, previously with Voisin and Renault, and Flaminio Bertoni, who had worked on the styling of the pre-war Traction Avant. Part of Boulanger's brief had been that the proposed 'VGD' (Voiture de Grand Diffusion or Mass Market Car) should be capable of affording a comfortable ride over sub-standard rural roads while remaining stable at sustained high speeds on the Autoroutes. The solution to these seemingly incompatible requirements was the famous hydro-pneumatic suspension, suggested by Citroën engineer Paul Magès. No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in top-of-the-range models until very recently.

In September 1965 the DS's original 1,911cc, overhead-valve, long-stroke engine – inherited from the Traction Avant – was replaced by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection, and a five-speed manual gearbox. Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. Right-hand drive versions were assembled in England at Citroën's Slough factory up 1966, whereupon manufacture of all RHD models reverted to France. By the time production ceased in April 1975, more than 1.3 million of these wonderfully idiosyncratic cars had been built.

This DS23 has the powerful 2.3-litre engine and the desirable five-speed manual gearbox. The history file contains MoT certificates dating back to 1983 and sundry invoices for work done going back to early 1990s when the car was owned by the Reverend Peter Brown of Staines. The Citroën subsequently belonged to a Mr Clifford and there are also invoices on file for work done during his ownership. Permanently exported from the UK in 2009, where it was registered as 'SKX 469M', the car is currently registered in the Republic of Ireland.

£15,000 - 20,000

€17,000 - 23,000

FURTHER PROPERTIES

106

2000 FORD GT40 REPLICA BY GTD

Coachwork by GT Developments

Registration no. to be advised

Chassis no. GTD40 012020036397

- *One of the very best GT40 replicas*
- *Four owners from new*
- *4.9-litre Ford V8 engine*
- *Circa 19,500 miles recorded*



A decade on from its final Le Mans win, the GT40 had become firmly established as one of the all-time great classic sports cars, leading to an increased demand for unmolested originals and the start of a replica-building industry. With a mere 107 GT40s being constructed at Ford Advanced Vehicles' Slough factory between 1966 and 1972, it is hardly surprising that a cottage industry of independent manufacturers arose to satisfy the continuing demand for replicas of Ford's charismatic Le Mans winner. Founded in 1984 by Ray Christopher, GT Developments soon established itself as one of the foremost manufacturers of accurate GT40 replicas, over 600 of which have been produced over the years.

Autosport and Autocar magazines tested an original, GTD-built example in 1989. The former had this to say: 'An original GT40 is priceless, but an equally charismatic alternative is the GTD40. The pair are indistinguishable from five paces, let alone 50, so faithful is GTD's replica even to the discerning eye. The GTD is no "kit car", but a thoroughbred in every sense.' Praise indeed.

This example was built in the UK in 2000 for its first owner before being acquired by a Dutch enthusiast in 2005; it was next owned by another Dutchman, who sold the car to the current vendor in January 2019. The body is GT40 Mk1 with a modified front nostril providing a deeper vent for improved cooling while retaining the Mk1's original double inlet. Producing circa 375bhp, the 4.9-litre Ford V8 engine is equipped with quadruple Weber carburettors, Edelbrock Performer aluminium cylinder heads, MSD ignition, and a crossover exhaust system, and drives via a five-speed dogleg gearbox.

The car is finished in Rosso Corsa with black leather interior, the latter featuring a heater, Smiths instruments, and five-point safety harnesses. Other noteworthy features include an immobiliser, chromed suspension uprights, Wilwood brakes, Spax adjustable shock absorbers, and replica BRM wheels shod with Yokohama tyres: 215/60 front, 265/50 rear. Currently displaying a total of circa 19,500 miles on the odometer, this top-quality GT40 re-creation is offered with a bill of sale, V5C registration document, current MoT, and a recent maintenance invoice totalling £2,000.

£45,000 - 60,000
€52,000 - 69,000

1969 LOTUS TYPE 59 FORMULA 3 RACING SINGLE-SEATER

Chassis no. 59/F3/28

- Original Gold Leaf Team Lotus car
- Race winning car in period with Bev Bond
- Used in the movie 'Rush'
- Eligible for Historic F3 and Goodwood Members Meeting



Bev Bond racing his Lotus 59 at Zandvoort

The magnificent Lotus marque's 1969 minor-Formulae 'Car of the Year' was the twin-nostril Lotus Type 59, such as this most attractive example. The design doubled as both Formula 2 and Formula 3 armament for some of the top drivers in both categories.

The Lotus Type 59 made its debut as a Formula 3 car at the Brands Hatch Boxing Day meeting of December 26, 1968. It was based upon a simple yet sophisticated square-tube spaceframe chassis designed by engineer Dave Baldwin of Lotus Components Ltd. Front suspension was by upper and lower wishbones with outboard coil-spring/damper units interposed, while at the rear a conventional system featured reversed lower wishbones, single top links and twin radius rods on each side – again with outboard coil-spring/damper units.

Special cast-magnesium rear uprights were used while the familiar old modified Triumph Herald components reappeared at the front. Cast-magnesium spoked wheels were retained by centre-lock fixings, and while the front disc brakes were buried conventionally within the wheels, the rear discs were mounted in direct airflow just inboard of the hubs. The entire oil system, including the tank, pump, cooler and catch-tank, were mounted on the Hewland gearbox, and in initial form power was provided by a Holbay-Ford R68 down-draught carbureted engine. In Formula 3 trim – as here – the car was contemporarily right on the 400kg minimum weight limit (c. 881lbs).

In Formula 3, Gold Leaf Team Lotus ran Holbay-powered Type 59s for Roy Pike and Morris Nunn, while Lotus Components arranged deals with a bevy of leading drivers to campaign sister cars. This maximized feedback of set-up information aiding development, and the cars became extremely successful later in the year. For the first time here was a Lotus customer car which was really forgiving, manoeuvrable and easy to handle, and such tolerant behaviour allowed its drivers to take some tremendous liberties in relative security.

The Swedish driver Freddy Kottulinsky scored the Type 59's first big win, at Brno, Czechoslovakia that June. Pike and Nunn scored a Gold Leaf 1-2 at Mallory Park in July, and that same race saw Brazilian newcomer Emerson Fittipaldi make his debut in an F3 Lotus 59, finishing fifth. Emerson went on to win three of nine races in his F3 Lotus 59 and in his second race at Brands Hatch he finished second behind Bev Bond's Brabham. His first win followed at Mallory Park and eight more late-season wins saw him clinch the Lombank Formula 3 Championship after just a half-year.

Such success persuaded Bev Bond to swap from Brabham to Lotus, and the Type 59 offered here was his car after he secured a third team place in the works Gold Leaf 59s in September 1969. He closed the 1969 season with three 2nd places and one 3rd with Lotus.



This particular Lotus 59 began life as one of four Formula 3 Gold Leaf Team Lotus machines raced in period by Bev Bond and Dave Walker, with some of the team cars being loaned in addition to future Formula 1 greats, Emerson Fittipaldi, Ronnie Peterson and James Hunt.

Bev Bond had further success with this car, then in uprated 59A specification, winning the 1970 prestigious British Empire Trophy at Oulton Park, having fought from the back of the grid to snatch the lead from future Formula 1 world champion James Hunt on the final lap, and indeed final corner, of the race. In the cars history file is a copy of a telegram sent by Colin Chapman after that race congratulating Bond on his win. In the 1970 Formula 3 season Bond gained a further two wins, three second places and four third places, as well as numerous pole positions and finishes in the top ten.

At the end of the 1-Litre "screamer" era, the car was updated to Lotus 69 specification and allocated the chassis number 69/43/46. In the early 70s the car was owned by a Tony Whiteley of Pontefract, and then a Mr G Pybus. It was purchased from Mr Pybus in barn find condition by hillclimb racer, Ken Snailham in 1983, who then sold it to a James Wigmore in 1985. Mr Wigmore had the car restored to original 59 specification early in his ownership.

This car has been owned by the vendor for ten years, and was reunited with Bev Bond in 2010 at the Oulton Park Gold Cup, where Bond recognized it as his old car due to a repair completed to the chassis in period. In 2012 it achieved a win at Dijon Prenois in the Historic F3 race there, as well as a podium at Paul Ricard.

The car also featured in the 2013 Ron Howard movie 'Rush', portraying James Hunt's F3 car on-screen, for which role its body panels were plasti-dipped green, before being subsequently re-liveried in its original works GLTL colours as offered here. The car is equipped with a 997cc Cosworth MAE 4-cylinder 'screamer' engine, driving through a Hewland gearbox. It is accompanied by a documentation file including period photographs, race results from more recent races and expired FIA paperwork. New FIA papers will be applied for after the sale at the vendors expense.

The spartan cockpit features three dash-mounted gauges along with a set of TRS harnesses and other safety equipment. Prudent reconditioning work will be needed before the car is returned to serious high-speed competition. We certainly recommend interested collectors and users to give it the closest consideration.

£60,000 - 80,000
€69,000 - 93,000

108 N

1960 LAMBORGHINI CINGOLATO 3402 CTL TRACTOR

Registration no. not UK registered

Chassis no. 2 CTL 3784

- One of only 73 made
- Restored example
- Perfect collection centre piece



One of only 73 of its type made, this Lamborghini Cingolato (tracked) 3402 CTL was originally registered in the Padova region of northern Italy. It has an air-cooled three-cylinder diesel engine of 2,193cc producing 40bhp at 2,200rpm.

The vehicle's restoration was completed in 2015, which included refinishing in its original pale blue and orange livery. To many these are Gulf Oil's racing colours, but in fact Lamborghini used this colour scheme from the late 1950s to the late 1960s, whereas Gulf's involvement in motor sport did not begin until 1967. The restoration was detailed in a magazine article in 'Route Vintage Agricole' magazine (copy available).

The tractor is said to be in excellent working order, always starting first time, while the track brakes work perfectly, making steering easy. All the original parts are present, such as correct headlamps, rear lights, toolbox, grille badge, and stickers, and the tractor also comes with its original registration plate and Italian registration document.

Described by the private vendor as in generally excellent condition, this beautiful Cingolato would make a distinctive and welcome addition to any significant collection of classic agricultural machinery or a unique addition to any Lamborghini collection. 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 - 18,000

€16,000 - 21,000

2002 BENZ THREE-WHEELED MOTORWAGON REPLICA

Registration no. not registered

- *Highly accurate and fully functional replica of iconic pioneering motor vehicle*
- *Constructed in 2002 by John Bentley Engineering*
- *Unique history having been made for the Prince's Trust charity*
- *A perfect addition to any motor car collection*



On 29 January 1886 Karl Benz, proprietor of a successful business in Mannheim manufacturing gas engines, was issued with a patent for his three wheel internal combustion-engined motor car or Motorwagen. Benz's design was not only technically successful but its great significance lay in the way in which it launched the automobile age, becoming the first motor car to be produced for sale.

In recognition of this landmark of motoring history John Bentley Engineering constructed a number of highly accurate replicas of the Motorwagen. These were of such high quality that the last of the series were produced for sale by Mercedes-Benz. Perfectly reproducing the lightweight tubular frame and large wire spoked wheels of the original the replicas are fully functional, powered by an exact copy of Benz's water cooled rear mounted single cylinder engine with its distinctive vertical crankshaft and horizontal flywheel.

Benz adopted this engine layout because he was concerned about the gyroscopic effect a vertical flywheel would have on the vehicle when cornering. With a displacement of 954 cc and producing 0.75 horsepower at 400 revolutions per minute the engine is sufficiently powerful to propel the Motorwagen and its two passengers at a comfortable 10 miles per hour.

The vehicle offered here was produced in 2002 and is unique in having been made for the Prince's Trust charity with a special colour scheme of blue with pinstriping. It is reportedly in as-new condition and would make a wonderful addition to any collection of pioneering motor cars.

£30,000 - 40,000

€35,000 - 46,000

110

1923 DELAGE 14HP DIS TOURER

Coachwork by *Carrosserie Kelsch*

Registration no. DR 3634

Chassis no. 22800

- *Premier French make*
- *High-quality sporting car*
- *Formerly part of Dr Robin Barnard's private collection*
- *Restored in 2009*



'Delage have to their credit many world's records, including a world's championship, and more awards at the principal Concours d'Elegance than any other car in the world... To these achievements Delage have added a third and greater. They have made the highest known degree of luxury and performance available at the price the average motorist can pay.'

Delage's publicity had every right to sing the praises of what - arguably - was the finest French car of its day. In the 1920s, four- and six-cylinder D-series cars formed the mainstay of the company's touring car production. Introduced in 1924 and very well specified for its day, the DI sports model was powered by a 2.1-litre, overhead-valve engine rated at 14hp (RAC) and driving via a four-speed gearbox, and came with four-wheel brakes. A beautifully balanced fast touring car, it possessed exceptional performance, with comfortable suspension, light and responsive steering, and good roadholding, yet was rugged enough to withstand the punishment meted out by cobbled roads. DIS and DISS variants offered increased performance.

This DIS carries boat-tail tourer coachwork by Carrosserie Kelsch of Levallois-Perret, Seine, a company that specialised in lightweight sporting bodies on quality chassis. Built in 1927 and first registered in 1928, this Delage was owned formerly by the well-known collector Dr Robin Barnard of Chiddingfold, forming part of his private collection for many years.

It comes with what is presumed to be Dr Barnard's hand-written logbook, commencing in 1954, detailing journeys undertaken, mileage totals, parts purchased, maintenance carried out, operating instructions, etc (perusal highly recommended). The logbook is annotated: 'Presumably was supplied originally by Davis Garage, Buckwell St, Plymouth.'

Sold from the Barnard Collection to the current owner circa 2005, the Delage was restored in 2009 (bills available) and is described by the private vendor as in generally good condition with excellent chassis and bodywork. A higher than standard axle ratio is the only notified deviation from factory specification.

This highly desirable Vintage-era sports model from one of France's premier makes comes with an old-style logbook, V5C Registration Certificate, and the aforementioned restoration invoices. A quantity of spares to include an engine, rack-and-pinion set, radiator, and carburettor - all said to be in good condition - is included in the sale.

£20,000 - 30,000

€23,000 - 35,000

111

1947 BUICK SUPER EIGHT SERIES 50 SEDAN

Coachwork by Fisher

Registration no. 134 UXW

Chassis no. 14672544

- Imported from Canada
- 4.1-litre straight-eight engine, three-speed column-change manual transmission
- Restored to an exceptional standard in the mid/late 2000s
- Maintained regardless of cost
- A competition-winning car in Canada and the UK



For a period in the 1920s, the Buick range consisted entirely of sixes, and then at the end of 1930 the company dramatically axed its six-cylinder models, adopting an all eight-cylinder range for 1931. Stylistically and mechanically, the Buick range was comprehensively revised for 1936, featuring 'turret top' styling and improved independent front suspension. These revitalised eights would carry Buick through to WW2 and indeed beyond, as its products of the immediate post-war years, like those of its major rivals, were revised 1942 models; indeed, the first significant post-war styling changes would not arrive until 1949.

A left-hand drive Series 50 (248ci, 4,066cc) Buick Super Eight, this car is an excellent example and has a fascinating recent history, having featured in the February 2009 edition of *Classic American* magazine. The late previous owner, a Mr Daver, had always dreamed of replicating the 1947 Buick Super Convertible that he had purchased in the 1950s while living in India. Over the years his family had listened to numerous stories of this beautiful car, so his wife and son set about finding a near-perfect equivalent. After trawling the Internet, a Buick Super Eight was found in Quebec and shipped to the UK. Needless to say, Mr Daver was thrilled with this generous gift.

With assistance from the Buick Car Club, restoration commenced on 1st June 2006, the engine being rebuilt and converted to accept unleaded fuel (at a recorded mileage of 58,482). Rebuilds of the gearbox, clutch, and water pumps followed, most of the replacement parts being sourced from the USA. The bodywork was in good order, although the chrome needed attention and was re-chromed, while the interior was re-trimmed by Classic Car Services of Leicester in stunning red and cream leather, and a new set of carpets installed.

In excess of £21,000 has been spent bringing this beautiful Buick to its present very high standard, and it has been maintained regardless of cost since the restoration's completion. The car is offered with numerous spare parts and a vast history file containing restoration invoices, a quantity of MoTs, an original handbook, copy workshop manuals, parts information, wiring diagram, and V5C Registration Certificates. A competition-winning car in Canada and the UK, this splendid Buick Super Eight presents very well and is said to perform beautifully.

£22,000 - 28,000

£26,000 - 32,000

No Reserve

1971 FORD F-350 TRANSPORTER

Registration no. EKH 494J

Chassis no. F35YCJ82716

- First registered in the UK in 2014
- 5.7-litre V8 engine, four-speed manual gearbox
- Extensively restored in 2017
- Believed genuine circa 72,000 miles from new
- MoT, tax, and weight exempt



First introduced in 1948, Ford's F-Series has been America's best-selling light/medium truck for the last 40-plus years, generating billions of dollars annual income for its maker. Models available include full-size pickup trucks, chassis cab trucks, and all manner of commercial vehicles. A relatively rare application, the transporter offered here is an example of the fifth generation F-Series, introduced in 1967. The preceding (fourth) generation has started life in 1962 with a unitary construction bodyshell, only to revert to a traditional separate chassis for 1965. The fifth series retained the separate chassis while offering increased dimensions and a greater glass area. Additionally there were more engine options and plusher trim levels.

The vehicle we offer underwent extensive restoration in 2017, including a new 'beaver tail' body and a bare-metal repaint in its original colour but with an ivory roof (there are numerous photographs on file detailing the restoration). Believed original, the interior is in generally good condition apart from rip in the dashboard top.

Since the restoration's completion 'EKH 494J' has been used for transporting an historic racing car, including trips to the Goodwood Revival meeting, Silverstone Classic, etc. It has carried a variety of cars ranging from a 1962 Corvette to a 1967 Marcos 1600GT.

First registered in the UK in 2014, this F-350 is powered by a 352ci (5.7-litre) V8 petrol engine driving via a four-speed manual gearbox. The engine was refreshed during restoration, including a new distributor, 750 Holley carburettor, spark plugs, rocker covers, air filter, oil, oil filter, and so on. A full service was carried out in May 2018, at which time the rear springs were upgraded.

Other noteworthy features include power-assisted brakes and a wirelessly controlled (and traditional cable controlled) heavy-duty winch welded to the completely renewed aluminium bed. Believed to have covered a genuine circa 72,000 miles from new, the vehicle is said to be very reliable and to drive superbly with lots of power and comfortable cruising at motorway speeds, even when loaded. It is exempt from both the MoT test and road tax, and is also weight exempt (on registration document). A most stylish conveyance, it frequently gets more attention than the race-car on the back! Indeed, in the summer of 2018 'EKH 494J' featured in a promotional film for Longstone Tyres.

£15,000 - 20,000**€17,000 - 23,000****No Reserve**

113

NO LOT

1992 PORSCHE 928 GTS COUPÉ

Registration no. J195 DCD

Chassis no. WP0ZZZ92ZNS800507

- *Most powerful and sought-after version of the 928*
- *Circa 36,000km*
- *Imported from Japan*
- *Present ownership since 2016*
- *Fast appreciating modern classic*



Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the 928 was intended as an up-market replacement for the long-running 911, but in the event Porsche's rear-engined classic would outlive its younger sibling. The front-engined 928's stylish hatchback body featured aluminium doors, bonnet, and front wings in the interests of weight saving, while ingenious impact-resistant 'bumpers' made of colour-matched plastic were incorporated into the nose and tail. The V8 engine - Porsche's first - displaced 4.5-litres and produced 234bhp.

A five-speed transaxle gearbox or three-speed automatic were the transmission options. In 1979 the 928S with 4.6-litre engine arrived and then in 1986 the model was further revised and restyled, becoming the 928 S4. Its engine producing 320bhp courtesy of twin-cam, 16-valve cylinder heads and enlargement to 4,957cc, the S4 enjoyed a welcome top speed boost to 160mph. In 1989 Porsche moved the game on with the even more powerful 928 GT, which with a top speed of around 170mph was the Stuttgart firm's fastest production car at that time, before launching the model's ultimate incarnation: the 928 GTS.

Introduced at the Frankfurt Motor Show in 1991, the latter boasted a 5.4-litre engine producing all of 345bhp and in this form the 928 lasted in production until the model's deletion in 1995. Porsche has not made anything like it since and today this fast appreciating modern classic enjoys an enthusiastic following worldwide.

A luxuriously equipped modern supercar offered at a fraction of the £62,000-plus list price, this Porsche 928 GTS was purchased by the current vendor in September 2016 having been imported from Japan in 2015 and currently shows only circa 36,000km. A Maxted-Page invoice on file dated April 2016 lists refurbishment of the air conditioning and fitting new Michelin Pilot Sport tyres. Accompanying documentation also includes a Japanese export certificate from 2015; service history summary 1993-2015 (major service in 2011 at 32,106km); two MoT certificates (2015 and 2016); Porsche Centre Newcastle service bills for 2015-2016 totalling circa £3,000; and copies of two old V5C Registration Certificates. The car also comes with two Driver's Manuals (in English and Japanese); Japanese service history booklet and Japanese maintenance book; and a Japanese radio manual.

£50,000 - 70,000

€58,000 - 81,000

Jaguar Drivers' Club 'Champion of Champions' concours winner 2018

1988 JAGUAR XJ-S 3.6-LITRE COUPÉ

Registration no. F415 LKJ

Chassis no. SAJ-JNAEC3CA15747

- Current 20 year ownership
- Beautifully presented example
- 2018 Concours winner



In October 1983 the XJ-S became the first model to receive Jaguar's new 3.6-litre AJ6 engine. Autocar much appreciated the first all-new Jaguar six since 1948: 'It is the 24-valve engine's flexibility that impresses most. Such is its low-down pulling power that, in town and urban conditions, one rarely needs more than 2,000rpm to keep up with the traffic flow.' In manual transmission form the new 3.6-litre XJ-S was capable of reaching 137mph yet at a steady 56mph delivered 36 miles to the gallon, a massive improvement over the original 12-cylinder version.

An automatic transmission model, this immaculate 3.6-litre XJ-S coupé has belonged to the current vendor since 1998 having had three previous keepers. For the last 20 years it has undergone continuous improvement to concours standard, with costs totalling £40,000.

In 2018 this XJ-S won the 'Champion of Champions' concours at the Jaguar Drivers' Club's NEC event, having won three Jaguar Drivers' Club International events since 2009 to qualify for the NEC. Presented in its original Glacier White/Isis Blue body/upholstery colour combination (the beige carpets are non-original), the car comes complete with tool kit, jack, and spare wheel.

Accompanying documentation includes the full service book, a Jaguar Heritage Certificate, MoT certificates for the period 1994-2018 and bills for 1998-2018, most of the work being carried out by marque specialists, David Lindsay Classics.

£18,000 - 26,000

€21,000 - 30,000

116

Property of a deceased's estate

1954 AUSTIN HEALEY 100 BN1 ROADSTER

Registration no. EJX 48

Chassis no. BN1/156629

- Original UK right-hand drive model
- Extensively restored in the mid/late 1990s
- Present ownership since 2000
- Requires re-commissioning



Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost high-performance sports car and aimed at the US market, the Austin-Healey 100 sourced its major components from the Austin Atlantic. Low-revving and torquey, the latter's 2,660cc four-cylinder engine produced an unremarkable 90bhp, but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds.

A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, four-speed BN2 for 1956. A muscular sports car to delight the purist, the 100 would not be bettered by its six-cylinder successors in terms of outright performance until the introduction of the Austin-Healey 3000 in 1959.

Delivered new to Central Garage, Bradford in June 1954, this BN1 was purchased by the late owner at a UK auction in July 2000. At that time the car was described as fresh from a five-year, body-off, last-nut-and-bolt restoration (undertaken by Healey specialists Perfect Nostalgia) and came with bills totalling in excess of £25,000. The engine, gearbox and overdrive were said to have been rebuilt, and the car also featured new interior, seats, carpets, door trim, and hood.

While in the late owner's care the car has been maintained in running order and was driven recently by his executors; it will, nevertheless, require re-commissioning, while the paintwork has deteriorated over the course of the last 19 years and would benefit from refurbishment. Finished in Healey Blue with matching leather interior and hood, the car is offered with a history file including British Motor Industry Heritage Trust Production Certificate, restoration invoices, and photographic record, and a V5 registration document.

£24,000 - 30,000

€28,000 - 35,000

No Reserve

117

1988 FORD CAPRI MKIII 2.8i COUPÉ

Registration no. D510 HKR

Chassis no. WF0CXXGAECFE65645

- Long-term ownership
- Highly original
- Recaro interior



Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri - 'The car you've always promised yourself' - to the European market in 1968.

The Capri's imaginative fastback styling was a relatively new departure for the 'Blue Oval', but beneath the skin the car remained typically Ford, sharing engines, gearboxes, and many other components with the rest of the range. The first major revision arrived in 1974 in the form of the MkII, which benefited from a more practical hatchback body restyled along cleaner lines and devoid of the original's fussy detailing. Built from 1979 to 1987, the final (MkIII) Capri featured a new quad-headlight front end with chin spoiler, wide rubbing strakes on the flanks, and black external 'brightwork'.

This Capri MkIII has the fuel-injected 2.8-litre V6 engine that replaced the old 3.0-litre unit in 1981. In completely original condition, 'D510 HKR' presents very nicely and drives well, with a super exhaust note. New tyres were fitted in 2016. MoT'd annually, mainly by Meadvale Garage in Redhill, the car has covered 65,009 miles from new and comes with certificates dating back to 1991.

The history file also contains a V5C document, numerous service invoices/receipts, various *Ford Capri Club* magazines, Haynes manual, 2.8i workshop manual, and fresh MoT certificate (expires 18th February 2020).

£5,000 - 8,000

€5,800 - 9,300

No Reserve

118

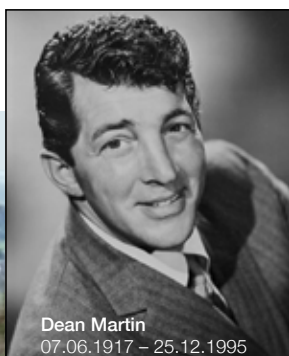
First owned by Dean Martin

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



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 - 75,000

End of Sale

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CONCOURS D'ELEGANCE

AUCTION

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**1949 ALFA ROMEO 6C 2500 SUPER
SPORT CABRIOLET**

Coachwork by Pinin Farina



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1992 WILLIAMS-RENAULT FW14B
Chassis no. FW14-08

A matching numbers example
1935 ALFA ROMEO 8C 2300
'LE MANS' TOURER



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MERCEDES-BENZ 500 K ROADSTER 1935

Sold for €5,290,000
The Chantilly Sale, 3 September 2016

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QUAIL LODGE AUCTION

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**1948 ALFA ROMEO 6C 2500
COMPETIZIONE**
Sold for \$3,525,000

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Important Collectors'
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1927 INDIAN 37CI SCOUT
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**1949 VINCENT-HRD 499CC
SERIES-B METEOR**
£24,000 - 28,000 *



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Important Collectors' Motorcycles and Spares

The International Classic MotorCycle Show, Stafford | 27 & 28 April 2019

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THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE *SALE*.

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer*’s hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

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

Bidding in person

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

Bidding by telephone

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

Bidding by post or fax

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

Bidding via the internet

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

Bidding through an agent

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

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

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

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

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

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

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

(a) Motor Cars and Motorcycles
15% on the first £500,000 of the *Hammer Price*
12% from £500,001 of the *Hammer Price*

(b) Automobilia
25% up to £175,000 of the *Hammer Price*
20% from £175,001 to £3,000,000 of the *Hammer Price*
12.5% from £3,000,001 of the *Hammer Price*

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific *Sale* Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1,000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the *Sale*.

The following symbols, shown beside the *Lot* number, are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

Bonhams' preferred payment method is by bank transfer.

You may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Account Name: Bonhams 1793 Limited Trust Account
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Payment may also be made by one of the following methods:

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

Cash: you may pay for *Lots* purchased by you at this *Sale* with notes or coins in the currency in which the *Sale* is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid by other means.

Credit cards (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

10. COLLECTION AND STORAGE

The *Buyer* of a *Lot* will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the *Buyer*). For collection and removal of purchased *Lots*, please refer to Sale Information at the front of the *Catalogue*. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a *Lot*, the storage of a *Lot* and our *Storage Contractor* after the *Sale* are set out in the *Catalogue*.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

15. BOOKS

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

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

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

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

Gemstones

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

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

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

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

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

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

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

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

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

Corks and Ullages

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

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

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

Options to buy parcels

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

Wines in Bond

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

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

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

Bottling Details and Case Terms

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

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

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

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

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

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

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

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

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

5 RISK, PROPERTY AND TITLE

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

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

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

4 COLLECTION OF THE LOT

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

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- ### 5 STORING THE LOT
- We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT				
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.				
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS				
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):				
7.1.1	to terminate this agreement immediately for your breach of contract;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;				
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;				
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;				
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;				
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;				
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;				
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;				
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .				
		7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
		7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
		7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
		8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
		8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
		8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
		8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
		8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
		8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
		8.2	The discretion referred to in paragraph 8.1:	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
		8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price of the Lot plus Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 MISCELLANEOUS**
- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.
- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.
- 12 GOVERNING LAW**
- All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.
- DATA PROTECTION – USE OF YOUR INFORMATION**
- Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

Bonhams Specialist Departments

19th Century Paintings

London
Charles O' Brien
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New York
Madalina Lazen
+1 212 644 9108

20th Century British Art

London
Matthew Bradbury
+44 20 7468 8295

20th Century Fine Art

San Francisco
Sonja Moro
+1 415 503 3412

Aboriginal Art

Australia
Francesca Cavazzini
+61 2 8412 2222

African, Oceanic & Pre-Columbian Art

Los Angeles
Fredric W. Backlar
+1 323 436 5416 •

American Paintings

New York
Jennifer Jacobsen
+1 917 206 1699
Elizabeth Goodridge
+1 917 206 1621

Antiquities

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Francesca Hickin
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Antique Arms & Armour

London
David Williams
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Art Collections, Estates & Valuations

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New York
Sherri Cohen
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Los Angeles
Leslie Wright
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Joseph Francaviglia
+1 323 436 5443
Lydia Ganley
+1 323 436 4496
San Francisco
Victoria Richardson
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Celeste Smith
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Australian Art

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Alex Clark
+61 3 8640 4088

Australian Colonial Furniture and Australiana

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Books, Maps & Manuscripts

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Ian Ehling
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Darren Sutherland
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Los Angeles
Catherine Williamson
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San Francisco
Adam Stackhouse
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British & European Glass

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John Sandon
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British Ceramics

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California & Western Paintings & Sculpture

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Kathy Wong
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San Francisco
Aaron Bastian
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Chinese & Asian Art

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Asaph Hyman
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New York
Bruce MacLaren,
+1 917 206 1677
Ming Hua
+1 646 837 8132
Harold Yeo
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Los Angeles
Rachel Du
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San Francisco
Dessa Goddard
+1 415 503 3333
Henry Kleinhenz
+1 415 503 3336
Daniel Herske
+1 415 503 3271
Lingling Shang
+1 415 503 3207 •
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+1 415 503 3397
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Australia
Yvett Klein,
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Chinese Paintings

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New York
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+1 212 461 6530

Coins & Medals

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Los Angeles
Paul Song
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Entertainment Memorabilia

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Katherine Schofield
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Los Angeles
Catherine Williamson
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Dana Hawkes
+1 978 283 1518

European Ceramics

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Sebastian Kuhn
+44 20 7468 8384

European Paintings

London
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New York
Madalina Lazen
+1 212 644 9108
Los Angeles
Mark Fisher
+1 323 436 5488
Rocco Rich
+1 323 436 5410

European Sculptures & Works of Art

London
Michael Lake
+44 20 8963 6813

Furniture and Decorative Art

London
Thomas Moore
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Los Angeles
Angela Past
+1 323 436 5422
Anna Hicks
+1 323 436 5463

Greek Art

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Anastasia Orfanidou
+44 20 7468 8356

Golf Sporting Memorabilia

Edinburgh
Kevin McGimpsey
+44 131 240 2296
Hamish Wilson
+44 131 240 0916

Irish Art

London
Penny Day
+44 20 7468 8366

Impressionist & Modern Art

London
India Phillips
+44 20 7468 8328
New York
Caitlyn Pickens
+1 212 644 9135
Los Angeles
Kathy Wong
+1 323 436 5415

Indian, Himalayan & Southeast Asian Art

New York
Mark Rasmussen
+1 917 206 1688
Hong Kong
Edward Wilkinson
+852 2918 4321

Islamic & Indian Art

London
Oliver White
+44 20 7468 8303

Japanese Art

London
Suzannah Yip
+44 20 7468 8368
New York
Jeff Olson
+1 212 461 6516

Jewellery

London
Jean Ghika
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Emily Barber
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New York
Brett O'Connor
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Caroline Morrissey
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Marine Art

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57	1907	Adams 10hp Two-Seater	86	1971	Citroën DS20 Saloon
26	1965	Alfa Romeo 2600 Sprint Coupé to FIA Competition Spec	99	1966	Citroën DS21 Décapotable
19	1966	Alfa Romeo Giulia GTC Cabriolet	105	1974	Citroën DS23 Safari Estate
31	1933	Alvis Speed Twenty SB Tourer	58	1908	Columbia Electric Victoria Phaeton
100	1946	Armstrong Siddeley 16hp Hurricane Drophead Coupé	68	1936	Cord Model 810 Westchester Sedan
93	1952	Aston Martin DB2 3.0-Litre FIA Competition GT	56	1901	De Dion-Bouton 4½hp Motorette
82	1962	Aston Martin DB4 'Series IV' Sports Saloon	79	1972	De Tomaso Pantera Coupé
52	1964	Aston Martin DB5 Sports Saloon to Vantage	110	1923	Delage 14hp DIS Tourer
17	1968	Aston Martin DB6 Volante	64	1938	Delage D6-70 Coupé de Ville
72	1932	Auburn 8-100A Cabriolet	69	1947	Delahaye Type 135 M Drophead Coupé
63	1935	Auburn 851 Speedster Replica	47	1926	Dodge 'Fast Four' Tourer
87	1989	Audi Quattro V8 Special Coupé	59	1911	EMF 30 Coupé
51	1922	Austin 20hp Tourer	118	1973	Excalibur Series II Roadster
116	1954	Austin Healey 100 Roadster	74	1960	Facel Vega HK500 Coupé
32	1924	Bentley 3-Litre 'Simplex' Drophead Coupé	53	1974	Ferrari 365 GT4 Berlinetta Boxer
48	1929	Bentley 4½-Litre Tourer	28	1997	Ferrari 550 Maranello Coupé
104	1953	Bentley R-Type 4½-Litre Drophead Coupé	61	1958	Fiat-Abarth 750 GT 'Double Bubble' Coupé
98	1961	Bentley S2 Continental Drophead Coupé	70	1930	Ford Model A Deluxe Roadster
109	2002	Benz Three-Wheeled Motorwagon Replica	103	1931	Ford Model A Cabriolet
24	1988	BMW Alpina C2 2.7 Sports Saloon	101	1936	Ford V8 Saloon
62	1916	Brewster Coupé	12	1965	Ford Mustang 289ci Competition Coupé
111	1947	Buick Super Eight Series 50 Sedan	92	1966	Ford Mustang Shelby GT350 FIA Competition Coupé
41	1953	Bristol 403 Sports Saloon	97	1968	Ford GT40
76	1941	Cadillac Series 62 Custom Convertible	112	1971	Ford F-350 Transporter
38	1954	Cadillac Series 62 Eldorado Convertible	106	2000	Ford GT40 Replica by GTD
16	1961	Chevrolet Corvette C1 Roadster	89	2016	Ford Capri Mk2 3.0-Litre FIA Competition Coupé
80	1963	Chevrolet Corvette Sting Ray 'Split Window' Coupé	117	1988	Ford Capri MkIII 2.8i Coupé
73	1948	Chrysler New Yorker 'Town & Country' Convertible	49	1953	HAR Jaguar Formula Libre Single-Seater



Lot no.	Year	Model
78	1950	Healey Tickford Sports Saloon
25	1999	Honda NSX Coupé
66	1932	Hupmobile Custom Roadster
75	1951	Jaguar Mark V 3½-Litre Drophead Coupé
90	1955	Jaguar XK140SE FIA Lightweight Competition Coupé
88	1957	Jaguar XK150SE 3.4-Litre Drophead Coupé
40	1959	Jaguar XK150 'S' 3.8-Litre Roadster
37	1960	Jaguar XK150 3.8-Litre 'S' Coupé
15	1961	Jaguar E-Type 3.8-Litre 'Flat Floor' Coupé
54	1962	Jaguar E-Type 3.8-Litre 'Series 1' Coupé
29	1963	Jaguar E-Type 3.8-Litre 'Series 1' Coupé
35	1965	Jaguar Mark 2 3.8-Litre Competition Saloon
39	1972	Jaguar E-Type Series 3 V12 Roadster
34	1985	Jaguar XK150 3.4-Litre Roadster
115	1988	Jaguar XJ-S 3.6-Litre Coupé
108	1960	Lamborghini Cingolato 3402 CTL Tractor
23	1969	Lamborghini Espada 400 GT Series I Coupé
96	1988	Lamborghini Countach 5000 QV Coupé
21	1967	Lancia Fulvia Rallye 1300 HF Coupé
8	1949	Land Rover Series I 80" 4x4 Utility Project
9	2009	Land Rover Defender 110 XS 4x4 Utility
84	1989	Lola LC89 Formula 1 Monoposto
107	1969	Lotus Type 59 Formula 3 Racing Single-Seater
43	1960	Maserati 3500 GT Coupé
18	1967	Maserati 3.7-Litre Mistral Spyder
85	1966	McLaren M1B Group 7 'Can-Am' Sports Racer
83	1954	Mercedes-Benz 300 SL 'Gullwing' Coupé
77	1956	Mercedes-Benz 300SC Coupé

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46	1933	MG Magnette K1 Saloon Project
45	1933	MG Magnette K2 Sports
33	1954	Miller Shooting Brake
22	1970	Mini Cooper 1,275cc 'S' MkII Sports Saloon
95	1927	Morris Commercial 13.9hp One-Ton Van
94	1965	Morris Mini Cooper 970 'S' Sports Saloon
67	1932	Packard Model 900 Light Eight Sedan
65	1934	Pierce-Arrow Twelve Sedan
44	1955	Porsche 356A Speedster
30	1960	Porsche 356B 1600S T5 Cabriolet
36	1962	Porsche 356B Super 90 Coupé
20	1986	Porsche 911 Turbo Coupé
27	1986	Porsche 911 Turbo SE 'Slant Nose' Coupé
114	1992	Porsche 928 GTS Coupé
11	1991	Range Rover CSK 3.9-Litre 4x4 Estate
14	1961	Riley 1.5 Historic Competition Saloon
42	1931	Rolls-Royce 20/25hp Shooting Brake
102	1936	Rolls-Royce 25/30hp Wraith Saloon
81	1936	SS1 Coupé SS1 Fixed-Head Coupé
71	1933	Stutz DV-32 Sedan
50	1913	Sunbeam 12/16hp Tourer
55	1901	Toledo Model A Steam Runabout
60	1915	Trumbull 15B Cyclecar
91	1971	Vauxhall Firenza Competition Saloon 'Old Nail'
10	1963	Volkswagen Type 2 'Split Screen' Camper Van





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