



Bonhams

GOODWOOD MEMBERS' MEETING SALE

Important Sports, Competition and Collectors' Motor Cars

Chichester, Sussex | 29 March 2020





GOODWOOD MEMBERS' MEETING SALE

Important Sports, Competition and Collectors' Motor Cars

Chichester, Sussex | Sunday 29 March at 13.00

VIEWING

Saturday 28 March 9.00 - 17.30
Sunday 29 March from 9.00

SALE TIME

Sunday 29 March 13.00

SALE NUMBER

26110

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 28 March. Thereafter bids should be sent directly to bids@bonhams.com

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

Live online bidding is available for this sale

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

IMPORTANT INFORMATION

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

ENQUIRIES

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

SPECIALISTS

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

Sholto Gilbertson
+44 (0) 20 7468 5809
sholto.gilbertson@bonhams.com

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

Guy Newton
+44 (0) 20 7468 8243
guy.newton@bonhams.com

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

Ben Adams
+44 (0) 20 7468 8242
ben.adams@bonhams.com

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

Malcolm Barber
+44 (0) 20 7 468 8238
malcolm.barber@bonhams.com

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: 131
Back cover: 177

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/26110 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
Montpelier Street, London SW7 1HH

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

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 Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

Damage

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

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.

- **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.

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 Olive Spurrier olive.spurrier@bonhams.com 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, via an agent, providing them with both a NOVA reference number
- 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.

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.

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 proof of 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?

03/2020

Yes, we should have every vehicles file available for inspection during the view. Each motor car's registration document (V5C), is held within a separate file at the documents desk during the auction. To view this document please ask a member of staff.

Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the vehicles. It is also advised that the vehicles are checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

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

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

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.

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.

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

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

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction.

After midday on Monday 30 March 2020, remaining unpaid lots will be uplifted by Straight Eight Logistics to their storage facility.

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.

Where can I read your conditions of Sale?

Our conditions of Sale are printed towards the back of the auction catalogue. It is important you read and understand these conditions, and by registering to bid, you acknowledge to be bound these conditions.

Bonhams Motoring International Team

United Kingdom



Tim Schofield



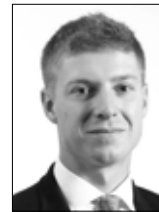
Sholto Gilbertson



Guy Newton



Richard Stafford



Ben Adams



James Knight



Malcolm Barber



Mark Gold



Olive Spurrier

Bonhams | MPH



Rob Hubbard



Tyger Tholstrup



Beth Hargreaves

UK Motor Cars

101 New Bond Street
London, W1S 1SR
+44 (0) 20 7468 5801
ukcars@bonhams.com

Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner



François Tasiaux



Michael Haag

European Motor Cars

4 rue de la Paix
75002 Paris
+33 (1) 42 61 10 11
eurocars@bonhams.com

West Coast USA



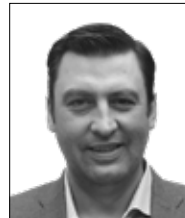
Jakob Greisen



Mark Osborne



Michael Caimano



Derek Boycks

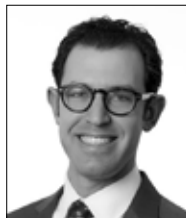
West Coast Motor Cars

7601 W.Sunset Blvd
Los Angeles, CA 90046
+1 (415) 391 4000
usacars@bonhams.com

East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Tim Parker

East Coast Motor Cars

580 Madison Avenue
New York, NY 10022
+1 (212) 461 6514
usacars@bonhams.com

Additional contacts

Automobilia

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

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

Automobilia Administrator

James Garguilo
+44 (0) 1483 445 496
james.garguilo@bonhams.com

Press Office

Lynnie Farrant
+44 (0) 20 7468 8363
lynnie.farrant@bonhams.com

Bonhams | MPH

Rob Hubbard
+44 (0) 1869 229 471
rob.hubbard@bonhams.com

Motor Car Business Manager

Mark Gold
+44 (0) 20 7468 5807
mark.gold@bonhams.com

Motor Car Administrator

Olive Spurrier
+44 (0) 20 7468 5806
olive.spurrier@bonhams.com

Motorcycle Administrator

Kristi Lavis
+44 (0) 20 8963 2817
kristi.lavis@bonhams.com

Motorcycle Department

Ben Walker
+44 (0) 20 8963 2819
ben.walker@bonhams.com

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

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

Andy Barrett
+44 (0) 20 8963 2821
andrew.barrett@bonhams.com

Catalogue Subscriptions

+44 (0) 1666 502 200
+44 (0) 1666 505 107 fax
subscriptions@bonhams.com

Buyers/Sellers Accounts UK

Cheryl Uggle
+44 (0) 20 7468 8292
+44 (0) 20 7447 7430 fax

Buyers/Sellers Accounts US

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

Collections

Motor Cars

Vehicles must be collected from the sale venue by 12 noon on Monday 30 March 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 2 G & H, Marchwood Industrial Park,
Marchwood, Southampton,
Hampshire, SO40 4BL

+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

Andy McCandlish

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.

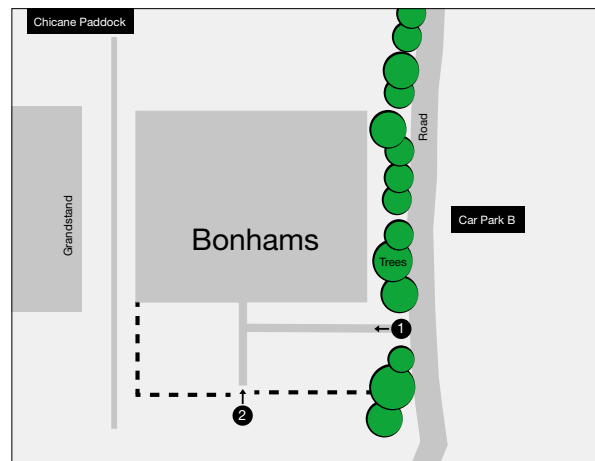
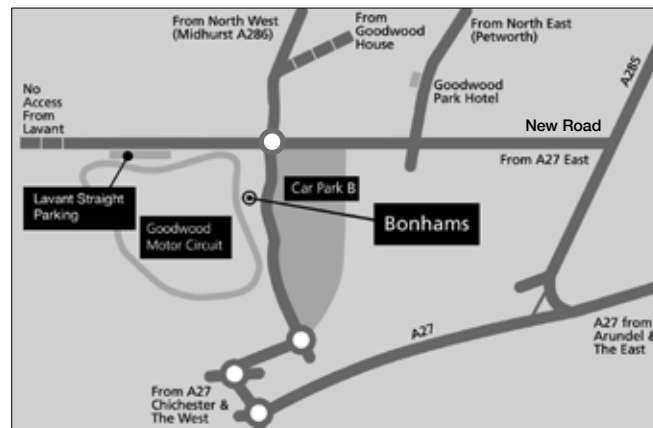
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth until turning left on to New Road. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

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

Vehicle Registration Numbers & Motor Cars

Lots 01 - 185

Further images of each lot can be found at:
[bonhams.com/26110](https://www.bonhams.com/26110)





Vehicle Registration Numbers

IMPORTANT NOTICE

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

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

BUYER'S PREMIUM

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

A black rectangular plate with the text '9 AND' in large, bold, white sans-serif capital letters.

01

'9 AND' - UK VEHICLE REGISTRATION NUMBER

held on DVLA V778 Retention Document, expires 25 02 2029.

£8,000 - 12,000

€9,400 - 14,000

A black rectangular plate with the text '65 GM' in large, bold, white sans-serif capital letters.

02

'65 GM' - UK VEHICLE REGISTRATION NUMBER

held on DVLA V778 Retention Document, expires 09 10 2029.

£10,000 - 12,000

€12,000 - 14,000

A black rectangular plate with the text 'GF 100' in large, bold, white sans-serif capital letters.

03

'GF 100' - UK VEHICLE REGISTRATION NUMBER

held on DVLA V778 Retention Document, expires 25 01 2028.

The 'GF' series of registration numbers were issued in London from March 1930 and due to high demand the series was fully issued by the end of May 1930.

£10,000 - 12,000

€12,000 - 14,000

A black rectangular registration plate with the text 'WSJ 1' in large, bold, white capital letters.

04

'WSJ 1' - UK VEHICLE REGISTRATION NUMBER

held on DVLA V778 Retention Document, expires 18 09 2029.

£25,000 - 35,000

€29,000 - 41,000

A black rectangular registration plate with the text '4 YL' in large, bold, white capital letters.

05

'4 YL' - UK VEHICLE REGISTRATION NUMBER

held on DVLA V778W Retention Document, expires 21 01 2030.

£25,000 - 35,000

€29,000 - 41,000

A black rectangular registration plate with the text 'CMJ 1' in large, bold, white capital letters.

06

'CMJ 1' - UK VEHICLE REGISTRATION NUMBER

held on DVLA V778 Retention Document, expires 03 09 2029.

£35,000 - 45,000

€41,000 - 53,000

A black rectangular registration plate with the text '7 RED' in large, bold, white capital letters.

07

'7 RED' - UK VEHICLE REGISTRATION NUMBER

held on DVLA V778 Retention Document, expires 18 02 2030.

£40,000 - 50,000

€47,000 - 59,000

08 - 100

NO LOTS

C.1950S RACING HYDROPLANE

- Twin carburettors
- Twin-cylinder engine
- Single-seater Hydroplane



The Morbidelli factory was founded in Pesaro, Italy by Giancarlo Morbidelli in the aftermath of WW2. Morbidelli's line of business was manufacturing woodworking machinery, which provided the means to fund his passion for motorcycle racing. Morbidelli's first foray into Grand Prix racing came in 1969 and the company would remain active well into the 1980s, by which time it had won the 125cc World Championship four times and the 250cc crown once.

Offered from the Morbidelli Museum collection, this single-seater racing hydroplane is something of a mystery, as nothing is known of its origins or history. The only clue is a badge fixed to the hull bearing the legend 'Toulousain Hors Bord Club' (Toulouse Speedboat Club).

It has a plywood hull and is powered by a twin-cylinder water-cooled two-stroke outboard motor equipped with twin carburettors and the most gorgeous-looking expansion-chamber exhaust system.

All Morbidelli's Grand Prix motorcycles were two-strokes so it is possible this engine was built by Morbidelli. One thing is certain, when it fires up the noise will be loud enough to waken the dead! There are no documents with this Lot, which is sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,400

102

1936 ROSENGART LR4 N2 COUPÉ

Registration no. YWG 135

Chassis no. 53922

- A late deluxe version
- Recent bills of over £2,400
- Current UK MoT



Lucien Rosengart was an engineer and member of Citroën's board of directors until he decided to go it alone in 1928. Like BMW had in Germany, Rosengart secured the manufacturing licence for Austin (in France) and set about making cars, based on Austin mechanical designs, in Neuilly-Sur-Seine, Paris.

The first of these were Seven-based but with the engines cast in France by Rosengart. The gearbox and front axle were to Austin pattern also, but Rosengart designed his own body, 7' 3"-wheelbase chassis, and half-elliptic six-stud rear axle. A later deluxe version, this extremely rare Rosengart LR4 N2 coupé was first registered in the UK in 2016 after residing in France from new.

An older restoration, the car was entrusted to Torque BHP (associated with Austin Seven specialists Pigsty Racing) in December 2018 for extensive refurbishment of the brakes, suspension, and steering at a cost of £2,442.30 (bill on file). In addition, the engine oil was changed and the engine test-run for half an hour with no problems found, following which the lighting was checked over. A speedometer was fitted in the dashboard and the car test-driven prior to the MoT, which it passed.

Offered with the aforementioned bill and a V5C Registration Certificate, this stylish Rosengart Coupé is ready to be enjoyed.

£5,000 - 7,000
€5,900 - 8,200

1957 AUSTIN A35 SPEEDWELL COMPETITION SALOON

Registration no. not UK registered (see text)

Chassis no. A2S525304

- *Single family ownership 1957-2008*
- *Built as a Speedwell competition saloon by Rae Davis in 2008*
- *Driven by Martin Brundle at the Goodwood Revival 2008, 2010, 2012*
- *1,293cc 125bhp engine*
- *Road legal*



Although seemingly unlikely candidates for competition use, the Austin A30 and A35 were a popular choice among club racers throughout the 1950s, only falling out of favour when the Mini arrived. These baby Austins were catered for by BMC tuning specialists such as Downton and Speedwell, while the cars' essential simplicity meant that they were easily tuned and maintained by their owners.

Dating from 1957 and registered as 'AR7 986', this Austin A35 – known as 'Baby Boomer' – was delivered new to the Danes family in Southampton, where it remained in the family's possession for more than 50 years. In 2008 the little Austin was rebuilt to Speedwell competition specification by well-known specialist Rae Davis, who raced it for several years with success in HRDC events. In 2008, 2010 and 2012, Baby Boomer raced at the Goodwood Revival in the hands of former Formula 1 star Martin Brundle (whose signature is on the dashboard) and TV presenter/pundit Tony Jardine, finishing 2nd overall in 2008 and being on track for 1st overall in 2010 before suffering suspension damage.

This is an exciting opportunity to purchase this well-known and highly competitive Austin A35 competition car, which is fitted with all Rae Davis Racing competition parts and the latest specification adjustable shock absorbers.

These Speedwell cars are quite different and much faster than the Academy cars in part due to their totally different suspension, while the less restrictive engine requirements are reflected in this 1,293cc unit's maximum output of 125bhp, which arrives at 6,800 revs (dynamometer printout available). This A35 is also very light and has a new Sparco racing seat and harness fitted. It is eligible for many historic racing series such as the HRDC, HSCC, Sixty-Fivers, and the Pre-1960 St Mary's Trophy at Goodwood: all events where these charming little cars attract lots of attention.

Well maintained and highly competitive, 'AR7 986' is registered and housed in the Netherlands but the 'VRU 776' V5C is still with the car, however on SORN. 'AR7 986' has been built close to full racing specification and is also road legal. It comes with six Weller wheels shod with Dunlop L-section tyres (four of which have done only three races). A well-known ex-Rae Davis lightweight A35 competition saloon, this race-ready car is offered with sundry bills and a Dutch registration document.

£18,000 - 26,000

€21,000 - 30,000

1961 JAGUAR MKII 3.8-LITRE SALOON

Registration no. LFF 810

Chassis no. 205245DN

- *The Jaguar MkII in its ultimate specification*
- *Present ownership since 2007*
- *Engine professionally rebuilt in 2011/2012*
- *Running gear overhauled in 2014*
- *Body restoration and re-spray 2016*
- *Extensively campaigned and well maintained*



Representing Jaguar's perennially popular Mk2 saloon in its ultimate 3.8-litre manual/overdrive specification, chassis number '205245DN' was delivered to Greenhill Motors via Henlys of London, and originally was finished in Opalescent Silver Grey with a red interior. The car's first owner was Robert Day Film Production Ltd of London SW14.

In December 1976, the car passed into the ownership of Cyril Humphries of Essex and by this time had been repainted Carmen Red. The Jaguar had three further owners, all in Essex, and in January 1996 was inspected by Cartwrights, being described as in first class condition, only requiring a handful of minor works to bring it to concours standard. It was then sold to Bespokes Classic Car Hire Ltd of Watford. In May 2001 a replacement engine (number 'ZA2643-8') was sourced from VSE and fitted, and in October 2004 the car was acquired from West Barn Classic Ltd by the Classic Car Club of London N1. The current vendor bought 'LFF 810' from Epping Motor Company in February 2007.

Since then the Jaguar has been extensively campaigned and enjoyed, as detailed in the vendor's fascinating personal log of all activities, maintenance work, expenditure and mileage totals (perusal recommended). Events attended and venues visited include the Goodwood Revival; Norwich Union Run; Circuit de Reims; Circuit Paul Armagnac, Nogaro; Circuit des Ramparts, Angoulême; Beaulieu Autoumble; and Brooklands.

The car's most recent adventure involved an extended tour of France in September/October 2018, during which it covered 1,835 miles in three weeks with no problems apart from a couple of easily fixed fluid leaks.

The aforementioned log shows that 'LFF 810' has been maintained with no expense spared while in the vendor's long-term stewardship. Major works undertaken include an engine overhaul by marque specialist Alan Collins in the winter 2011/2012, and overhaul of the suspension, brakes, and steering by JD Classics in August 2014. JD Classics also fitted a pair of refurbished 2" SU HD8 carburettors, replacing the standard (and worn) 1¾" items, together with a suitably modified inlet manifold. In April 2016 extensive bodywork repairs and re-spray were carried out by Splined Hub; bonnet louvres were cut at the same time, and the interior woodwork re-lacquered and veneer on dashboard panels replaced.

Described by the vendor as in generally good condition, this obviously much-loved Jaguar Mk2 is offered with a V5C document; bills relating to the 2016 restoration; and the aforementioned log.

£30,000 - 40,000

€35,000 - 47,000

1986 PORSCHE 911 CARRERA 3.2-LITRE COUPÉ

Registration no. D911 NOG

Chassis no. WP0ZZZ91ZHS101269

- *Engine and gearbox professionally rebuilt in 2017*
- *Only 262 miles covered post-rebuild*
- *Outstanding condition*
- *Extensive history file*



Porsche revived the evocative Carrera name - previously used for the competition orientated versions of the preceding 356 model - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the title to all 911 variants, co-incidentally with the introduction of the 3.2-litre engine, from the start of the 1984 model year. The revived name was part of a major revamp of the long-running 911, now selling better than ever, development of which had slowed while Porsche concentrated on meeting the ever increasing demand.

Although it remained an air-cooled 'flat six', the '3.2' motor was 80% new and incorporated an effective cam chain tensioner and associated lubrication system that at last addressed a perennial 911 shortcoming. An ECU controlled the fuel and ignition systems for the first time on a 911, enabling the engine to be both more powerful and less thirsty. As a result, this enlarged and extensively revised power plant now produced 231bhp, 27 horsepower up on its predecessor, endowing the Carrera with a level of performance approaching that of the original 911 Turbo of 1974, the bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph, with 100mph reachable in a breathtaking 13.6 seconds.

No major changes were made to the bodyshell, though there was a new front spoiler with integral fog lamps. Thirty-plus years on, Carrera 3.2s are now highly sought after and for very good reason, though finding one is not that easy.

This example was purchased by the vendor from Prestige and Performance Cars Ltd, trading as 911 Virgin, on 23rd May 2016. In February 2017, £18,039 was spent on rebuilding the engine and gearbox, which was undertaken by Redtek Ltd of Lincoln Park, Brackley, respected specialists in air-cooled Porsche 911 engines and gearboxes (all bills available). The odometer reading immediately after the rebuild was 88,340 miles and is now 88,602 miles, showing that the car has travelled a mere 262 miles since this not inconsiderable investment. Since the rebuild the Porsche has been professionally stored at Windrush in a heated and humidity-controlled purpose-built building.

Described by the vendor as in generally excellent condition, with outstanding bodywork and a beautifully patinated interior, the car comes with an extensive history file containing numerous receipts, photographs, details of past owners, etc. Arguably one of the very best currently available, this rare and desirable Carrera 3.2 is worthy of the closest inspection.

£35,000 - 45,000
€41,000 - 53,000

1952 LAGONDA 2.6-LITRE DROPHEAD COUPÉ

Registration no. XMY 138

Chassis no. LAG/50/450

- *Designed by W O Bentley*
- *Elegant British Gran Turismo*
- *Re-trimmed interior and new hood circa 2013*
- *Good history file*



It is said that when David Brown acquired Lagonda in 1947 all he got was a famous name, a collection of engineering drawings, and a handful of prototypes. And although Lagonda's chief engineer and designer, the great W O Bentley, quit the firm when Brown took over, he did leave behind the 2.6-litre, six-cylinder, twin-overhead-camshaft engine that would power the Aston Martin DB2 and the next generation of Lagondas.

Although it retained a separate chassis, Bentley's 2.6-Litre Lagonda was advanced in other ways, featuring independent suspension all round: by double wishbones and coil-springs at the front - a layout similar to that adopted on the DB4 - and semi-trailing arms at the rear where the brakes were mounted inboard to reduce un-sprung weight. It had been intended that the new Lagonda would exploit a perceived gap in the luxury car market between Jaguar and Rover at one end and Rolls-Royce and Bentley at the other. W O's design succeeded brilliantly in this, being able to carry five persons and their luggage at high speed and in great comfort.

One of Lagonda's, and David Brown's, greatest assets was stylist Frank Feeley, the man responsible for the Italianate flair of the DB2, and while Feeley's 2.6-Litre looked back nostalgically at the Lagondas of pre-war years, his prototypes produced on that chassis in the late 1940s hinted at the 3-Litre model to come. Production of the 2.6-Litre amounted to 543 cars.

First registered in March 1952, chassis number 'LAG/50/450' was acquired by the immediately preceding owner in October 2016 having benefited circa 2013 from a re-trimmed interior and a new maroon hood. We are advised that the paintwork is too good to be original, and it appears that the car has had plenty of work done, although it is not known whether or not it has been fully restored at any time. The car has had a dent in a front wing professionally repaired since its acquisition by the vendor, who has decided that advancing years necessitates a slimming-down of his collection, hence the decision to sell.

Exempt from testing but professionally prepared to MoT standard, the car is offered with paperwork consisting of a quantity of expired MoTs, numerous bills dating back to 1978, an old-style logbook, and a V5C Registration Certificate. A workshop manual, an original sales brochure, and a box of assorted spares are included in the sale, and the spare wheel is present.

£50,000 - 60,000**€59,000 - 70,000****No Reserve**

2001 FERRARI 360 SPIDER

Coachwork by Pininfarina

Registration no. to be advised

Chassis no. ZFFYT53C000123797

- *Present (second) ownership since circa six months old*
- *Fewer than 4,000 miles from new*
- *Full H R Owen service history*
- *Ferrari leather wallet and books*
- *Manual gearbox*



By starting with a clean sheet of paper in designing the 360 Modena, Ferrari and its partner, Pininfarina, succeeded in surpassing the acclaimed F355, the new car attracting superlatives that put even its illustrious predecessor in the shade.

Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 litres for the 360 and producing 400bhp. Unlike the F355's transverse unit, the 360's six-speed gearbox was mounted longitudinally behind the engine, and could be ordered with an improved version of the F1-inspired paddle-operated gearshift pioneered on the F355.

In every other respect the 360 was entirely new, the most striking break with Ferrari tradition being the body's frontal treatment: gone was the omnipresent oval grille, replaced by two separate intakes set low into the front wings.

A larger car than the F355, the 360 owed its radical new shape to the quest for increased downforce. Additionally, the 360 saw the introduction of Ferrari's now trademark transparent engine cover, showcasing that beautiful V8 and its red-painted cam covers.

There was further innovation beneath the skin: a lighter and stiffer aluminium chassis replacing the F355's steel framework. This increased stiffness was considered vital for the open Spider version. The extensive use of aluminium meant that, despite its increased size, the 360 weighed around 100kg less than the F355. On the Spider version, the top folds out of sight in a mere 20 seconds, leaving the lines of the beautiful Pininfarina body unobstructed.



Another important change was the introduction of a removable panel between the passenger compartment and engine bay; combined with the location of the 360's timing belt at the front of the engine, this meant that belt changes could be completed with the engine in situ, dramatically reducing service costs.

Although it was more powerful (by 20bhp) than its predecessor, the only straight-line performance increase claimed for the 360 was a marginal reduction in the 0-100km/h time to 5.0 seconds, top speed being unchanged at around 280km/h. Nevertheless, the 360's on-the-road dynamics constituted a significant advance, its best time around Ferrari's Fiorano test track being some three seconds faster than the F355's.

This beautiful 360 Spider has the manual transmission option, preferred by the majority of Ferraristi, and is finished in silver-grey with maroon leather upholstery. The Ferrari was sold new in the UK by H R Owen and has belonged to the vendor, its second owner, since it was six months old, being registered to him on 1st December 2001. Used sparingly and fastidiously cared for, it has covered fewer than 4,000 miles from new and has never been driven in the wet; indeed, its garage is equipped with a hot-air dryer to keep moisture at bay!

As one would expect, the silver-grey paintwork appears unblemished, as does the maroon interior trim, and Ferrari will be transported to the sale to preserve its mileage and condition.

Routinely serviced by H R Owen and up to date (including belt changes), the car comes with a current MoT, a V5C Registration Certificate, and its Ferrari leather wallet containing the warranty/service book and owner's manual. It should be noted that the cherished registration number is being sold separately in this auction.

Pitted against the Aston Martin DB7 Vantage and BMW Z8 convertibles by the esteemed motoring magazine, *Car & Driver*, the F360 Spider ran out an easy winner. You would expect the testers to be impressed with the mid-engined Ferrari's superior balance and handling when compared with the front-engined opposition, but it also excelled in terms of top-down noise-suppression and all-round comfort. *C&D* concluded: "The surprising thing is that it is the most extreme car, yet it's also, in many ways, the easiest to use."

£80,000 - 95,000
€94,000 - 110,000

1938 BENTLEY 4¼-LITRE COUPÉ

Coachwork by De Villars

Registration no. GAS 905

Chassis no. B8MR

- The fourth produced of only some 200 M-series models
- The only known surviving De Villars-bodied Bentley
- Restored in the USA in the 1980s
- Present ownership since 2017
- Professionally maintained regardless of cost
- Used on long-distance tours and rallies



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

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

By the end of the 1930s the 'Derby' Bentley had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings.

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

It was the construction of modern highways in Continental Europe, enabling cars to travel at sustained high speeds, which had prompted the introduction of the Hall's Metal bearings and would lead eventually to the adoption of an overdrive gearbox and improved lubrication system on Bentley's peerless Grande Routière,, improvements that coincided with the introduction of the 'M' series cars in late 1938. Refinement, reliability, and effortless long-distance cruising were hallmarks of the coveted overdrive-equipped 'M' series. Only some 200-or-so were produced and all are most highly regarded today.

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, almost 50 percent were bodied by Park Ward in a limited number of styles. Most of the remainder went to other British coachbuilders with relatively few finding bodies abroad, which makes this De Villars-bodied example something of a rarity.



Although founded in 1925 in Courbevoie, Seine, De Villars was financed by an American - Frank J Gould, son of the immensely wealthy railroad developer and speculator, Jason Gould - who owned numerous businesses and properties in France. Roland de Graffenried de Villars headed the company in its early days, when its main activity was looking after cars owned by Gould and his associates. Perhaps not surprisingly, De Villars' favoured American styling, with long wheelbase chassis preferred. Quality makes were the order of the day, with notable De Villars creations appearing on Delage, Hispano-Suiza, Mercedes-Benz, Minerva, Renault and, of course, Bentley chassis. Bodies were made in small numbers, approximately 25 per year, and most were unique, like the one fitted to chassis number 'B8MR' (only the fourth M-series car produced) which was supplied new to the De Villars coachworks in 1938.

After bodying, the Bentley was displayed at the 1938 Paris Motor Show, at the end of which it was purchased by one Alfred Benhaim. The car's next recorded owners are Edgar de Evia and Robert Denning of New York, who purchased it in 1955, by which time the interior had been re-trimmed in red. There were two further owners and then in 1975 the Bentley passed to Dominic Cappelli of North Carolina.

Mr Cappelli commissioned a restoration, which was completed in 1989 by John Griffin of Montgomery, Alabama at a cost of approximately \$50,000. The Real Car Company then bought the Bentley, imported it into the UK and sold it on to Graham Thompson in Norfolk. In Mr Thompson's ownership the car was maintained by Fiennes Engineering, who sorted out various problems and fitted a heater (see bills totalling circa £30,000 on file). The Bentley was then offered for sale by Frank Dale & Stepsons, who serviced it, passing in 2007 to Barry Brown, who enjoyed rallying and showing it over the next few years. The Bentley passed to the current vendor, via Germany, in 2017, since when it has been maintained by Kenworthy & Co regardless of cost and used on long-distance tours and rallies; indeed, the owner would happily drive it as far as Scotland at a moment's notice. Kenworthy's most recent service was carried out in November 2019.

Described as in generally excellent condition, 'B8MR' is offered with an extensive file containing sundry restoration invoices and photographs; copy chassis cards; expired MoTs; service bills; V5C registration document, etc (viewing recommended). The only known surviving De Villars-bodied Bentley, this is a real connoisseur's car, ready to use and enjoy.

£140,000 - 160,000
€160,000 - 200,000

109

The ex-works, ex-Syd Jensen. Offered from the estate of the late Brian Maile.

**1956-57 COOPER-CLIMAX TYPE 41
FORMULA 2 SINGLE-SEATER**

Chassis no. F2/4/56

- Landmark Cooper single-seater
- Considerable in-period race history
- Extensively campaigned in New Zealand
- Present ownership since 2007
- FIA HTP valid until 2025



The single-seat, open-wheeled family of Cooper-Climax racing cars was developed initially from the Surbiton company's centre-seated 'Bobtail' sports-racing car design of 1955. The FIA governing body of motor sport had announced that a new Formula 2 class of racing would be launched Internationally in 1957, and Charles and John Cooper really became the first to foresee the potential market that the category could create for a ready-made production design. So the basic 'Bobtail' chassis frame, stripped of its outboard supporting members for the wide sports car bodywork, and clothed instead with a wheel-exposing lightweight 'slipper' body design, was quickly prepared in time to dominate a brief series of 'dress rehearsal' Formula 2 races that were run in England towards the end of 1956.

This handsomely presented Formula 2 Cooper-Climax Type 41 began life as one of the very first group of single-seater rear-engined water-cooled cars to be produced by the Cooper Car Company. Dry weight was a mere 694lbs and Roy Salvadori won upon the prototype's debut in an 'F2' supporting race for the 1956 British Grand Prix at Silverstone. Two works cars were driven that year by Roy Salvadori and Jack Brabham, and two more were sold to private entrant Rob Walker and to owner/driver Ken Wharton.



This car is believed to have been Salvadori's Silverstone-winning T41 that was sold to New Zealand driver Syd Jensen, who took it home, finishing second at Mairahau and fifth at both Levin and Wigram (Christchurch). Syd Jensen returned to Europe for the 1957 international season, after selling that first T41 to his compatriot Ron Frost.

Frost finished second at Levin late that year and ran second in the inaugural race meeting at the world's most southerly motor racing circuit – Teretonga Park outside Invercargill on the southern tip of New Zealand's South Island. Ron Frost finished sixth in the New Zealand Grand Prix, before rolling the car at Levin. This necessitated a replacement chassis; the original is offered with the car along with the original tail section bodywork.

After repair the car was raced by Merv Mayo who took fifth place in it at Wigram before the car passed to Tony Shelley who won with it upon his debut at Teretonga late in 1958. Tony Shelley would progress subsequently into Formula 1 as a private owner-driver. The car's ownership sequence then includes Dave Evans and Duncan McKenzie before it became one of teenage prodigy Chris Amon's early mounts – 'Chrissie' becoming a works driver for McLaren, Ford - winning Le Mans in 1966 - and Ferrari and one of the most capable of top-line international star drivers.

Extrovert speedway motorcycle star Bruce Abernethy later owned and raced the Cooper, at one stage painting eccentric white circles on its tyre sidewalls.... The car passed via Jim Boyd – another most prominent Kiwi racing name – to collector Bill Clark for whom it was subsequently rebuilt and restored by the prominent New Zealand specialists Auto Restorations of Christchurch.

In 1999 the car appeared in the hands of British Historic racing owner-driver Ted Rollason, before passing into its present ownership in 2007. Since then it has been extensively and successfully campaigned by noted historic racer Brian Maile. We are advised that the gear linkage and carburettors have been upgraded (originals with car) and that the engine will require attention before returning to the track.

An ideal entrant for the HGPCA's Pre-'66 and Pre-'61 classes, this historic Cooper-Climax has FIA HTP valid until 2025 and comes with a huge history file containing timesheets, hand-written notes, old FIA papers, race programmes, etc, etc. Used to transport it to and from race meetings, the car's trailer and a quantity of assorted spares are included in the sale.

£58,000 - 80,000
€69,000 - 92,000

110

The ex-Tony Lanfranchi

1965 ATTILA-CHEVROLET MARK 3 5.0-LITRE SPORTS-RACER

Chassis no. 302C

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



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

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

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



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



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

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

BRSCC Brands Hatch 31st January 1965 Guards and Eagle Trophy
Formula Libre
BRSCC Mallory Park Whit Sunday 1965 Guards Trophy (possible DNS)
BRSCC Snetterton August Band Holiday 1965 Guards Trophy
Peterborough Motor Club Silverstone September 1965 Formula Libre
BARC Silverstone 9th October 1965 Sports Car Race

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

This Attila has run in at the Goodwood Revival at least half a dozen times and at the Members' Meeting twice, and has always finished in recent years. It has also raced at Spa, Oulton Park, and Silverstone with the Masters series and other events. There is a full set of body moulds and a spare set of Image wheels with the car, which also comes with a very large history file, professionally researched by a previous owner. The car is offered with current FIA HTP papers.

£90,000 - 110,000
€110,000 - 130,000

The factory demonstrator and press car

2018 LISTER-JAGUAR LFT-C ROADSTER

Registration no. OE18 BZP

Chassis no. SAJDA5AE6JCK52116

- Most powerful Lister ever made
- Offered for sale by Lister Cars
- Based on a Jaguar F-Type
- Circa 2,000 miles from new



"The brief to the design team at Lister was simple: to design and build the fastest, most powerful and most luxurious production Lister ever made. The Lister LFT-666 answers and exceeds this brief in every respect." - Tiff Needell, Lister racing driver and television presenter.

The car offered here is indeed the fastest, most powerful and most luxurious production model that the Lister Motor Company has ever made. In October 1956, Sir William Lyons announced that the Jaguar works racing effort would cease for the 1957 season citing the "heavy burden on the Technical and Research Branch of the Engineering Division". Shell-Mex BP, sponsors of both Jaguar and Lister, were keen for representation to continue and so was Jaguar. A cost-effective way of accomplishing this was for a Jaguar engine to be fitted to a different chassis.

Brian Lister, the owner of Brian Lister (Light Engineering) Ltd, was initially reluctant but Jaguar agreed, via Shell-Mex BP, to supply a Jaguar engine and transmission to be fitted into a Lister chassis with full factory support. The new car was entered for the 1957 season as a Lister-Jaguar and Lister's 60-year dedication to the Jaguar marque began.

Thirty years later, in 1987, under the new ownership of Laurence Pearce, development began of a tuned Jaguar XJS V12, which would become known as the Lister Le Mans. In total, 90 cars were completed and the project was deemed a great success. In the 1990s Lister went on to enjoy enormous success with the Jaguar V12-powered Lister Storm GT racer, winning the British Empire Trophy for a record fourth time, and in 2000, winning the FIA GT Championship. Lister's place as one of the leading Jaguar tuning companies was sealed.

In 2013 Lister was bought by Andrew and Lawrence Whittaker, who launched 10 continuation Lister Knobbly's to celebrate 60 years since Lister's inception. They followed this up with the Lister Stirling Moss - the only racing car to ever be officially endorsed by the great man. More recently, Lister Cars brought out the mighty Lister LFT-666 Coupé and LFT-C Roadster. Both cars are based on the superb Jaguar F-Type and feature a tuned version of the already potent Jaguar 5.0-litre supercharged V8 engine, which now produces a devilish 666bhp courtesy of upgraded dual supercharger pulleys; custom inter-coolers, performance air filtration; and Lister engine management. Bespoke carbon fibre bodywork; Napa leather interior; fully adjustable suspension and full Lister custom exhaust upgrade; and Lister 21" forged alloy wheels shod with Michelin Supersoft XL tyres complete the package. Performance figures of 0-60mph in 3.2 seconds and a top speed of 208mph were claimed.

Only 99 Coupés were scheduled for production and only 10 LFT-C Roadsters, with all owners entering the exclusive Lister Drivers' Club. This particular car is finished in black with yellow racing circles and stripe, while the interior is trimmed in matching black/yellow Napa leather. This stunning British supercar has covered only some 2,000 miles from new and is described by the vendor as in excellent condition throughout. With the production run now fully sold out, it represents a unique opportunity to buy number '1' of 10 Lister LFT-Cs and the company's demonstrator/press car, which has featured widely in global press articles. The remainder of five years manufacturer's warranty is included.

£70,000 - 100,000

€82,000 - 120,000

112

1968 LOTUS ELAN S3 COUPÉ

Registration no. VPA 182E

Chassis no. 7749

- *Three owners from new*
- *Well documented history*
- *Fewer than 20,000 miles from new*
- *Stylish British Classic*



The Lotus Elan was produced between 1962 and 1973. Styled by Ron Hickman, the Elan embodied Colin Chapman's design philosophy of keeping weight to a minimum: "Start with lightness, add simplicity and remove weight". The Elan was produced in four series, plus the Sprint: this fine example is an S3 and weighs 689kg (1,517lb). McLaren F1 designer Gordon Murray, owner of two Elans, has stated that in his opinion the Elan is the one of the best-handling cars of all time and that he used it as the benchmark for the F1's handling. Murray said his only regret about the McLaren F1 was that he failed to match the quality of the Elan's steering.

An Elite-type glassfibre monocoque having proved insufficiently rigid for an open car, Lotus boss Colin Chapman came up with a simple but effective steel backbone frame for the company's new Elan sports car. Suspension was independent all round with unequal-length wishbones at the front while a wide-based lower wishbone and modified Chapman Strut, as used in Lotus Grand Prix cars, was employed at the rear. The Elan's engine was a highly modified 1,498cc (later 1,558cc) Ford Cortina unit topped with Lotus's own twin-camshaft cylinder head, and both the gearbox and differential came also from Ford.

With the introduction of the improved S3 model in September 1965, the Elan became available as a fixed-head coupé for the first time, having previously been sold only in drophead form with a separate hardtop optional. Other civilising improvements included electric windows, a redesigned dashboard and better interior trim. Powerful, light in weight and endowed with exceptional roadholding and handling, the Elan proved an immense commercial success for Lotus, slightly fewer than 9,000 being sold by the time production ceased in 1973.

This S3 was purchased new by a Mr David Penney of Dorking as a kit, from Gemini Cars, and built by Walker Racing Shop. After circa 19,850 miles had been covered, the car was placed in heated storage, remaining there for 30-or-so years before being re-commissioned around 2002. The tyres, brakes, shock absorbers, exhaust system and suspension 'donuts' were replaced at this time.

In 2005 Mr Penney sold the Elan via Bonhams' Beaulieu auction where it was acquired by the second owner, joining his large collection of British cars. Prior to that sale it had benefited from re-commissioning that included works on the carburettors, brake callipers, master cylinder, clutch reservoir, flexible hoses, front suspension bushes and donuts. The current owner purchased the Elan at Bonhams' Goodwood Sale in June 2015, since when it has been professionally stored and not used (the odometer reading remains 19,934, the same as in 2015). Later knock-on drilled wheels and a metal-sprayed exhaust system are the only listed deviations from factory specification.

Finished in blue (a stock Lotus colour) with black interior, the car is offered with its purchase invoices; all bills for subsequent work; an owner's handbook; and a V5C Registration Certificate. The Lotus Elan is rightly regarded as one of the finest British sports cars of all time and the S3 Coupé is arguably the most beautiful of the early models, making this little-used example all the more attractive to enthusiastic owner/drivers and collectors alike.

£28,000 - 36,000

£32,000 - 41,000

113

NO LOT

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.

1914 TALBOT 4CB SPORTING MODEL PROJECT

Registration no. IC 232

Chassis no. 4CB 8222

- *Sporting Edwardian car of the highest quality*
- *Much work already done*
- *Work carried out by marque specialist*
- *Ideal Edwardian race or rally car*



Offered here is an original Talbot 4CB re-bodied to be an exact replica of the very successful sprint and Hill Climb cars used by the Talbot Works Team between 1912 and 1914 and subsequently by Captain Sir Malcolm Campbell at Brooklands and elsewhere very successfully between 1919 and 1922. This body style was offered in the 1914 Talbot brochure as the Sporting Model. Little is known of the early history of this car but it is believed to have been sold new in Ireland in 1914, since the registration number has an IC prefix which is correct for Ireland. According to the accompanying original buff logbook it was fitted with Open Touring coachwork and finished in light grey.

Although dating the car as 1914 the buff logbook lists the date of first registration as 1921, so perhaps the owner brought the car back to mainland UK when the Free State was formed. The owners as listed in the logbook are Mr Arthur Brocklehurst, 1925, George Young, 1926 and then E.J. Roses Ltd, 1929. There is a hand written note on the book saying the car was scrapped in 1929, but clearly the car survived this.

The current owner purchased the car as an incomplete project from arch Edwardian Talbot enthusiast and former VSCC President Barrie Clarke in the mid-1990s, Clarke had purchased the car in Ireland, so possibly it returned there instead of being scrapped.

At this point the car was complete save for the engine and coachwork and in need of restoration. With this in mind a Talbot 4CBX 12hp engine was acquired in Australia, identical to the original 15hp engine fitted to this car, save for having a short stroke crankshaft.

The Sporting Model coachwork was professionally constructed in Ash and skinned in aluminium- as original.

In addition to this the following work has been done, almost all by marque specialists I.S. Polson:-

Chassis frame repaired as necessary, blasted and painted, Springs overhauled, All new shackle pins and pivot pins, New tubes, ball pins and sockets for the three radius arm rear suspension, Front and rear axles overhauled, Brakes and brake linkages overhauled. This model had dual shoes in the rear drums and fully compensated linkages which means that they are a considerable improvement over previous Talbot designs and those of many of their contemporaries, New Rudge Whitworth 90 long hubs complete with locking rings, New wheels and tyres, Gearbox overhauled and gear lever and gate moved inboard as on works cars, Overhauled Bosch dual magneto and coil, The engine includes a new high lift camshaft designed to provide the same increased lift used on the works cars, a new inlet manifold and new bronze water headers, Overhauled steering box and column, with new original type larger diameter wheel, Re-cored radiator and new Fuel Tank.

Edwardian Talbots were high quality cars with an excellent reputation for reliability and performance. This project, when completed, will make a sporting Edwardian car comparable with a Prince Henry Vauxhall or an Alfonso Hispano Suiza, ideally suited to historic race and rally events.

Please note this lot is subject to VAT on the hammer price.

£30,000 - 35,000

€35,000 - 41,000

1973 JAGUAR E-TYPE SERIES 3 V12 ROADSTER

Registration no. YNH 800M

Chassis no. 1S1901

- Extensive maintenance works over the last seven years
- New carpets
- Professionally stored
- Little used in recent years



Testing the E-Type Series 3 in 1972, *Road & Track* magazine reckoned the new V12 power unit, "a sheer delight, by itself almost worth the price of admission... The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range."

This superior refinement would have counted for little had the Series 3 proved slower than its predecessors, but the new V12 engine was more than powerful enough to offset the weight gain over the preceding 4.2-litre XK six and ensure that performance was undiminished. Weighing only 80lb more than the cast-iron-block six that it replaced, the all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed well in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

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

Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar. Built in two-seat roadster and 2+2 coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 2+2, the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

The E-Type V12 Roadster offered here benefits from extensive re-commissioning works carried out by Brian Stevens Classic Cars Ltd over the period September 2016 to April 2017, with seemingly no aspect of the car left unexamined. Brian Stevens' detailed bill for £4,439 is on file together with others from The Jaguar Workshop (September and December 2013) and Maingot Engineering (May 2015) totalling some £11,000. It would appear that the carpets were renewed recently. Two expired MoTs were issued in 2014/2015 at 74,000 miles, while the current odometer reading is 74,168 miles. Accompanying documentation consists of the aforementioned maintenance records and a V5C Registration Certificate.

£50,000 - 70,000
£58,000 - 81,000

116

Multiple Le Mans Classic, Spa Classic and Silverstone Classic competitive entrant

1937 LAGONDA LG45 4½-LITRE FOX & NICHOLL 1936 LE MANS TEAM CAR REPLICA

Registration no. DYF 187

Chassis no. 12210

- Built in 2008 by BishopGray
- Present ownership since 2008
- Race Techniques engine (built 2018)
- Extensively campaigned: Le Mans Classic, Brands Hatch, Zandvoort, etc
- Current MSA HTP



'DYF 187' racing at Le Mans Classic © Jeff Bloxham



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

A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholl performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Shortly before its 1935 Le Mans win, Lagonda had gone into liquidation and passed to new owners. In September 1935 they were able to announce the LG45. A new model, building upon the successful Le Mans win, the old M45 and M45R models and the new owners' enthusiasm, it was a much more sober vehicle offered in saloon, tourer and drophead coupé variants. Deliveries commenced in the spring of 1936.

Under W O Bentley's technical direction the big Lagonda became more refined: the LG45 gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements. Endowed with such an impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

Lagonda's new owners were keen to build on the racing successes and commissioned Fox & Nicholl to produce cars for the '36 Le Mans. Two four-seaters were built on the new LG45 10ft 9in chassis: registered as 'EPB 101' (chassis number '12108') and 'EPB 102' ('12109'). Additionally a couple of two-seater cars were built: 'HLL 534' ('12100') and 'EPE 97' ('12111'). All four cars raced during 1936 but Le Mans was cancelled due to industrial action, the only occasion the race has not run in peacetime. Nevertheless, the Fox & Nicholl cars won their classes in the French and Belgian Grands Prix.

The new Lagonda management was understandably disappointed by the Le Mans debacle and both four-seater cars were broken up in late 1936, leaving the two two-seaters to continue to the present day representing this great era of Lagonda racing history. Before it was broken up, one of the four-seaters was driven in the Tourist Trophy Race on the Ards Circuit by Pat Fairfield where it finished 4th.



© Jeff Bloxham



Originally bodied as a saloon, chassis number '12210' was rebuilt in 2008 by marque specialists BishopGray as a detailed replica of the 1936 Le Mans Team Car 'HLL 534'. BishopGray were able to use the original car, which they were restoring at the time, as a model, while the body was created by Keith Roach of Roach Manufacturing Ltd, renowned specialists in historic coachwork. BishopGray chose the short chassis for improved roadholding, and this has proved successful over ten seasons of racing. The car is said to have outstanding roadholding, especially in the wet, which contributed to its finishing 8th overall in the pre-war race at the Le Mans Classic in 2016.

The Lagonda was purchased by the present owner from BishopGray in 2008 and has been raced for the last ten years at all major British circuits and at Le Mans, Spa Francorchamps, and Zandvoort. It has competed at every Le Mans Classic race between 2010 and 2018, and throughout its racing career it has been looked after by Charles Gray of BishopGray. The car has held an MSA Historic Technical Passport and a VSCC Eligibility Document since 2009. The HTP was renewed in 2016 and is valid for 10 years, and the car also comes with a V5C document.

Finished in 'Fox & Nicholl Red', the car is currently fitted with a racing engine specially built in 2018 by Race Techniques of Cheltenham, specialists in developing the 4½-litre Meadows engine for competition. This unit produces 191.8bhp at 4,920rpm and 232lb/ft of torque at 4,000 revs, though the torque is above 200lb/ft from between 1,500rpm and 5,000rpm. Race Techniques' report on the work done to build the engine is on file together with related bills totalling over £58,000 (perusal recommended).

Accompanying the car is a quantity of spares to car include an alternative 3.3:1 ratio differential; two front wings; an original set of T8 gears; a rebuilt Scintilla magneto; and a speedometer.

This wonderful re-creation of an historic pre-war Lagonda Le Mans Team Car is offered for sale at a price amounting to probably less than one third of that of a comparable 4½-Litre Bentley.

£150,000 - 200,000

€170,000 - 230,000



'DYF 187' racing at Spa © Jeff Bloxham

117

1974 FERRARI DINO 246 GTS

Coachwork by Pininfarina/Scaglietti

Registration no. UEC 691M

Chassis no. 07252

- *Delivered new in the UK*
- *Right-hand drive*
- *circa £20,000 recent expenditure with Fosters*



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

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle.



The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, the body was now steel, and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M', and 'E', these designations reflecting detail changes in the specification.

A late example (production ceased in 1974), right-hand drive chassis number '07252' was completed on 3rd October 1973 and delivered new to Colonel Ronnie Hoare's Maranello Concessionaires Ltd in Egham, Surrey. Its accompanying Massini Report also reveals that this car's original colour scheme was Rosso Cordoba with black leather interior, and that it was delivered fitted with power windows and standard Cromodora wheels. The Dino was sold via H R Owen in London and first owned by one P H Middleton.

By 1983 the Ferrari was owned by one D P Dye of Birmingham and had been reregistered as 'AJW 19M'. The next owner listed in the Massini Report is one S F Timms of Cheshire (1985) and it is noted that the car subsequently passed through the hands of marque specialists DK Engineering.

Said to start 'on the button', '07252, noteworthy features include a Nardi wood-rim steering wheel, a rare and desirable Becker Mexico radio, Michelin tyres, and a sports exhaust system that produces a delightful competition-car sound.

The accompanying history file consists of sundry invoices, a 2020 Massini report, old style MoT certificates (most recent expired 2014), ownership change records, a V5C Registration Certificate, and bills from 2012 - 2020 with marque specialists Farkers totalling c. £20,000 where it has been stored and serviced, with noteworthy work including a new clutch cable, new windscreen, new exhaust heat shields, and new starter motor by renowned marque specialist.

While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Truly a driver's car par excellence, it is still highly regarded today. Every Ferrari collection should have one.

£215,000 - 275,000
£250,000 - 320,000

1939 MG WA DROPHEAD COUPÉ

Registration no. 680 UYG

Chassis no. WA 0417

- One of the rarest of pre-war MGs
- Coachwork in the style of Reinbolt & Christé, Basle
- Restored between 2008 and 2014
- Featured in MG Enthusiast magazine

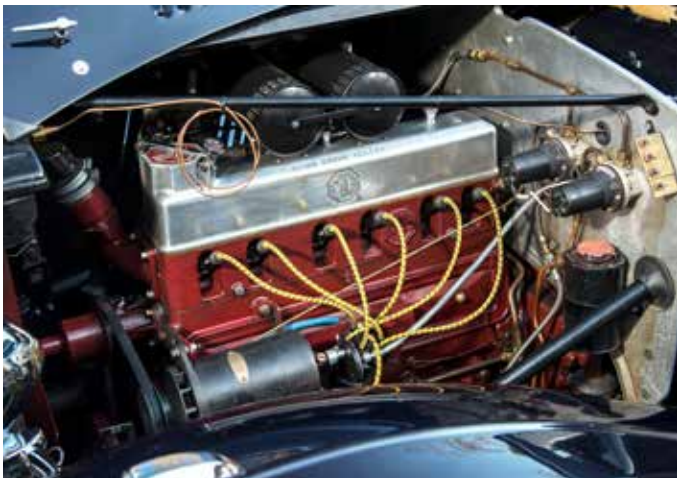


"The WA was undoubtedly the most luxurious MG ever to be produced by Abingdon and whilst superficially similar to the SA model, the body was far roomier and much better proportioned." – Richard Monk, *The MG Collection*.

Launched at the 1935 Motor Show, the SA had represented a new departure for MG. The first all-new model to be introduced since the company's acquisition by Morris Motors, it was considerably larger than any previous MG and caused a certain amount of consternation amongst enthusiasts who feared an abandonment of virtues embodied by the marque's nimble sports cars. They need not have worried, for although based on the Wolseley Super Six and aimed at the luxury car market, the SA received sufficient input from MG founder and designer Cecil Kimber to transform it into a car worthy of the famous octagon badge. Originally of 2,026cc, the overhead-valve Wolseley six had been enlarged to 2,288cc by the time SA production commenced, and was further stretched to 2,322cc in 1937.

For the WA, first seen in the summer of 1938, the engine was enlarged yet again, on this occasion to 2,561cc. Notable as one of the first engines to employ a fully counter-balanced crankshaft, the WA six produced 95.5bhp at 4,400rpm, some 20 horsepower more than the SA unit, which was good enough to propel MG's largest pre-war model to a top speed of around 90mph. On the chassis side, the WA benefited from larger brakes (14" as opposed to the SA's 12" stoppers) and had a rear track wider by more than 3". Like the SA, three body types were offered: a factory-built saloon; a Tickford drophead coupé by Salmons & Sons; and a Charlesworth open tourer. By the time production ceased with the outbreak of war in 1939, only 369 WAs of all types had left the factory.

The rare survivor offered here, chassis number '0417', was completed on 7th February 1939 and exported to Nyasaland (now Malawi) in southern Africa. By 2000, the MG had made its way to South Africa where it was being offered for sale in essentially rolling chassis form, complete with bonnet, front bulkhead, radiator shell and front wings, but minus any bodywork.



The WA was purchased by Gary Perry, registrar of the MG Car Club's SVW Register, and brought back to the UK in December 2001. Gary had intended to restore the WA but his plans changed and in 2007 the car, which had remained in its shipping container, was sold to the current vendor, a lifelong MG enthusiast. Interviewed for MG Enthusiast magazine (spring 2019 edition) he recalled: "The car was 100% complete mechanically, while the chassis had surface rust but no holes at all. I think what must have happened to the bodywork was that termites got to the wood. The front bulkhead, bonnet and front wings were there, but they were steel."

The absence of the original body, and there being no record of its type, meant that the car could be treated as a 'blank canvas', ready to receive coachwork of the owner's choice. He chose to have it bodied as a drophead coupé in the style of Reinbolt & Christé of Basle, who had bodied a dozen 'SVW' chassis for J H Keller's Sportscar AG of Zürich, the Swiss MG importer, two of which were WAs. To realise his dream, the vendor turned to recognised expert Peter Ratcliffe of marque specialists SVW Services. Peter had restored a genuine Keller-bodied SA and so had all the templates required to make the body's ash framework, the only modification required being to stretch it at the back to accommodate the WA's wider rear track.

Once that had been done, the car was panelled by Geoff Henderson, who had previously bodied two of the vendor's other MGs: a P-Type and a VA. Finished in Rolls-Royce Midnight Blue, the result is truly stunning; indeed, the Keller WA stands close comparison with that paragon of 1930s automotive styling: the Sindelfingen-bodied Mercedes-Benz 540K.

A veteran of many such rebuilds, the vendor overhauled the engine himself, finding that it appeared to have done only some 40,000-or-so miles and was in good condition. The gearbox too was rebuilt, receiving new synchromesh on second, third and top gears, while Peter Ratcliffe supplied a higher-ratio final drive for more relaxed cruising. The dashboard and instruments were present, the former being French polished to match the rest of the interior woodwork, while the latter were sent to a specialist for restoration. Total restoration costs were in the region of £75,000. The car returned from the trimmer's on Boxing Day 2013, but was not finally ready until the following September, since when it has been driven regularly around the UK and successfully completed trips to Scotland, France and Switzerland. Offered with a V5C document.

£80,000 - 120,000
€94,000 - 140,000

1964 BRABHAM BT8 SPORTS-RACING PROTOTYPE

Chassis no. SC-4-64

- *Extensive in-period competition history in Europe and the USA*
- *2½-litre Coventry Climax FPF engine*
- *Restored in the USA for previous owner*
- *Checked, verified and prepared for competition by Hawker Racing*
- *Driven by David Brabham at the 2019 Chateau Impney Hill Climb*
- *Described as race-ready and 'on the button'*



Having burst onto the scene in 1961 with a one-off Formula Junior, Motor Racing Developments built more than 500 Brabham single-seaters but only 15 sports-racing cars, 12 of which were BT8s. Evolved by designer Ron Tauranac from his 1,600cc Lotus Ford twin-cam engined BT5, of which two raced in 1963, the spaceframe BT8s were longer, lower and more aerodynamically efficient, and most were powered by four-cylinder Coventry-Climax FPF engines. The prototype BT8 took its bow at London's Earls Court Motor Show in October 1963, fitted with a 2.0-litre FPF.

Chassis number 'SC-4-64' is recorded as the fourth of nine BT8s built for the 1964 season, following which two more were made in '65 and a single car in '66. It was supplied to Jackie Epstein (son of the celebrated American sculptor Jacob, who had been granted British citizenship in 1911) and entered in the Targa Florio, May '64. Unfortunately, a crash during practice (thought to have been caused by suspension failure) precluded the team from starting; damage to car and driver also thwarted Epstein's Le Mans plans of June '64.

American Tommy Hitchcock bought the repaired car, debuting it at Canada's Mosport Park CanAm race that September, then taking it via back-to-back races at Riverside and Laguna Seca in California to the Bahamas Speed Week. Hitchcock based the car in Britain for 1965, finishing 6th in the Lavant Cup race at Goodwood on 19th April, 4th in the Martini Trophy at Silverstone, 2nd at Crystal Palace behind Denny Hulme in Sid Taylor's BT8, 2nd at Croft, and winning on his return to Crystal Palace on 31st July. Retirement from the RAC Tourist Trophy at Oulton Park was a disappointment, however.

Previously the driver of a 1,600cc Merlyn Mk4T twin-cam, Briton Clive Lacey graduated to the BT8 in 1966 but ran it sparingly as the Courtenay Brabham, using coupé bodywork designed for Epstein's ill-fated Le Mans effort, including in the British Grand Prix support race at Silverstone. Club race victories at Silverstone and Brands Hatch in '67 and '69 respectively were highlights.



Lacey sold 'SC-4-64' to David Capstick – who ran famed London motor sport watering hole The Steering Wheel Club in Shepherd Market – in late 1969. He returned the car to open form with a 2.5-litre Climax FPF and loaned it to Keith Grant for 1970. Running the BT8 with a revised tail for greater downforce, Grant shared the car with the great British all-rounder Gerry Marshall and F3 star Peter Gaydon for the respective Spa and Nürburgring 1,000kms on successive weekends, but posted DNFs. A 3rd place finish at Thruxton was Grant's best domestic result en route to a class-winning 2nd overall in the BARC's Castrol/Motoring News championship. His last race in the car was in 1971.

Fast forward to 1984, when Historic racing was gaining popularity, and the Brabham was acquired by quadruple Australian drivers' champion of the 1960s, Berrmar 'Bib' Stilwell. Bib had quit professional racing many years previously, developed his car dealership empire and relocated to the USA. He raced the BT8 with a 2.5-litre Climax FPF installed before selling it to its previous owner in 1993. Correspondence from Stilwell, including CAMS ownership transfer to the previous owner, may be found in the history file.

The car was restored in the USA for the previous owner, though by whom is not known; there are no bills but the car's condition speaks for itself. During the vendor's ownership, the BT8 was checked, verified and prepared for competition by Hawker Racing at Milden, Suffolk. Final set up and preparation, including new tyres, was undertaken in July 2019 for the Chateau Impney Hill Climb where the car was successfully driven by David Brabham.

Painted in Stilwell's favoured dark green with contrasting yellow nose-band and stripe, the car is described by the vendor as race-ready and 'on the button'. A potential invitee to HSCC Guards Trophy races and major US and Australian motor sports events, 'SC-4-64' is a stunning example of a model all too rarely seen racing today.

£90,000 - 120,000
€110,000 - 140,000

120

1968 ALFA ROMEO 1750 GTV COUPÉ

Registration no. BHY 856H

Chassis no. AR1450765

- *Right-hand drive*
- *Restored in 2017*
- *Recent service by marque specialist*
- *Rare colour combination*



The first of Alfa Romeo's Bertone-styled coupés - the 1.6-litre Giulia Sprint GT - was launched in 1963. Mechanically the stylish new 2+2 was much the same as the Giulia TI sports saloon, featuring a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and disc brakes all round. A 1300 model - the GT Junior - arrived in 1966, and the range was further extended the following year by the launch of the 1750 GTV, the latter powered by a 1,799cc, 118bhp version of Alfa's classic twin-cam four housed in a four-headlamp version of the existing bodysell running on 14" - down from 15" - wheels.

A short-lived but nevertheless popular model, the 1750 GTV underwent a minor mechanical and styling revision part way through production before being replaced by the 2000 version in 1972. More powerful than the 1600 but sweeter running than the 2000, the 1750 is the choice of the Alfa Romeo enthusiast who knows their GTVs. Driver's cars par excellence in the Alfa tradition, Bertone's timelessly elegant Giulia coupés are among the most exciting sports saloons of the 1960s and today all versions are highly sought after.

This 1750 GTV was built in right-hand drive configuration for the South African market and despatched to Johannesburg in October 1968. Restored in 2017 and first registered in the UK on 27th June 2019, the car has been treated to a 'top to toe' service by classic Alfa Romeo guru Richard Drake and is described by the vendor as in very good condition throughout, as one would expect from a car coming from such a dry climate.

Noteworthy features include a Harvey Bailey suspension kit; replica GTA alloy wheels; and a limited-slip differential. Offered with manufacturer's Certificato di Origine, MoT to September 2020, and a V5C document, it represents a rare opportunity for the Alfa Romeo enthusiast to own one of these eminently collectible models.

£28,000 - 35,000

€32,000 - 40,000

121

The ex-works, Roger Enever

1963 MG MIDGET ROADSTER

Registration no. not registered

Chassis no. GAN3/23948

- *Used by the factory as a development car*
- *In-period race history*
- *Professionally restored in 2016*
- *Raced at the 75th Goodwood Members Meeting in March 2017 by Lord March*



Originally the prototype wind-up window car, this GAN3 Midget was first registered by the MG Car Company on 7th October 1963 with registration number 'MG 1'. Used in many publicity shots, the Midget was reregistered '138 DMO' during 1964 and assigned to the Development and Experimental Department for preparation as a factory race car. Its race and test development was run in conjunction with the BMC Competitions Department's Mini Cooper Engine Programme.

This car was the first Midget fitted with the 1,275cc A-Series power unit based on the Cooper S block (standardised from the start of MkIII production) when experimental engine number 'XSP 2195-3' was installed on 2nd July 1964. In addition to improving power output, the little MG's weight was reduced from 700kg to 620kg, which involved such drastic measures as even drilling the door handles and striker plates. Concurrently the car featured all-alloy, long-nose bodywork similar to that of Dick Jacobs' famous midget coupés and was painted red.

From 1964 to 1968, '138 DMO', now painted black, was raced with great success by Roger Enever, son of MG's chief engineer Syd Enever. In 1967 the Enever/Midget combination took 19 victories, winning the Fred W Dixon Trophy and the Amasco Championship, which led to Roger's Grovewood Award.

First bought by the current vendor on 1st February 1983 (original invoice available), the Midget was rebuilt and raced at the Brands Hatch Thundersports meeting on 30th May 1983, its driver being Rae Davis. After that meeting the Midget was sold to Mike Roy (Moto-Build advertisement on file) who raced the car until he sold it in April 1993 (advertisement supplied). Mike Roy had had the car inspected by the DVLA and regained the correct V5 documentation for it. The vendor bought back on 25th June 1997 and has owned it ever since.

In 2016 this historic MG Midget was restored by MG guru Darryl Davis at Moto-Build Racing and raced at the 75th Goodwood Members Meeting in March 2017 by Charlie Settrington (now Lord March). Race-prepared by Richard Colburn at Westbourne Motorsport, the Midget has subsequently competed in HRDC events and is described by the vendor as race ready for 2020. Noteworthy features include a rebuilt 1,380cc full race engine by SLARK; a close-ratio straight-cut gearbox; and a limited-slip differential with steel drive shafts. (The vendor will also make available to a successful buyer, the alternative 'standard-style' front end with rare aluminium bonnet). A rare opportunity to acquire an ex-works MG sports car with in-period race history, associated with one of the marque's foremost exponents of the modern era. Interested parties should note that the Sebring Sprite register confirms this is one of two cars to share this identity. The other car was sold by JD classics in 2019 with a UK V5 document issued as '138 DMO'. Both owners are aware of each car's existence.

£25,000 - 35,000
£29,000 - 40,000

122

The 1926 Olympia Motor Show

1926 HISPANO-SUIZA H6B COUPÉ

Coachwork by Park Ward

Registration no. YE 3697

Chassis no. 11608

- *The most advanced car of its day*
- *Professionally restored in 2010*
- *Professionally maintained with no expense spared*
- *Numerous discreet upgrades*
- *Ready for touring*





Although the marque was of Spanish origin, it was Hispano-Suiza's French-built cars that established it in the front rank of luxury automobile manufacturers following the end of WWI. During the conflict, Hispano engines had powered some of the Allies' finest fighter aircraft, and post-war the marque would adopt the stork emblem of French 'ace' Georges Guynemer's Escadrille des Cicognes, whose SPAD biplanes had used Hispano's V8 aero engine.

Not surprisingly, the first post-war Hispano drew heavily on this expertise, being powered by a Marc Birkigt-designed, 6,597cc, overhead-camshaft six derived from one half of a proposed V12 aero engine. Maximum power was a heady 135bhp produced at just 2,400rpm, and the almost flat torque curve afforded walking-pace-to-85mph performance in top gear.

Sensation of the 1919 Paris Show, the H6B featured a light yet rigid four-wheel-braked chassis that matched its state-of-the-art power unit for innovation. Indeed, so good were its servo-assisted brakes that Rolls-Royce acquired the rights to build the design under licence.

The H6B combined performance with flexibility, comfort with good handling, and safety with reliability in a manner which enabled Hispano-Suiza to compete successfully with Rolls-Royce, Bentley, Bugatti, Isotta Fraschini and the United States' luxury marques. Large enough to accommodate formal coachwork, it was also fast enough to appeal to the more sportingly inclined: aperitif king Andre Dubonnet won the Coupe Boillot at Boulgone in 1921, while Europe's coachbuilders vied to build their finest coachwork on this genuinely thoroughbred chassis. The world's most advanced automobile at the time of its introduction and for many years thereafter, the H6B was catalogued until 1930, by which time a little over 2,000 chassis had been completed.

This magnificent Hispano-Suiza H6B was the Olympia show car in 1926 when it carried its original coupé bodywork by Hooper & Co. The first owner was Lt-Cdr Montague Grahame-White. A pioneering racing driver and Gordon Bennett Cup competitor, Grahame-White's exploits are well documented and he appears with the Hispano-Suiza in *The Golden Age of Motoring 1900-1940* by Roy Bacon.



This Hispano-Suiza has won 1st Prize at many Concours d'Elegance meetings including the following:

1927 Monte Carlo, Grand Prix plus Silver cup
Cannes, Grand Prix plus Plaquettes plus Perrier Jouet Cup
1928 Bournemouth, Bainbridge Cup plus Grand Banner
Le Touquet, Grand Prix plus Finest Car all classes
Southport 1st Prize, cars over £1,500
1929 Brighton, Edlin Trophy
1930 Cannes, Grand Prix, Silver Challenge Cup

The current body is a two-door foursome coupé by Park Ward (number '3253') not dissimilar to the original Hooper body. Built in 1929 and originally fitted to a 6½-litre Bentley, it suits the Hispano perfectly. There are numerous photographs on file of the body being fitted to the car, together with paperwork tracing its entire history.

This Hispano-Suiza underwent extensive restoration in 2010 and is described by the private vendor as in excellent condition throughout. The current enthusiast owner has greatly improved the car, spending considerable sums with specialist engineers Kenworthy & Company to bring it to tip top order. The car has just had an extensive service and has been displayed at Salon Privé. It presents beautifully and is said to be ready for extended use.

The interior is trimmed in dark green leather to the front and rear seating areas, the rear seats being of the occasional fold-down variety with the leather extending also to the door cards. Carpeting is a matching green while the headlining is fawn wool, and there is a large, easily operated sunroof for summer motoring. Unusually, both the front and rear windows hinge open allowing an adequate supply of cooling air to pass through the cabin in hot weather. The dashboard is a magnificent item made from Ivory and containing a correct set of the original instruments. The various switches have a knurled finish and a delightfully tactile feel to them.

Numerous special tools come with the car, while a substantial quantity of spare parts is available by separate negotiation. Accompanying files contain the following: FIVA ID card; Restoration records 2009-2010 with photographs; Bills for the restoration (Paul Jaye); Kenworthy & Co bills (most recent for circa £5,000 in November 2019); A file of maintenance instructions for lubrication, wiring, carburettor adjustment; Copy parts book.

During the current ownership, Vintage specialists Kenworthy & Co have been responsible for the Hispano's faultless upkeep, enabling the car to be used regularly for lengthy tours and rallies. This magnificent and rare car is in impeccable order, with everything that needed doing done without regard to expense. It is 'on the button' and ready for extensive touring.

£350,000 - 400,000
€410,000 - 470,000



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.

123

Offered from a distinguished private collection

**1964 JAGUAR MARK II 3.8-LITRE
'COOMBS REPLICA' SPORTS SALOON**

Registration no. HPA 700C

Chassis no. 233517

- *Rebuilt to 'Coombs' specification in the mid/late 1990s*
- *Manual/overdrive transmission*
- *Discreetly upgraded*
- *Present ownership since April 2016*



A progressive development of the Mark 1, Jaguar's first unitary construction saloon, the Mark 2 made its debut in October 1959. Slimmer windscreen pillars and deeper side windows greatly enlarged the Mark 2's glass area, and the deletion of its predecessor's full-sized rear wheel spats allowed the rear track to be widened, a move which increased roll resistance and stability. Otherwise, the running gear remained much the same as before, with independent front suspension by wishbones and coil springs, leaf-sprung live rear axle, and Dunlop servo-assisted disc brakes (optional at first on the Mark 1 but standard from November 1957) on all four wheels. A redesigned dashboard with speedometer and rev-counter ahead of the driver and minor gauges grouped centrally established Jaguar's layout for years to come. With the Mark 2's arrival, the 3.8-litre version of Jaguar's XK 'six' became available for the first time in the company's medium-sized saloon.

This engine, used previously in the Mark IX saloon, produced 220bhp at 5,500rpm, an output sufficient to propel the top-of-the-range Mark 2 to 125mph. Transmission options were a four-speed manual (with or without overdrive) or Borg-Warner automatic gearbox, an improved all-synchromesh version of the former being specified from 1965.



The superb example offered here has been restored and rebuilt in the style of the racing Mark 2 saloons prepared and entered by Guildford-based Jaguar dealer John Coombs in the early 1960s. A Jaguar/Daimler dating letter on file reveals that chassis number '233517' was originally finished in dark blue with light blue trim (the same as it is today) and was retailed via Henlys. The Jaguar retains its original registration number, 'HPA 300C'.

This car's history is not known prior to 1989 when it was acquired by Mr Ongun of London, to whom the aforementioned letter was addressed. Next owner Mr Vann acquired 'HPA 300C' in 1992 and it was he that commissioned its restoration. The no-expense-spared rebuild was commenced by marque specialists Three Point Four and completed in November 1997 by Scott-Moncrieff (see bills and photographs on file). The car was subsequently re-trimmed by renowned experts Suffolk & Turley.

Its specification includes a rebuilt, balanced, and tuned engine; 2" SU carburetors on matching manifolds; front anti-roll bar; Koni shock absorbers; up-rated coil springs to the front suspension; Coombs-type rear wheelarches; Coombs-type chromed wire wheels; Moto-Lita wood-rimmed steering wheel; Pioneer stereo system; and discreet period-style circular mirrors to the window frames.

The Jaguar remained with Mr Vann for the next 20-or-so years before being sold to the current vendor, a prominent private collector, by which time it had covered only some 8,000 miles since the restoration and was still in 'exemplary condition'. While in the vendor's care, 'HPA 700C' has been fastidiously maintained by Red Triangle, as evidenced by their bills on file.

Presented in generally excellent condition, this discreetly upgraded 3.8-litre Mk2 is offered with the 2016 purchase receipt, copies of old V5/V5C documents, and the aforementioned invoices, etc.

£45,000 - 50,000
€53,000 - 59,000

124

The ex-factory team car

**1936 RILEY 1½-LITRE TT SPRITE
COMPETITION SPORTS**

Registration no. AVC 19

Chassis no. 22T1750

- In-period competition history at Le Mans, French Grand Prix, RAC Tourist Trophy
- Restored between 2006 and 2019
- Original Pierre Ferry body as spare
- FIA papers until 2029
- Eligible for Historic Le Mans and many other prestigious events



'AVC 19' alongside 'AVC 15' and 'BWK 324' before the 1936 French Grand Prix





"From the experience gained with the racing MPHs, Riley went on to produce, in 1935, the next generation of racing Rileys, the TT Sprites. The first four of these cars were in fact built as MPHs in the 44T chassis number series, the other cars of that first batch being numbered in the 22T series. These cars were the immortal AVC 15, AVC 16, AVC 17, AVC 18, AVC 19 and AVC 20." – David G Styles, *As Old as the Industry – Riley – 1898-1969*.

It is believed that 'AVC 19' was constructed by Riley using the chassis from the six-cylinder MPH racer, 'KV 9478', chassis number '44T2128'. The evidence for this is the fact that the near-side front dumb iron shows evidence of the chassis' reuse: '22T1750' is stamped on the side, with evidence of '44T2128' stamped on the top. There is also evidence apparently showing where the MPH chassis had the brackets for the front axle radius arms removed. The Riley MPH racer registered 'KV 9478' was driven by Messrs Dixon and Paul in the 1934 Le Mans, and by Brackenbury in the 1934 Tourist Trophy. It is said to have been dismantled by the factory in the summer of 1935.

Chassis number '22T1750', was registered by Riley in May 1936 as 'AVC 19', a Coventry mark. It then competed in the 1936 Tourist Trophy driven by Von der Becke as number '14', finishing 9th, and would go on to contest the French Grand Prix in 1936 driven by Sebilleau and Paul as number '2', finishing 3rd in the up-to-2-Litre class. Driven by Von der Becke at that year's Tourist Trophy as number '22', the Sprite finished 11th.

Riley surrendered the logbook on the 16th March 1937 and the car was sold as a rolling chassis to the Riley agent in France, Eudel et Cie. The Sprite was registered by Eudel as '2086RL' and re-bodied. Driven by Eudel's mechanic, M Lapchin (who it is believed may have purchased the car later), the Sprite was used as the third car in Eudel's team. The Riley was driven by Raoul Forestier in the 1937 Le Mans 24 Hours race, but was retired following an accident just beyond White House involving six cars. In the 1937 French Grand Prix the car was again driven by Forestier, finishing 2nd in the Coupe de la Commission Sportive 2-Litre class. In the spring of 1938 the car was sold to Pierre Ferry who drove it at Monthlery in 1939 and in the 'Virage de Fay' Coupe de Paris race on 7th May 1939, after which the car appears to have remained dormant throughout the war years.

Resuming its competition career in September 1945, the Riley was unplaced in the Paris Benoist Cup. In 1948 the car was sold by Ferry to a person unknown. Subsequently the Riley was bought by a Besançon worker for his son, and while in Besançon was registered as '430 AU25' and later '430 AU36' (when the son moved).





In 1957 the car was purchased by someone called Marcel (surname unknown) and again re-registered when it was in the Torreilles area of France as '764 BF66'. This was the car's registration when Henry Geary, the former Riley Competitions Department and 'AVC 19' mechanic, found it. After 15 years of negotiations, he eventually succeeded in purchasing the Riley in 1972. Henry removed the heavy steel Pierre Ferry French body and then spent many years working on the car but sadly never finished it. The Riley was passed to his daughter at which point a further three years of restoration work commenced, finishing in 2009.

In 2018 the vendor was able to acquire the original 1935 body together with many of the competition components for 'AVC 19' that had been kept by various individuals since they were removed by the Riley Competitions Department prior to the car's sale to the Riley agent in France as a rolling chassis. There then followed a nine-month period of reinstalling these original competition parts, including the fuel tank, front axle, rear axle, lights, etc. Combined with the original Pierre Ferry body as spare, 'AVC 19' may now be considered as one of the most original of the factory Riley TT Sprites still in existence.

Retaining its original four-cylinder engine and having had a recent gearbox overhaul, this historic racing Riley is said to be in 'as new' condition and highly original apart from the addition of a coolant catch-tank as required by MSA regulations. 'AVC 19' is offered with an assortment of spares including its original Pierre Ferry body that it ran at Monthlery in 1939 and in the 'Virage de Fay' Coupe de Paris race on 7th May 1939 (see image and section 10 of the history file). Photographs on file also show the stamped wooden tail and the original stamped dash both showing '1750'. Also included is a substantial history file containing restoration bills, an old-style logbook, relevant historical articles and photographs, old MOT certificates, as well as a V5C Registration Certificate and FIA papers until 2029.

Pre-war factory competition cars are rare, and even rarer with in-period racing history at Le Mans, the French Grand Prix, and RAC Tourist Trophy like this Riley TT Sprite, all of which makes it a car of exceptional historic importance.

£280,000 - 360,000

€330,000 - 420,000

125

1937 TALBOT BI105 ROADSTER

Registration no. DLP 574

Chassis no. 4072

- Re-bodied as a roadster in the 1970s
- Mechanically rebuilt by Archer's in the early/mid-2000s
- Recent successful completion of the Flying Scotsman Rally
- Maintained by I.S. Polson





The most successful division of the Anglo-French Sunbeam-Talbot-Darracq combine, Talbot might well have escaped takeover by Rootes in 1935 had it not been shackled to its weaker partners. The company's healthy position had been achieved by a succession of well-engineered products penned by its designer, Swiss-born Georges Roesch, whose obsession with the pursuit of high performance through increased engine revolutions led to some of the most memorable cars of the 1930s.

1931 saw the arrival of the 3.0-litre 105 powered by a new 'six' featuring staggered valves, a Roesch stratagem allowing for improved breathing. There was more technical innovation for 1933 in the form of Luvax adjustable dampers and the Roesch-designed, Wilson pre-selector gearbox, the latter augmented for 1935 by Talbot's famous automatic 'traffic clutch' which permitted sequential upward gear changes. Also new for '35 were a dropped chassis frame and a 3.4-litre model - the 110 - that would turn out to be the ultimate Roesch Talbot. One of the great makes of the 1930s, Talbot was axed by new masters Rootes in 1937.

This Talbot started life as a BI105 saloon before being re-bodied with a two-seat fabric-covered roadster body in the mid-1970s, at the same time a 110 engine was fitted.

The car's history is uncertain prior to 1973 when it was purchased by Captain A.A. Barker, who carried out the restoration and conversion work. During the early/mid-2000s the car was mechanically rebuilt by world-famous Talbot specialists Archer's of Dunmow, including complete overhauls of the engine, gearbox and transmission, the latter now incorporating a high-ratio final drive. Bills totalling £21,000 are available for inspection.

The current owner purchased the Talbot in the Netherlands in 2015 and re-registered the car in the UK with its original number, 'DLP 574'. He went on to compete in numerous historic events including the Flying Scotsman Rally, but in 2017 the 110 engine failed and could not be repaired. Taken from another of the vendor's Talbots, a 105 engine of proven reliability was then installed, returning '4072' to its original mechanical specification.

Since 2015, further extensive restoration work has been carried out by recognised marque specialist I.S. Polson, with in excess of £70,000 being spent over the last five-or-so years. A most exciting Talbot combining sparkling acceleration with relaxed cruising capability, 'DLP 574' is offered with an old-style logbook, sundry bills, and a V5C Registration Certificate.

£60,000 - 80,000
£69,000 - 92,000

1964 MGB COMPETITION ROADSTER WITH HARDTOP

Registration no. 81 DBL
Chassis no. CHN3/27404

- Previous long-term ownership (1969-2018)
- Freshly re-shelled to Mk1 specification
- Engine rebuilt
- Stage 3 cylinder head



The current vendor purchased this MGB Roadster on 18th August 2018 from the estate of former racer the late Norman Grimshaw (sales receipt on file). Dismantled when purchased, the car had been rallied at some time in the past and the front right corner was damaged. The vendor was told that the driver was former BMC works star, Alec Poole. The chassis was quite badly damaged so a new bodyshell was purchased and fully converted to Mk1 specification (i.e. with narrow transmission tunnel and pull-handle door releases) while the damaged car was stripped and used to complete the re-shelling process (photographs on file). The front suspension and cross member are new. Julien Grimshaw, Norman's eldest son has retained the rear of the original shell and made it into a settee. Before that the MGB had been owned by Colin L Percy, a well known and successful racing driver, who sold it to Norman on 1st October 1969.

The engine has been stripped and reconditioned: re-bored to +0.040" with new pistons and rings; new camshaft (standard); big-end bearings +0.010" and mains bearings +0.020"; new oil pump; new timing chain; and an A P Racing clutch.

Overhauled by Impulse Engineering at a cost of £850, the Stage 3 cylinder head has had new large valves fitted and breathes via a new Weber 45 carburettor and tubular exhaust manifold. The transmission system consists of a four-speed three-synchromesh gearbox and a 3.9:1 final drive rear axle. Featuring a full roll cage, the interior also boasts a plumbed-in fire extinguishing system (purchased new in 2020) while the driver's seat was new in 2019. A new long-distance fuel tank is fitted and the electrics have been changed to negative earth with a single 12-volt battery. The numerous bills on file for parts purchased from specialist suppliers testifies to the fact that this was a rebuild undertaken with no expense spared.

Ready to resume its competition career with the fortunate next owner, this freshly rebuilt MGB Roadster is offered with up to date FIA papers, a V5C document, the aforementioned restoration records, and a BMIHT Certificate confirming that the car is an original right-hand drive model built for the UK market in December 1963. The file also contains action photographs of the car taken at various venues, including the Paul Ricard circuit in France.

£18,000 - 22,000
€21,000 - 26,000

127

1950 FORD V8 PILOT SALOON

Registration no. ESN 110

Chassis no. 7241515

- *Model unique to the UK*
- *One of the more capable family saloons of its day*
- *Restored circa 2002*
- *Highly original*



Produced from 1947 to 1951, Ford's rugged Pilot saloon was created by pepping-up the pre-war 2.2-litre Model 62 with the larger 3.6-litre V8. 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. V8 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.

By this time Ford's UK operation had moved from Trafford Park in Manchester to Dagenham in Essex where production of the V8 commenced in 1932, coincidentally with that of the 8hp Model Y. Dagenham's V8 was produced in several variations as the 1930s decade progressed, the Pilot's direct ancestor first appearing in 1937 in the form of the unique-to-the-UK Model 62, which deployed the 22hp (2,227cc) 'flat head' motor in a short-wheelbase chassis.

When civilian production recommenced after WW2, the Model 62 was revived as the Pilot. Originally intended to use the under-powered 2½-litre V8 of pre-war days, the Pilot reached production with the tried and tested 3.6-litre V8 under the bonnet, Ford's change of mind thereby creating one of the more capable family saloons of the era. One of the Pilot's more unusual features was its braking system, which combined hydraulic operation at the front with mechanical at the rear, while its built-in hydraulic jacks were unique among Fords.

Finished in white with maroon leather interior, this Pilot has had relatively few owners and is believed to be very low mileage. Restored circa 2002, it is arguably to be one of the best and most original Ford V8 Pilots still in existence. The private vendor confirms there is no sign of rust and the car is said to drive very well, while the built-in jacking system is in working order. Described again by the private vendor as in generally excellent condition, the car is offered with tool kit, a quantity of expired MoTs, original handbooks, and a V5C Registration Certificate.

£12,000 - 15,000

£14,000 - 18,000

128

1957 MERCEDES-BENZ 190 SL ROADSTER

Registration no. 602 XVJ

Chassis no. 121040-7500658

- *Delivered new to the USA*
- *Left-hand drive*
- *Exceptional condition*
- *Restored in 2018*





For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness.

"Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine. Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz.

Breathing through twin Solex downdraft carburetors, the M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190 SL to 60mph in around 14 seconds and on to a top speed of 106mph. The fact that the 190 SL's ride was more boulevard than sporting, and that many contemporary sports cars could out-perform it while costing a good deal less, did nothing to deter sales.

The model was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

A left-hand drive model manufactured in April 1957 for the United States market, this 190 SL benefits from a recent restoration, and according to the vendor is in 'better than new' condition. The vendor advises us that the car has been stripped and rebuilt, and describes the end result as 'simply superb'. The paintwork is said to be gleaming, and the chrome finished superbly, glistening in the sun.

The Mercedes is finished in its original red livery while the interior is trimmed in black fluted leather and oatmeal carpeting. The engine has been overhauled and has recently benefited from a fine tune and set-up by specialists PT Classics. This freshly restored 190 SL comes with a Mercedes-Benz dating letter and V5C document and is said to be ready to go.

£80,000 - 100,000

€92,000 - 110,000

1971 FERRARI 365 GTB/4 'DAYTONA' SPYDER CONVERSION BY AUTOKRAFT

Registration no. NRX 519K

Chassis no. 14397

- *Delivered new in the UK*
- *Original right-hand drive*
- *Converted to Spyder configuration in 1978 by Autokraft*
- *Comprehensive history file with known ownership history*
- *Electronic power steering*
- *c. £25,000 recent expenditure with Foskers*

The ultimate expression of Ferrari's fabulous line of classic V12 front-engined sports cars, the Pininfarina-styled 365 GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honour of the sweeping 1, 2, 3 finish by the Ferrari 330 P4 sports prototype at that circuit in 1967.

Although there had been no official open-top version of its predecessor, the favourable reception of Luigi Chinetti's 275 GTB-based NART Spyder no doubt influenced Ferrari's decision to produce a convertible Daytona. Again the work of Pininfarina, the latter was first seen at the Paris Salon in 1969, with deliveries commencing in 1971. Although the rear end had been extensively reworked, so successful was Pininfarina's surgery that it was hard to credit that the Daytona had not initially been conceived as a spyder.

The most powerful two-seater, road-going GT and the world's fastest production car at the time of its launch, the Daytona was capable of over 170mph (274km/h) and is surely destined to remain a front-ranking supercar for the foreseeable future. Some 1,300 Berlinetta models and 123 Spyder convertibles had been made when production ceased in 1973. Of the Spydres, only 25 were built to European specification (seven of which were right-hand drive).

Ferrari's limited production run of Daytona Spydres left many would-be customers disappointed, a situation which led, inevitably, to a number of coupés being converted, including chassis number '14397', the example offered here. Built as a right-hand drive Berlinetta and supplied new by Maranello Concessionaires Limited to Dudley Mason-Styrron of Churt, Surrey, '14397' would be his second of seven Ferrari Daytonas. Mr Mason-Styrron collected his Daytona from the factory on 10th September 1971 and drove it back to the UK via his home in the South of France. The car was first registered in the UK on the 6th September 1971 as 'DMS 2'. While at the factory, Mr Mason-Styrron had been told that only two Daytona Spydres would be built for the UK, but when Ferrari announced that they were prepared to build five more UK right-hand drive examples, Mr Mason-Styrron duly ordered one and Maranello Concessionaires took back '14397' in part exchange.









According to the accompanying Massini Report, the Daytona was later sold to Stuart and Wendy Flood (and reregistered '5 UKX') before being acquired in 1978 by British businessman Peter Thorp, who purchased it from Bobbie Bell of Bell & Colvill, West Horsley. Owner of an airfreight company, Peter Thorp is better known to motoring enthusiasts as the proprietor of Safir Engineering Ltd, former makers of the MkV Ford GT40. He was also involved in motor racing as manufacturer of the Safir Formula 3 car. Peter had seen several Daytona coupés in the USA that had been converted to Spyders, and managed to persuade his neighbour Brian Angliss of CP Autokraft to carry out a similar conversion if a suitable car could be found. The car that Peter found was '14397' and the work with Autokraft began.

Dimensions and shapes for the Spyder body were copied from an original example that was being looked after by the Ferrari dealers Modena Engineering. '14397' was remodelled and strengthened by Autokraft, incorporating more-rounded rear wings at Thorp's request. Controversially, he also chose to have the Ferrari repainted in Volkswagen metallic green, though such was the adverse reaction that the car was soon re-sprayed in a more acceptable shade of blue. In February 1987 Peter Thorp sold the Ferrari to Tom Walduck, a racing driver and owner of a small collection of classic cars, during whose ownership it was used in a TV commercial for Cadbury's chocolate. Tom Walduck owned the Daytona until c. 2003 when it was sold via Rod Leach Nostalgia Cars to Mr Henry Weitzmann of Basingstoke, still registered as '5 UKX'.

In 2006 the Ferrari left the UK, finding a new home in Australia with Mr Ian Buddery of Sydney. The car was registered on Australian license plates as 'GTS 365'. Returning to the UK in 2013, '14397' was acquired by the current owner and further work commenced.

Totalling in excess of £50,000, there are numerous bills on file dating back to 2003, the vast majority of which date from the car's time in Australia by Cavallino Motorsport Pty Ltd, primarily strengthening the chassis and on a transaxle overhaul, while the most recent, issued by Foksters Engineering in August 2015, is for £25,313 including being re-painted to its current colour. The Ferrari had covered 53,128 miles at that time and only 284 miles have been added to the total since then. Now repainted in red with black leather interior, its original colour combination, the car is described by the vendor as in excellent condition and has the added advantage of being fitted with electronic power steering.

Arguably the UK's best known Daytona conversion, and one possessing a fascinating history, '14397' comes complete with its Ferrari leather book pack; a large file of sundry invoices; old MOT certificates; two keys; a copy of the factory build sheet; and copies of the original order form, Italian customs form, and warranty booklet.

£350,000 - 450,000

€410,000 - 530,000

130

1927 FRAZER NASH BOULOGNE SUPER SPORT

Registration no. PH 3870

Chassis no. 1118

- *In-period competition history*
- *1½-litre Meadows engine*
- *Formerly owned and raced by FNCC Captain, Bill Roberts*
- *Present ownership since 2000*
- *Professionally maintained regardless of cost*





According to Denis Jenkinson's book *Frazer Nash: from Chain Drive to Turbocharger*, chassis number '1118' left the works in May 1927 as an Anzani-powered Boulogne. The car was supplied by AFN to first owner Robert Lawrence 'Bobby' Bowes: racing driver and aviator, later Lancaster pilot and 144 'Rhodesia' Squadron Leader.

The car is reported in Jenks' and David Thirlby's books as a 1929 Tourist Trophy works entry; crewed by Aldington-Bowes-Plunket Greene, it was a DNF due to overheating. It is not known when the Meadows engine was fitted or by whom, the Anzani's mounting holes are still clearly visible in the frame. The car was re-bodied as a saloon and is one of the only three FN saloons known: 'Owlett', built by the works, and two privately or semi-privately converted cars. David Thirlby has detailed these facts in his book on the marque.

Reputedly, during WW2 the car was damaged in a bombing raid and its saloon body subsequently scrapped. The car was stripped for restoration but this did not happen until well after the war's end (Steve Stanton says that Betty Haig stored all the parts together with the remaining spares she bought from the works).

Finally, Bill Roberts re-bodied the car as a Super Sport for racing purposes with a very lightweight body using thin metal rather than wooden stringers. Very well known within the Club, '1118' was extensively raced with great success by Bill, who for many years was Captain of the FNCC. The car was then raced by his son, Steve Stanton, again with great success; it was also used for Raids, notably the FNCC's 1999 Raid to Bolzano where it performed faultlessly. The vendor bought the car in 2000. The engine was then completely rebuilt by Steve at Stanton Motorsports and everything else overhauled without replacing any of the original parts. For example: the radiator surround is of the very early cast-aluminium type, as are the bevel box and steering box castings.

The vendor drove the car in hill climbs and other events in Europe, in particular the 2010 Alpenfahrt and Vernasca in 2011 and 2012, after which the engine was again refreshed by Steve Stanton (in 2012). The car has been maintained regardless of cost and it is described by the private vendor as in top condition, with a marvellous patina. Portrayed in the Frazer Nash Car Club Calendar for 2017, '1118' comes with a FIVA passport, VSCC Buff Form, and a current V5C Registration Certificate.

£140,000 - 180,000
€160,000 - 210,000

131

The ex-works, ex-Archie Scott Brown

1956 LISTER-MASERATI 2.0-LITRE SPORTS-RACING TWO-SEATER

Registration no. MER 303

Chassis no. BHL 1

- *Unique Lister works car*
- *Substantial in-period race history*
- *Known ownership history*
- *Maserati engine rebuilt by Crosthwaite & Gardiner*
- *MSA HTP valid until 2027*
- *Offered with its original engine (not fitted) and numerous spares*

June 23, 1956 - Archie Scott Brown in the works Lister-Maserati, Aintree '100', Liverpool, won he won the 2-litre class and finished 4th behind 'the big boys'; Aston Martin and D-Type Jaguars.



August 18, 1956 - Archie Scott Brown's works Lister-Maserati and outright winner Stirling Moss's works Aston Martin DB3S take the chequered flag together in the 'Daily Herald' trophy race at Oulton Park. Four DB3S' finished 1-2-3-4 while 'MER 303' finished 5th and again won the 2-litre class.

Here we offer this wonderfully historic 2-litre sports-racing car with a uniquely compelling early history. This Lister-Maserati was the works-entered sports-racing car campaigned by a hugely admired, enduringly well-respected and – perhaps above all – much-loved motor racing character of the 1950s: the unique, the quite extraordinary, Archie Scott-Brown.

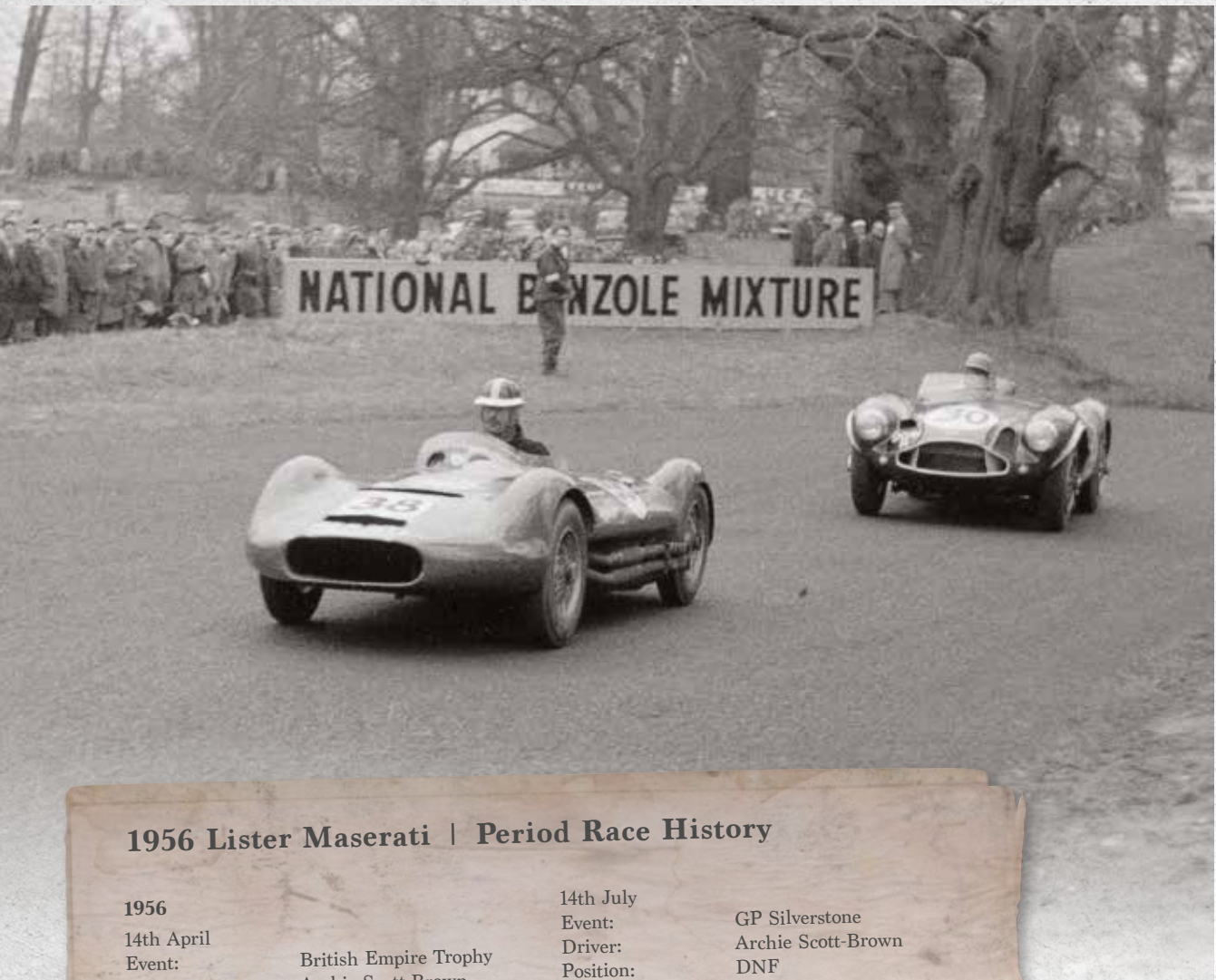
Today all sports enthusiasts are well aware of the term 'paralympian' for describing a competitor who is in some way proscribed or hampered in pursuing whatever sport they might embrace. The term was first coined in the 1950s and although it was never in period applied to this now renowned British racing driver, Archie Scott Brown is certainly remembered within the motor racing world as having been a magnificent example of a tremendous sportsman who had to overcome physical deficiencies which might have defeated the sporting ambitions of any lesser man...

William Archibald Scott Brown was born in Paisley, Scotland on 13th May 1927. From birth he had a malformed right arm with no proper hand, having merely a vestigial forearm with a partial palm and thumb proving him with a little grip. His shoulders were broad and muscular – at the dinner table he sat as tall as most men – but his legs were short. He stood barely five feet tall, but all that knew him would recall Archie as a giant among men.

He was a cheerful and engaging extrovert. Nobody within the motor racing world ever had a bad word to say about him – which is immensely rare. He worked as a salesman for Dobie's 4-Square tobacco; he loved cars and had begun racing his own MG TD – and he could drive like the wind. He was living in Cambridge, England, in the early 1950s and became an extremely popular member of the local motor club. There he met like-minded Brian Lister, whose family business was light engineering. Brian Lister began building sports-racing cars, and his friend Archie began driving them – with considerable success. Other enthusiasts began placing orders for similar cars, and Brian Lister (Light Engineering) Limited was launched to supply the demand.

Of his diminutive works driver Brian Lister would recall: "Nature always compensates, and in Archie's case I believe it had given him the most incredible sense of balance which is what made him such a superb driver... He always used to say that he'd won all the slow-bicycling races at school – just by balancing there completely stationary while everybody else fell off. I never doubted it..."





1956 Lister Maserati | Period Race History

1956		14th July	
14th April		Event:	GP Silverstone
Event:	British Empire Trophy	Driver:	Archie Scott-Brown
Driver:	Archie Scott-Brown	Position:	DNF
Position:	13th Place		
5th May		6th August	
Event:	Daily Express Silverstone	Event:	Brands Hatch
Driver:	Archie Scott-Brown	Driver:	Archie Scott-Brown
Position:	9th Place	Position:	1st Place
20th May		18th August	
Event:	Brands Hatch Formula	Event:	Oulton Park
Libre Handicap		Driver:	Archie Scott-Brown
Driver:	Archie Scott-Brown	Position:	5th Place
Position:	2nd Place	1957	
21st May		6th April	
Event:	Goodwood	Event:	British Empire Trophy
Driver:	Archie Scott-Brown	Driver:	Allan Moore
Position:	DNF	Position:	4th Place
23rd June		22nd April	
Event:	Aintree 100	Event:	Goodwood (Sussex Trophy)
Driver:	Archie Scott-Brown	Driver:	Allan Moore
Position:	4th Place	Position:	DNF



Archie Scott Brown's budding racing career was threatened as soon as he enjoyed success and gained prominence. In April 1954 he was poised to drive the works Lister-MG sports-racing car at Oulton Park when, on the Friday practice morning there, the RAC Stewards declared him "unfit to drive owing to a disability". Gregor Grant – the Scottish Editor of the weekly *Autosport* magazine – supported his fellow countryman, pressing the RAC governing body to restore Scott Brown's licence. They found a powerful ally in aristocratic pre-war racing driver Earl Howe, who had been deeply impressed by seeing Archie race. Former 'Bentley Boy' Dr J D Benjafield became another influential supporter. The RAC medical board finally confirmed his unrestricted driving ability, and on Whit-Monday 1954 Archie Scott Brown returned to the fray in his works-entered Lister.

Through 1955 Archie Scott Brown continued to carve out his place in British motor racing record books, campaigning Brian Lister's latest 2-litre Lister-Bristol works car. His great rival on track proved to be Roy Salvadori in an imported Italian Maserati A6GCS, owned and entered by Syd Greene – himself one-armed – and powered by a 2-litre twin-overhead-camshaft 6-cylinder racing engine.

During the latter part of that 1955 season, Brian Lister completed the design of a brand-new works car for 1956. He and Archie had always been impressed by the evident power and torque of Salvadori's Maserati engine. Now he was determined to combine those attributes with his provenly effective tubular chassis design, which was considerably lighter than the standard Maserati's.





The car resurrected the identity of a previous works Lister, chassis 'BHL 1', combined with its UK road registration number 'MER 303'. The Lister équipe's engine development and preparation partner was an engineer named Don Moore. He had found a model of Colonel 'Goldie' Gardner's famous record-breaking MG 'EX179', and having great regard for the Abingdon-built record-breaking cars, Brian Lister adopted a similar body form for his new Lister-Maserati – now offered here.

Brian Lister: "We modified the shape to fit the chassis and engine we had to use and to comply with the regulations". Frontal area was exceptionally low with an overall body width of some 4ft 7ins and a scuttle height of just 2ft 3ins – a 20 per cent frontal area reduction from the original Lister works body. Weight was claimed to be less than 10½cwt, and adoption of 10-inch diameter Girling disc brakes (instead of drums) alone saved 40lbs. The disc brakes were carried outboard at the front and inboard at the rear.

Archie Scott Brown was to achieve three 1st place finishes with the Lister-Maserati, plus 2nd places at Brands Hatch at Oulton Park. Archie's utterly spectacular driving style, with 'MER 303' shimmering around circuits on the absolute limit of its tyre adhesion, dancing, twitching and sliding through every corner, remained a crowd-riveting delight – but the contemporary reliability of its customer Maserati engine left much to be desired. Of course, in modern Historic racing this is no longer the case. Decades of experience and loving specialist attention do pay off...



© GP Library



At the end of that 1956 season 'MER 303' was sold to private owner Ormsby Issard-Davies for 1957-58 when it was driven by bearded British driver Allan Moore. Brian Lister, meanwhile, had adopted the Jaguar XK twin-overhead camshaft 6-cylinder engine for his developed Lister-Jaguar sports-racing model. In the fully-fledged Archie Scott Brown's hands the works Lister-Jaguar then destroyed nearly all opposition and became one of the most successful sports-racing cars designs of all time through that season. Overall the combination contested 14 races, won 11, finished second in the 12th, retired just once and set fastest lap after a long pit stop in the remaining one.

Archie Scott Brown would go into the 1958 season as a diminutive racing driver with truly towering stature, experience extending even into Formula 1 and with a huge enthusiast following. Indeed, even the great Manuel Fangio conceded that Archie was 'the King of Drift and a tremendous driver'.

Tragically, he would be caught out by a rain shower when locked in wheel-to-wheel combat with American star Masten Gregory – driving a rival Lister-Jaguar – in the Spa GP in Belgium. His works car crashed, overturned and burned out, and little Scott Brown suffered fatal injuries.

Meanwhile, his Lister-Maserati - 'MER 303' as offered here - was part-exchanged for another Lister and subsequently survived in storage for many years. In the mid-1970s it was purchased by prominent Historic-class racer John Beasley, who is understood to have retained it until its sale to well-known American collector – and tremendous Lister enthusiast - Syd Silverman in 1993. Mr Silverman retained this historic sports-racing car until 2007 whereupon it passed into the ownership of fellow American John M 'Chip' Fudge. In his hands 'MER 303' ran in the 2009 Monterey Historics race meeting at Laguna Seca, and in 2012 it starred in the annual Amelia Island Concours in Florida. In 20-plus races it finished every time.

Purchased from JD Classics for £1,350,000 (invoice on file) the car returned to British ownership in 2017 and was driven by John Young into 5th place in the Silverstone Classic Meeting while its late owner competed with it in that year's Goodwood Revival Meeting. In 2018 Ben Short finished 2nd with the car in the Monaco Historique event, and it also finished in the Le Mans Classic before finishing a strong 2nd in its class back at Silverstone. We are advised that the Maserati A6GCS engine produces consistent power up to the redline, and that the car is very sophisticated from a suspension perspective considering its age; when oversteering or drifting it is said to be very forgiving and easily controlled on the throttle.



The car is currently fitted with an overhauled and dynamometer-tested Crosthwaite & Gardiner 2.0-litre Maserati engine, but importantly is accompanied by the original engine as used by Archie Scott-Brown. It also comes with an MSA Historic Technical Passport (valid until 31.12.2027) and a substantial quantity of spare parts (detailed list available).

This singularly historic sports-racing projectile offered here is not only an eminently useable and entrancingly interesting Anglo-Italian sports-racing car, but also as an entirely fitting memorial to the wonderful 'little big man' of British motor sport, for whom it was originally designed and built.

£500,000 - 800,000
€570,000 - 920,000



2018 MERCEDES-BENZ G 500 4X4² TO BRABUS SPECIFICATION

Registration no. MX67 NXY

Chassis no. WDB4632341X286964

- Extensive Brabus upgrades totalling circa €41,500
- EU delivered
- circa 8,800 miles from new
- 7G-TRONIC Automatic Transmission
- Heavily optioned



Founded in Germany in 1977, Brabus has grown to become the largest tuning firm specialising in Mercedes-Benz products, other than the Mercedes' own AMG subsidiary. This breathtaking example of Brabus's handiwork is based on the mighty Mercedes-Benz G500 4x4², one of the latest and most exclusive members of the long-running G-Class family.

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

For 1991 a revised (Type 463) chassis was introduced, incorporating the very latest in off-road traction technology in the form of three electronically engaged differentials in addition to anti-lock brakes. There have been countless updates to the Type 463 since then and a host of special and limited edition variants released; first introduced as the Extreme-G concept car, the G500 4x4² as seen here is one such.

The positive response to the show car prompted Mercedes-Benz to press ahead with a production version, which was launched at the Geneva Motor Show. In production since 2015, the G500 4x4² combines the body of the long-wheelbase Mercedes G-Class with the hub-geared portal axles of the much larger Mercedes-Benz G63 AMG 6x6. In addition to greatly increased ground clearance, the G500 4x4² also has a much wider track than the regular G-Class models. Powered by a 4.0-litre twin-turbo V8 petrol engine producing 416bhp, the G500 4x4² stands out by combining Humvee-rivalling off-road potential with sports car performance and limousine-like levels of luxury; even more so in the case of the much-enhanced Brabus version.

The car comes with a V5C Registration Certificate and sundry bills including a cost breakdown from approved Brabus specialists, Absolute Motors of the Netherlands detailing all Brabus upgrades. Also included is a service invoice with Mercedes-Benz & Brabus, Sandown completed at 8,554 miles on the 22nd August 2019, and we are advised that the first MoT is not due until 12th April 2021. Supplied new in the EU and one of very few currently available for purchase, this imposing G500 4x4² to Brabus Specification represents possibly a once-in-a-lifetime opportunity to own one of these rare and super-exclusive luxury off-roaders.

£150,000 - 180,000
€170,000 - 210,000



The car we offer incorporates the following Brabus Special Equipment and other upgrades by approved Brabus specialists, Absolute Motors based in the Netherlands, totalling €41,508 (bills on file):

Brabus Electrically Extendable Running Boards with LED Lights - €8,850
 Brabus G500 4x4² Adventure Valve Controlled Exhaust System - €6,505
 Brabus Gloss Carbon Hood Attachment - €6,180
 Full Satin Black Car-wrap - €3,250
 Brabus Rear Bumper with LED Lights - €3,220
 Brabus G500 4x4² Adventure Front Bumper add-ons - €3,170
 Brabus Xenon Black Headlight Unit - €1,995
 Brabus Electrical Kit for Carbon Roof Plate - €1,235
 Brabus Upper Front Bumper add-on - €1,180
 Brabus Double B Logo for front grille - €970
 Brabus Rear Underride Protection Element - €918
 Front Window Tinting - €425
 Complete Brabus Lettering/ Logos - €180
 Brabus Hubcap Set - €160
 Brabus apron with integrated LED

Its mind-boggling specification also includes the following:

Diamond stitched leather and Alcantara interior
 Alcantara steering wheel
 AMG carbon fibre interior trim package
 Navigation
 Reversing camera
 Bluetooth connectivity
 Alcantara headlining
 Red brake Callipers
 Harman Kardon Logic 7 surround sound system
 TV Tuner
 Black leather interior
 Damping adjustment
 Electric sliding roof
 Ambient Lighting
 Heated windscreen
 Heated front and rear seats
 Ventilated front seats
 Black leather instrument panel
 Start-stop function
 22" wheels
 Rear roof spoiler
 Velour floor mats
 Privacy rear windows
 Chrome package
 Gloss black rear protection bars
 Tyre pressure monitoring system



133

1959 AUSTIN-HEALEY 3000 MKI JAMAICAN HISTORIC COMPETITION CAR

Coachwork by Fiberfab

Registration no. 236 YUW

Chassis no. HBT7L6121

- *Rare American-bodied Austin-Healey variant*
- *Restored to racing specification in 2016*
- *285bhp engine*
- *Raced with success in HRDC events*
- *Spare bodyshell included*



Originally a left-hand drive model delivered new to the USA, this Austin-Healey 3000 MkI received its Fibrefab Jamaican body in the late 1960s. Based in California, Fiberfab produced a variety of glassfibre bodies for home-build sports cars throughout the 1960s, and the Jamaican, loosely styled on the Lamborghini Miura, is arguably one of the most attractive.

The vendor purchased this car from its first UK owner four years ago in need of restoration, and, being a keen racer, decided to restore it as an historic competition car. This complete restoration started off with shot-blasting the Healey chassis, which had new metal let in where required and was then powder coated.

The mechanicals were all rebuilt or replaced to racing specification, most items being supplied by renowned marque specialists Denis Welch Motorsport: suspension, brakes, engine components, collapsible steering column, anti-tramp bars, etc. The wheels, hub ends, brake discs and drums were all new, while the callipers were renewed recently.

Built by Richard Parker, the engine was freshened up this season at great expense with a steel crankshaft and new con-rods, since when it has run for 4½ hours; it now produces 285bhp on a bench dynamometer and revs to 7,000rpm. The gearbox, complete with competition overdrive, was rebuilt by Adrian Wynn and has done seven hours. The radiator and fuel tank are aluminium, and we are advised that the latter is big enough for a 45-minute race. The aluminium bucket seats are trimmed in leather, as is the Healey dashboard, while the fire extinguisher is up to date.

No expense has been spared running this car and keeping it competitive. It is accepted for racing by several clubs and meets current HRDC regulations, and the vendor has raced with them for four years with success, including a few outright wins. The Healey's best lap at Donington is 1.26.4, and at the Silverstone National is 1.11.5, so it goes well and can compete against front runners.

Currently running 6.00x15 Dunlop L-section tyres, the car will be sold with a spare bodyshell. Offered at a fraction of its build costs, this rare Austin-Healey variant comes with restoration bills and a current V5C document, and is ready to race.

£45,000 - 55,000

€53,000 - 64,000

134

1995 FERRARI 456 GT COUPÉ

Coachwork by Pininfarina

Registration no. F1 FCC

Chassis no. ZFFSP44C000100729

- *Delivered new in the UK*
- *Manual transmission*
- *Exceptionally well maintained*
- *Full specialist service history*



Not since the 412's demise in 1989 had Ferrari offered a '2+2' and when the 456 GT debuted at the Paris Salon in October 1992 it was obvious that the long awaited newcomer eclipsed all Maranello's previous four-seat Grand Tourers. Although new from stem to stern, the 456 GT incorporated elements familiar to generations of Ferrari cognoscenti - front-mounted four-cam V12, rear transaxle, tubular steel spaceframe chassis and all-independent suspension - while making an appearance for the first time were electronically-controlled adaptive suspension and a six-speed gearbox (there was also an optional automatic).

Essentially a de-tuned version of that powering the 550 and 575, the new 5.5-litre V12 unleashed no less than 442bhp at a lowly 6,250rpm, yet remained smooth and tractable from idling speed to red-line thanks to its state-of-the-art engine management system. F40 excepted, the 456 was the most powerful road car developed by Ferrari up to that time, yet despite delivering supercar performance this relatively unstressed engine has proven to be very reliable.

For the 456 Pininfarina worked its magic once more to create a subtly beautiful curvaceous body contrasting with the hard edges of its predecessor. Although bereft of extraneous aerodynamic devices, the 456 remained stable up to its maximum of around 190mph, a figure that made it the world's fastest production four-seater passenger car.

Acclaimed on its debut, the 456's styling has not dated and is a tribute to Pininfarina's farsightedness in creating one of most successful designs of modern times. An air-conditioned interior, sumptuous Connolly leather trim, perfectly weighted power steering and Porsche-rivalling build quality all combined to make the 456 GT a worthy competitor for Bentley, Aston Martin and Mercedes-Benz.

A rare and desirable manual transmission model, this Ferrari 456 GT was sold by Maranello Concessionaires, Egham on 6th January 1995 to the Singaporean billionaire hotelier Kwek Leng Beng and registered to his Millennium & Copthorne Hotel Group's South Kensington address. Subsequently the Ferrari was owned between 2000 and 2011 by Sir Bruce MacPhail, Managing Director of P&O.

This car's service history is reassuringly comprehensive, there being no fewer than 18 services recorded with recognised specialists (mainly Graypaul) between 21st October 1996 at 6,905 miles to 14th June 2018 at 64,440 miles (the current odometer reading is 64,839 miles). Recent works include refreshment of the paintwork and sills, etc between and 2018 and 2019 by Fiennes Restoration at cost of circa £20,000, and various electrical and mechanical works by Kent High Performance prior to last MoT in October 2019 at a cost of circa £6,000. Described by the private vendor as in good condition throughout, this exceptionally well maintained Ferrari 456 GT comes complete with its leather service folder, owner's manual, leather case and tools, history file, V5C document, and current MoT.

£40,000 - 45,000
€46,000 - 52,000

*The following seven cars
are offered from a respected Gentleman racer*



135

The ex-Mike Spence, Tony Settember, John Campbell-Jones, Jack Fairman, works

1961 EMERYSON 1.5-LITRE FORMULA 1 SINGLE-SEATER

Chassis no. 1004

- *In-period Formula 1 World Championship history*
- *First raced by Écurie National Belge*
- *Restored in the 1990s*
- *Extensively rebuilt in 2017*
- *Goodwood Revival and Grand Prix de Monaco Historique entrant*



April 29, 1962 - Formula 1 Emeryson-Climax pit scene before the Aintree '200' - no.24 was Tony Settember's entry, no.25 (left) John Campbell-Jones. © GP Library

Tony Settember at Goodwood, Easter, 1962

© GP Library





"Paul Emery was one of only two men to make cars which complied with each of the first four World Championship formulae, 1950-65. The other was Enzo Ferrari, but Emery not only designed and built his cars himself, he frequently drove them." – David Hodges, *A-Z of Formula Racing Cars 1945-1990*.

Paul Emery built a number of Emeryson front-wheel-drive 500cc Formula 3 cars in the early 1950s and his first Formula 2/Formula 1 design in 1953. With help and funding from a consortium that included former Cooper works driver Alan Brown, Emeryson Cars Ltd went on to build a number of Formula Junior and Formula 1 cars, commencing in 1960. In F1 specification, the Emeryson featured the Coventry Climax FPF MkII four-cylinder engine and a Colotti gearbox.

The Belgian team Écurie National Belge took advantage of Emery's new Formula 1 design, running a team of three Maserati-engined cars for the 1961 season to be driven by Lucien Bianchi, André Pilette and Willy Mairesse. Initial results were disappointing and ENB soon switched to Lotus 18s, though the Emerysons continued to be entered in various races. Their only results of significance were 4th in the Brussels Grand Prix on 9th April (Bianchi) and 11th in the Syracuse GP on 25th April (Mairesse).

During 1961, Hugh Powell, a wealthy American teenager, bought a controlling interest in Emeryson and rebuilt the ex-ENB cars with Coventry Climax engines. Paul Emery continued as designer but quit at the end of 1962.

The car offered here, chassis number '1004', enjoyed some success in late 1961, providing future Team Lotus and BRM works driver Mike Spence with his Formula 1 debut at the (non-Championship) Solitude Grand Prix in July. Spence recorded a DNF, as did Jack Fairman at the Oulton Park Gold Cup in September, but in October '1004' made its only trip to the podium when Spence finished 2nd in the Lewis-Evans Trophy at Brands Hatch.

During 1962, the works F1 Emerysons were driven by Powell's guardian, Tony Settember, and John Campbell-Jones. Season highlights were Settember's 11th place in the British Grand Prix at Aintree and Campbell-Jones's 5th in the Brussels GP, both of which were achieved by '1004'. Other 1962 results are as follows:

23rd April, Goodwood, Lavant Cup, Tony Settember, DNF
 23rd April, Goodwood, Glover Trophy, Tony Settember, 8th
 28th April, Aintree, Aintree 200, Tony Settember, 8th
 12th May, Silverstone International Trophy, Tony Settember, 14th
 20th May, Posillipo GP di Napoli, Tony Settember, 9th
 11th June, Crystal Palace, CP Trophy, Tony Settember, 4th
 1st September, Oulton Park Gold Cup, Tony Settember, DNF
 16th September, Monza, Italian Grand Prix, Tony Settember, DNF



For 1963 the team continued under Powell's direction, although the new cars were entered as Scirocco and were fitted with BRM V8 engines. Scirocco raced throughout the next two F1 seasons, latterly as Équipe Scirocco Belge, before disappearing at the end of 1964.

Sold by Settember in 1963 to Eric Liddell, '1004' is the sole surviving Emeryson Formula 1 car and owes its existence in no small measure to Peter Morley, who bought it in 1992 and restored it to the specification in which it was driven by Settember and Campbell-Jones. The restored Emeryson was entered at the first Goodwood Revival meeting in 1998, driven by Paul Osborn, and the following year was sold to the immediately preceding owner. Carrying number '31', as used by Jack Fairman in 1961, he finished four places behind Sir Stirling Moss at the 2000 Monaco Grand Prix Historique and would go on to compete in this most prestigious historic Formula 1 event on a further six occasions. Over the following 16 seasons, the Emeryson was raced extensively with the HSCC, achieving numerous class wins, and with the HGPCA at Goodwood, Donington Park, Silverstone and various Continental European venues.

The current vendor purchased '1004' at a UK auction in February 2017 and immediately despatched the car to highly respected specialist restorers Cars International Service Ltd for a complete rebuild. Works carried out included strengthening and crack testing the chassis; fabricating new suspension; a engine overhaul; rewiring the electrics; and repainting the chassis and bodywork in yellow, Belgium's national racing colour. Close to £90,000 was spent on the rebuild and the related invoices are on file together with a dynamometer printout. The car also comes with a spares package to include two sets of tyres and assorted gear ratios.

The restoration had been commissioned with the 2018 Monaco Historique in mind, and the Emeryson duly performed faultlessly, fulfilling the vendor's dream of competing at this iconic circuit in historic motor sport's most prestigious event. Since then the car has been kept garaged, unused, and is reported to be in excellent condition. A unique piece of Grand Prix history, this Emeryson will surely continue to be welcome at all the best venues. Offered in ready-to-race condition, it comes with a fresh FIA/MSA Historic Technical Passport valid until the end of 2025.

£150,000 - 200,000
€170,000 - 230,000

136

Only 6,000 miles from new

1987 FERRARI 328 GTS

Coachwork by Pininfarina

Registration no. D1 AFT

Chassis no. ZFFWA2C000069231

- *First registered in Jersey*
- *One of 292 RHD UK-supplied cars*
- *Only 6,010 miles from new*
- *Present ownership since March 2016*





Representing the second generation of Ferrari's V8-engined road cars, the entirely new 308 GTB debuted at the Paris Salon in 1975. This particular model line had begun in 1973 with the Dino-badged 308 GT4 2+2, which took over from the preceding V6-engined Dino 246 GT. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but the performance of the amidships-mounted, double-overhead-camshaft 3.0-litre V8 certainly was, and a dry-sump version of the same power unit was used for the 308 GT4's two-seat successor. Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling. Further developments included the introduction in 1977 of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

In 1985, the 308 was superseded by the mechanically similar but larger engined 328 GTB. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons, and an improved Marelli engine management system, lifted maximum power to 270bhp at 7,000rpm. Top speed was raised to within a whisker of 160mph (258km/h) with the sprint to 60mph covered in 5.5 seconds. On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat by the addition of Testarossa-style moulded bumpers incorporating both sidelights and indicators, deeper rear valance and an unobtrusive roof spoiler.

Its underlying beauty though, could not be disguised. 'If the sublime purity of the original shape has been corrupted, its striking appearance has not,' declared *Motor* magazine. 'In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car.'

Beneath the skin the tubular steel chassis remained much as before, with all-round independent suspension by double wishbones, four-wheel servo-assisted disc brakes and aluminium-alloy wheels, though the latter were increased in size. The interior too had come in for subtle revision and now featured improved instruments, switch gear, and heating. The 328 GTB/GTS continued in production until 1989, by which time almost 22,000 308/328s of all types had been sold, making the model the most commercially successful Ferrari of all time.

Chassis number '69231' was first registered in Jersey on 9th March 1987 and is one of only 292 right-hand drive examples supplied to the UK. Finished in blue with white leather interior, the car has covered only some 6,000 miles from new and is described by the private vendor as 'Condition 1'. The last service (by Foskers) included a cam belt change and was carried out at 5,904 miles. Offered with four expired MoTs, a V5C document, and MoT to August 2020, this beautiful 328 GTS represents a rare opportunity to acquire a low-mileage example of this iconic Ferrari.

£90,000 - 130,000
€100,000 - 150,000

137

1992 FERRARI 512 TR COUPÉ

Coachwork by Pininfarina

Registration no. G6 RED

Chassis no. ZFFLA0B000092766

- Left-hand drive
- Circa 55,580 kilometres (approximately 34,500 miles) recorded
- First registered in the UK in August 2014
- Present ownership since December 2014





Introduced in 1992, the 512 TR was one of the final developments of Ferrari's sensational Testarossa supercar. Ferrari's flagship model, the Testarossa revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine; the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 290km/h (180mph).

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

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. In 1992 the original Testarossa was succeeded by the updated 512 TR version, which came with 428bhp on tap and could easily exceed 300km/h. Pininfarina gave the TR a front-end makeover and the newcomer also gained improved under-body aerodynamics and 18" diameter wheels. A total of 2,280 512 TRs had been made when production ceased in 1994.

Believed sold new in Germany, this beautiful Ferrari 512 TR was first registered in the UK on 1st August 2014 and currently displays a total of circa 55,580 kilometres (approximately 34,500 miles) on the odometer. Finished in Rosso with black leather interior, this example is a most attractive proposal for the Ferrari aficionado. Accompanying documentation consists of six expired MoTs, a V5C document, fresh MoT and service history up to 53,565 kilometres.

£80,000 - 120,000

€92,000 - 140,000

138

One owner from new

2005 MERCEDES-BENZ SLR MCLAREN COUPÉ

Registration no. WV05 GNZ

Chassis no. WDD 199 3761 M000524

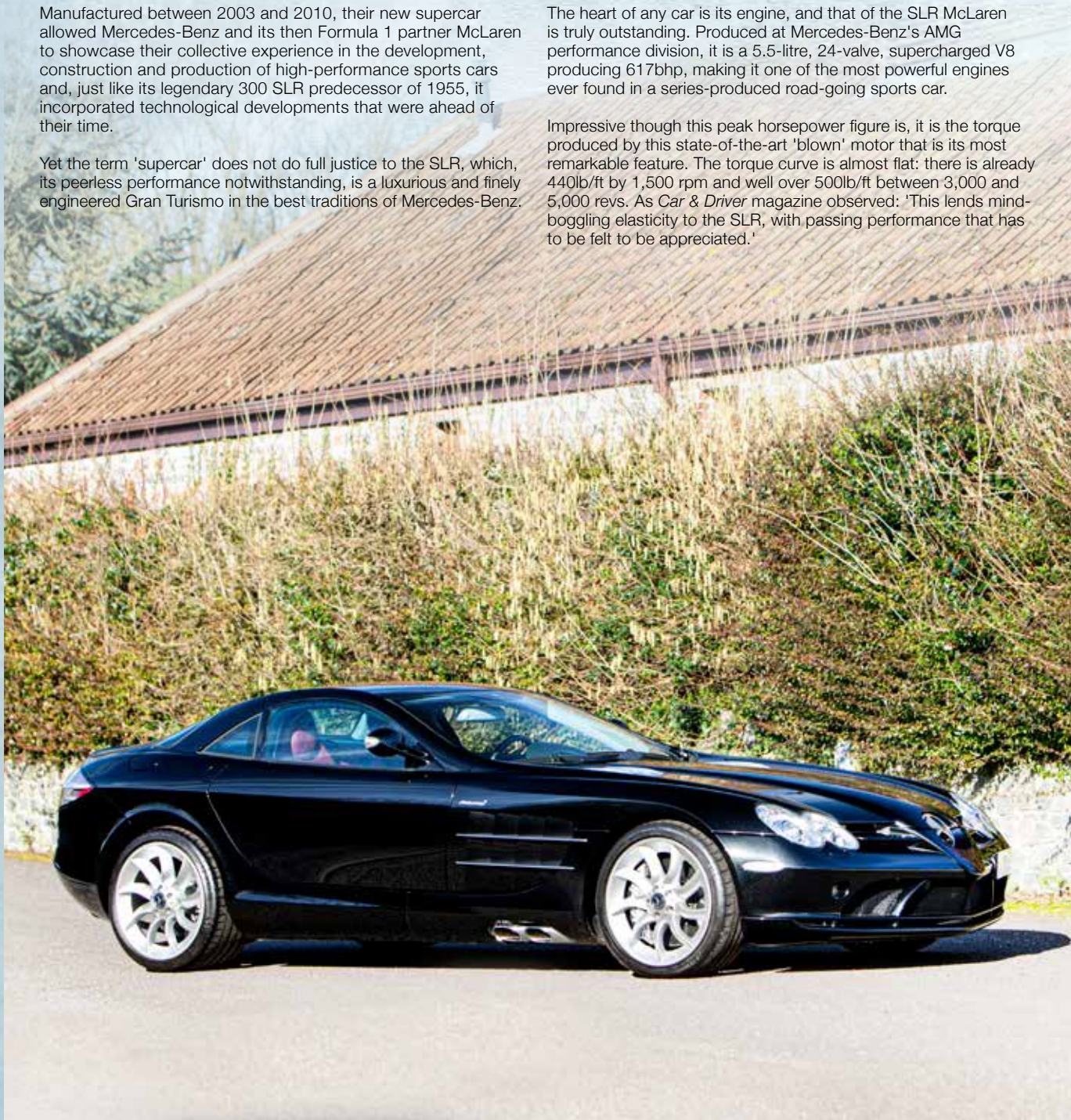
- *Exclusive, limited edition supercar*
- *2,880 miles from new*
- *Full service history with McLaren Brooklands*

Manufactured between 2003 and 2010, their new supercar allowed Mercedes-Benz and its then Formula 1 partner McLaren to showcase their collective experience in the development, construction and production of high-performance sports cars and, just like its legendary 300 SLR predecessor of 1955, it incorporated technological developments that were ahead of their time.

Yet the term 'supercar' does not do full justice to the SLR, which, its peerless performance notwithstanding, is a luxurious and finely engineered Gran Turismo in the best traditions of Mercedes-Benz.

The heart of any car is its engine, and that of the SLR McLaren is truly outstanding. Produced at Mercedes-Benz's AMG performance division, it is a 5.5-litre, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines ever found in a series-produced road-going sports car.

Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs. As *Car & Driver* magazine observed: 'This lends mind-boggling elasticity to the SLR, with passing performance that has to be felt to be appreciated.'





In the interests of maximum fuel efficiency, the screw-type compressor is controlled by the engine management system and only activated when the driver floors the accelerator. Needless to say, the SLR McLaren delivers performance figures that are still among the best in its class; taking just 3.8 seconds to sprint from 0 to 100km/h (62mph), it passes the 200km/h (125mph) mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h (186mph). The two-seater has a top speed of 334km/h (207 mph).

A front-engined layout was chosen in the interests of optimum weight distribution, handling dynamics and braking stability, the motor's dry-sump lubrication system enabling it to be mounted lower in the chassis. The five-speed automatic transmission was specially optimised for very high torque and also offers the driver the option of choosing between different shift characteristics using the Speedshift system.

Reflecting the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's carbon fibre composite monocoque body/chassis structure was produced in the latter's then all-new facility in Woking, England. Clearly showing its Formula 1 parentage, the suspension is by means of double wishbones all round. The power-assisted rack-and-pinion steering is speed sensitive, while the SLR's Sensotronic Brake Control (SBC) and Electronic Stability Program (ESP) enable its sporting nature to shine through while maintaining the usual safety standards.

The pioneering use of composite technology has also been extended to the brake discs, which are manufactured from a fibre-reinforced ceramic material capable of withstanding extremely high temperatures and offering a level of fade resistance hitherto unattainable in series-produced road cars.

Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, boosting the braking effect by increasing aerodynamic drag and lending the SLR outstanding stability when braking from high speeds.

The Mercedes-Benz SLR McLaren was launched in South Africa and introduced for the 2005 model year priced at \$455,000, although choosing from the lengthy list of options could add considerably to the total.

Finished in black with red leather interior, and equipped with 19" Turbine wheels, this superb example was first registered on 14th April 2005 and has had only one owner from new. Offered with ten expired MoTs, a V5C document, fresh MoT and full service history with McLaren Brooklands, it represents a rare opportunity to acquire a low-mileage example of this exclusive, limited edition supercar.

£220,000 - 280,000
£250,000 - 320,000

139

Formerly the property of the Sultan of Brunei

1997 FERRARI 456 GTA COUPÉ

Registration no. R349 VRH

Chassis no. ZFFWP50L0000109951

- *Delivered new in the UK*
- *Approximately 660 miles from new (see text)*
- *Present ownership since July 2015*





"The first completely new car from the Modena manufacturer since the 348 of 1990 and arguably the most evocative front-engine coupé since the fabled 365 GTB/4 Daytona of the early '70s. Its ancestors read like a who's who in the Great Book of Grand Touring – 330 GTC, 365 GTC, 365 GTC/4 – and, for good measure, it was the last new project Enzo Ferrari saw before he died in 1988." – *Autocar*.

Not since the 412's demise in 1989 had Ferrari offered a '2+2', and when the 456 GT debuted at the Paris Salon in October 1992 it was obvious that the long awaited newcomer eclipsed all Maranello's previous four-seat Grand Tourers. Although new from stem to stern, the 456 GT incorporated elements familiar to generations of Ferrari cognoscenti - front-mounted four-cam V12, rear transaxle, tubular steel spaceframe chassis and all-independent suspension - while making an appearance for the first time were electronically-controlled adaptive suspension and a six-speed gearbox. Essentially a de-tuned version of that powering the 550 and 575, the new 5.5-litre V12 unleashed no less than 442bhp at a lowly 6,250rpm yet remained smooth and tractable from idling speed to red-line thanks to its state-of-the-art engine management system. F40 excepted, the 456 was the most powerful road car developed by Ferrari up to that time, yet despite delivering supercar performance this relatively unstressed engine has proven to be very reliable.

For the 456, Pininfarina worked its magic once more to create a subtly beautiful curvaceous body contrasting with the hard edges of its predecessor. Although bereft of extraneous aerodynamic devices, the 456 remained stable up to its maximum of around 190mph, a figure that made it the world's fastest production four-seater passenger car. Acclaimed on its debut, the 456's styling has not dated and is a tribute to Pininfarina's farsightedness in creating one of most successful designs of modern times. An air-conditioned interior, sumptuous Connolly leather trim, perfectly weighted power steering, and Porsche-rivalling build quality all combined to make the 456 GT a worthy competitor for Bentley, Aston Martin, and Mercedes-Benz in the luxury Gran Turismo marketplace. An automatic transmission version, known as the 456GT A, became available for 1997 and then two years later the model was given its one-and-only makeover, re-emerging as the subtly restyled and improved 456 GT M (Modificata).

Rare and desirable, this automatic transmission Ferrari 456 GTA was delivered new to the UK and then returned to Maranello to have mirror glass and extra-soft leather fitted before being shipped to New Zealand. Used infrequently, the Ferrari returned to the UK in December 2014 with approximately 1,000 kilometres recorded and was re-commissioned by a Ferrari main dealer. A new MPH speedometer was fitted at that time, since when the car has covered only 50 miles. Finished in black metallic with matching interior, this low-mileage Ferrari 456 is offered with five expired MoTs, a V5C document and fresh MoT.

£80,000 - 120,000
€92,000 - 140,000

1959 FORD ZEPHYR MKII 2.4-LITRE COMPETITION SALOON

Registration no. SSY 286
Chassis no. 178163

- Built as a competition car in 2017
- Two-time Goodwood Revival participant
- Freshly rebuilt engine (one meeting since)
- HRDC papers



© Jim Houlgrave



Launched at the 1950 Motor Show, Ford's Consul and Zephyr Six broke new ground for the Dagenham firm. Both models were of unitary construction and featured overhead-valve engines, three-speed synchromesh gearboxes, and MacPherson Strut independent front suspension. In the Ford tradition they were keenly priced: at £470 the Consul was roughly 8% cheaper than the rival Morris Oxford. The *Autocar* remarked that the newcomers combined "typically Ford low-cost motoring with new luxury and performance". Together with the Zodiac, the Consul and Zephyr were totally redesigned for 1956, emerging in Series II guise larger than before and benefiting from bigger engines.

These big Fords were raced in period: Ken Wharton's Zephyr was one of the more successful early examples, while Jeff Uren took the 1959 British Touring Car Championship honours in a Zephyr MkII following a succession of class wins. But the Zephyr's real forte was international rallying. A Zephyr Six had won the Monte Carlo Rally outright in 1953, while privately entered MkII won the 1958 Safari.

The following year, works cars finished 2nd and 3rd in the Safari Rally and 3rd in the Tulip, and Gerry Burgess won the RAC Rally outright to crown the Zephyr's most successful season.

This Ford Zephyr MkII was converted by the vendor into a competition car circa 2016, since when it has competed in HRDC events and the Goodwood Revival (twice, in 2017 and 2019) driven by Theo Paphitis, Andy Priaulx, and Karun Chandhok. The private vendor advises us that the car is in excellent overall condition with a fresh six-cylinder engine rebuilt in September 2019 by Nick Staggs. It also has a brand new four-speed Rocket gearbox and a Salisbury rear axle, while the seat and fire extinguisher are up to date. The car has completed only one event (the 2019 Goodwood Revival) since the rebuild. Offered with HRDC papers, it represents a relatively inexpensive entry into the exciting world of historic touring car racing.

£40,000 - 60,000
€46,000 - 69,000

1963 FORD ANGLIA ALLARDETTE COMPETITION SALOON

Registration no. AHJ 685A

Chassis no. 105E/149459

- Raced in HRDC events and Goodwood Revival
- Driven by Theo Paphitis, Michael Conway, David Brabham
- Fresh 1.6-litre engine
- FIA/MSA HTP (see text)



© Jim Houlgrave

Racing driver Sydney Allard's post-war cars combined the same virtues of light weight, independent front suspension and an abundance of American V8 power, which had been features of his first trials special of the mid-1930s. These favourable characteristics enabled Allard cars to establish a formidable competition record in the immediate post-war years; Allard himself finished 3rd at Le Mans in 1950 driving a J2 two-seater and in 1952 won Monte Carlo Rally outright in a P2 saloon, a unique achievement likely never to be repeated. By the end of the 1950s, production of Allard's larger models had ended and sales of the smaller Palm Beach had proved disappointing, forcing the company to seek alternative lines of business, hence the Allardette.

The last Palm Beach had left the factory in 1958 and around the same time Sydney Allard concluded an agreement with Shorrock Superchargers Ltd for the Allard Motor Company to act as the worldwide distributor for its products. This marked the start of a new venture for the much reduced Allard Company, which henceforth would concentrate on selling accessories and tuning equipment for Ford cars and Shorrock supercharger kits for a wide variety of makes. The Allards owned an associated Ford dealership, Adlards Motors Ltd, and began marketing Shorrock-blown versions of the new 105E Anglia as the 'Allardette'. In addition to the Shorrock C75B supercharger, which raised the 997cc 105E's maximum power to around 72bhp and greatly increased its torque, the Allardette also boasted disc front brakes and up-rated suspension, making it a formidable contender in its class.

Adlards sold complete Allardettes and Allard conversion kits, enjoying increasing sales following the introduction of the 1,340cc (109E) Ford Classic and 1,500cc Cortina in 1961 and 1962 respectively. By mid-1962, the Allardette had been produced in sufficient numbers to be FIA-homologated to compete in the modified saloon class in international rallies, as was a normally aspirated 1,198cc (123E) version. The 1963 season began with Sydney Allard winning his class on the Monte Carlo Rally with son Alan 2nd, both driving Allardettes, while Alan also raced an Allardette fitted with a 1,498cc Shorrock-blown Cortina GT engine at various circuits around the UK with some success.

Already in competition trim when purchased a few years ago, this original Allardette has been raced at the Goodwood Revival in 2015 and 2018 by Theo Paphitis, Michael Conway, and David Brabham. It has also competed in HRDC events at Donington Park, Brands Hatch and Oulton Park with the current vendor. Boasting a fresh 1,600cc engine by Nick Stagg, the car had full FIA papers until 2018 when the original 1,340cc engine was replaced with the more competitive larger unit. It remains eligible for HRDC, etc but would require an engine change to renew its FIA papers.

£20,000 - 30,000

£23,000 - 34,000

END OF COLLECTION

142

*Regular entrant to the Woodcote Trophy,
Tour Auto, Zandvoort and Modena Cento Ore*

1955 AUSTIN-HEALEY 100 TO 100M SPECIFICATION

Registration no. OSJ 919

Chassis no. BN1 227598

- Restored between 2001 and 2009
- Over £100,000 spent subsequently on race/rally preparation and maintenance
- Well campaigned throughout the UK and Europe
- Engine rebuilt by John Chatham in 2019





Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finishing in 12th and 14th places, a highly praiseworthy achievement for what were recognisably production sports cars. Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburettors plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs and distributor with alternative ignition advance curve. With the kit installed power increased from the standard 90 to 100bhp.

From October 1955 the conversion was available factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, stiffer front anti-roll bar, special Armstrong front dampers and a louvred bonnet. Power increased to 110bhp and top speed, with windscreen folded flat, to within a whisker of 120mph. The number of BN1s converted by their owners is unknown.

Restored between 2001 and 2009, this Austin-Healey 100 was acquired by the current owner in 2008 and since then has had over £100,000 spent on race/rally preparation and maintenance. The car has competed in many Woodcote Trophy events, achieving numerous class podiums, and has completed two editions of the Tour Auto, being driven back to the UK on both occasions. It has also participated in the Modena Cento Ore and many Equipe GTS events, and been driven to Zandvoort and back having secured a class podium.

The Healey is described by the private vendor as in very good condition with excellent engine, the latter having been rebuilt by renowned marque specialists John Chatham Cars in 2019 at a cost of £15,000. The only notified modifications are a 100M kit, a steering column knuckle (fitted for safety) and a roll cage and electrical cut-out to FIA specification. Accompanying documentation consists of sundry restoration invoices, a V5C Registration Certificate, and FIA/HTP papers. Interested parties should note this car has been meticulously prepared to be not only competitive on the race circuit and rally stage but also be able to cope with London traffic.

£80,000 - 100,000
€94,000 - 120,000

143

Offered from a distinguished private collection

1936 ALVIS 4.3-LITRE SA DROPHEAD COUPÉ

Coachwork by Offord & Sons

Registration no. BRM 958

Chassis no. 13178

- One of some 95 surviving 4.3-Litre models
- Believed the only survivor of some 16 Offord-bodied examples
- One of the fastest cars of its era
- Rebuilt both in the UK and abroad





'Offord's final standard designs were its drophead coupés on the larger Alvis chassis. Starting with the Speed 25 in 1936, it moved on to the new 4.3 model and bodied some 16 examples. The Alvis 4.3 drophead is probably the best-looking design the firm ever produced, and a fitting end to a long history.' – Nick Walker, *'A-Z of British Coachbuilders 1919-1960'*.

Pre-war development of the six-cylinder Alvis culminated in the announcement of the 4.3-Litre in August 1936. The 4.3-Litre was based on the 3½-litre Speed 25 introduced the previous year, and was powered by an enlarged version of Alvis' new seven-bearing, overhead-valve engine producing 137bhp on triple carburettors.

The cruciform-braced chassis featured the kind of advanced thinking long associated with the marque; independent front suspension and a four-speed, all-synchromesh gearbox, introduced on the preceding Speed Twenty, were retained with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes.

Claimed to be the fastest un-supercharged saloon on the UK market, the Alvis 4.3-Litre was certainly one of the few pre-war saloons capable of a genuine 100mph. 'In the scheme of things there are cars, good cars and super cars,' declared *Autocar* magazine. 'When a machine can be put into the last of these three categories and yet is not by any means in the highest-price class, considerable praise is due to the makers. The model in question is the latest Alvis 4.3-litre sports tourer.' Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the 4.3-Litre's chassis-only price of £750 meant that ownership was necessarily confined to wealthy connoisseurs.

A complete 4.3-Litre cost around £1,100, outstanding value for money given its specification and performance, comfortably undercutting rivals such as the V12 Lagonda and 4¼-Litre Bentley. Despite this price advantage, only 198 cars had been delivered when the outbreak of World War 2 stopped production. Some 95 survivors are known to the Alvis Owners Club.

A large powerful car, this Alvis 4.3-Litre wears handsome four-seat drophead coupé coachwork by Offord & Sons Ltd of London. Founded in the late 18th Century, Offord held Royal Warrants for coachbuilding and bodied its first automobile in 1895. Offord was also responsible for maintaining the carriages kept at the Royal Mews, a role the family-owned firm continued to fulfil after it ceased making car bodies in 1939. Built in 1936 to sales order '12351', chassis number '13178' was despatched to Henlys, Manchester in January 1937, having been registered as 'BRM 958' in December '36. Apparently, the car was carefully laid up from the beginning of WW2 to the autumn of 1949. Records show that the Alvis was sold at auction at Beaulieu in 1971, and the car then resided in Canada until 2015.

During its life '13178' has been rebuilt both in the UK and abroad, and maintained to a high standard. Recent work includes fitting a new cylinder head with hardened valve seats supplied by marque specialists Red Triangle. We are advised that this 4.3 performs very well and is in beautiful condition throughout. An outstanding opportunity to purchase a very rare and highly desirable British thoroughbred.

£120,000 - 130,000
£140,000 - 150,000

1954 ALFA ROMEO 1900C SUPERSPRINTCoachwork by *Carrozzeria Touring*

Registration no. 6122 HX

Chassis no. AR1900C 01713

- *Landmark Alfa Romeo model*
- *Imported into the UK in 1960*
- *Present ownership since 1985*
- *Restored in the late 1980s/early 1990s and continuously improved*
- *Mille Miglia eligible*



Chassis number '01713' is one of 550 Alfa Romeo 1900C Series 2 Super Sprints produced between 1954 and 1955. There were around 550 1900C Super Sprints made by Alfa Romeo for all coach builders. We have not been able to establish the exact total number of Touring Series 2 cars built as all Touring records were destroyed when they went into liquidation. However the register have calculated, based on Touring serial number, that between 470 and 480 Series 2 cars were built.

Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 6C2500 standing the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed under the supervision of Dr Orazio Satta and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 150km/h (93mph).

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realised in the form of high performance derivatives.

Launched in 1951, the 1900C Sprint was built on a shortened chassis (C = Corto, Italian for short) with a wheelbase of 2,500mm, down from 2,630mm. All Corto chassis were completed with coachbuilt bodies.

The 1900C Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupé), both models utilising the 100bhp engine of the 1900TI sports saloon. Touring's Superleggera aluminium-bodied Sprint Coupé attracted such public acclaim that it was subsequently adopted as the basis for all future 'aerodynamic' Alfa Romeo coupés. One direct descendant was, of course, the lovely little Giulietta Sprint in which the family resemblance is immediately obvious.

The Sprint Coupé was designed to offer sporting performance together with '2+2' accommodation - guaranteed to appeal to the sports car enthusiast with a family - while the heart-shaped vertical grille with matched horizontal side intakes became an Alfa trademark on later models. In June 1954 the engine was enlarged to 1,975cc and the model re-designated as the 'Super Sprint'. With 115bhp on tap and possessing an excellent power-to-weight ratio courtesy of the aluminium-alloy body, these cars could top 190km/h (118mph). They shone in competitions of all kinds. It is worthwhile noting that while Alfa Romeo identified the Touring cars by three series depending on specification and body style, the Alfa Romeo Register in the UK and USA now recognise four.



Attractively finished in red with red/grey Connolly leather interior, this wonderful example of a landmark model from one of motoring's most charismatic marques boasts a truly stunning pillar-less body with a most generous glass area, making for an exceptionally light and airy cabin. Chassis number '01713' was delivered from factory on 31st March 1954 to Giuseppe Mattioli of Carpi (near Modena). Imported into the UK on 12th May 1960, this Series 2 car was purchased by the current vendor in August 1985. An eight-year restoration followed (most bills available) and the vendor has now owned the Alfa for 35 years. Badges left in the car indicated that one Italian owner was a member of the Automobile Club Roma and that it had been used for competition. The Five UK-based owners are known with details available in the history file.

Since the initial restoration's completion in 1994, the engine has been rebuilt again; the gearbox overhauled; and the clutch replaced recently. Indeed, the car has been continuously improved since the restoration; we are advised that rear indicators (a factory option) have been installed and the front sidelights fitted with orange bulbs to act as indicators (the sidelights are now incorporated into the headlights). The car also benefits from an electric cooling fan with thermostatic switch. MoT'd to June 2020 this beautiful Alfa Romeo, has received numerous awards (too many to list) over the years including the Jeffrey Mason award for the Best Alfa Romeo in 2019. It certainly represents the perfect opportunity for the fortunate new owner to participate in the Mille Miglia and other prestigious historic motoring events.

£175,000 - 225,000
€210,000 - 260,000



145

1989 FORD GT40 REPLICA

Coachwork by GT Developments

Registration no. DDH 360C

Chassis no. BA5EM45184

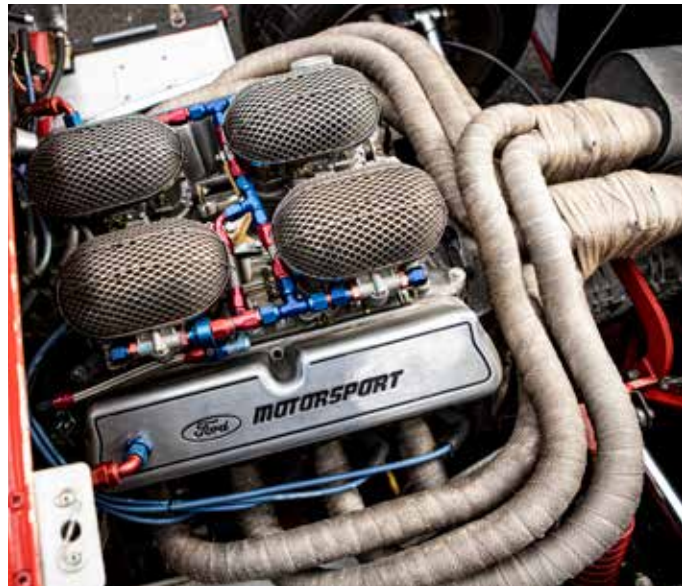
- One of the very best GT40 replicas
- Present ownership since 1990
- Comprehensively rebuilt and upgraded by GTD in 1994
- All bills and full specification available



A decade on from its final Le Mans win of 1969, 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 (sic) 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.

Taking its registration mark and chassis number from a 1965 Ford Zephyr, this example was purchased by the current vendor in March 1990 from The Garage At East Coker, Somerset.



The car was then dry-stored for some three years while the vendor was working in South East Asia. On his return, in 1994, he commissioned GTD to rebuild the car completely as he considered its specification to be far below his expectations and requirements. Indeed, so extensive was the rebuild that the only original elements surviving are the bodywork, paint, and interior trim. Carried out at GTD's factory in Poole, Dorset, the works involved the following upgrades:

- New chassis and running gear
- High output Ford 302ci (5.0-litre) SVO V8 engine
- Performance camshaft
- MSD ignition system with rev limiter
- High-torque starter motor
- Performance exhaust system
- Weber 48 IDF twin-choke carburetors (x4) with special inlet manifold
- Road/race clutch with large-bore master cylinder
- Oil cooler and catch tank
- Upgraded cooling system with header tank
- TrakSpax shock absorbers and road race springs
- 20mm anti-roll bar
- Upgraded handbrake
- Upgraded brake master cylinder
- Alcon 4-pot front brake callipers (large) with vented discs
- Alcon 4-pot rear brake callipers with vented discs

- Tilton pedal box with adjustable brake bias front/rear
- New free-flow nose section to improve cooling
- Interior re-trimmed in leather to a higher specification
- Glass rear window for improved visibility
- Gurney dome in driver's door for increased headroom
- Upgraded set of pin-drive knock-on wheels
- Fire extinguishing system
- Re-gassed air conditioning system
- High-torque starter motor

Following completion, the car spent an extended time with the vendor in the USA from 1998 through to 2011 when it was re-imported into the UK (shipping paperwork on file). While in the USA, the car was inspected by the California DMV and issued with a State of California Title and License Plate for road use (copies of the Title and DMV approval paperwork are on file). Used and enjoyed on track days and tours, this top-quality and exceptionally well specified GT40 re-creation is offered with GTD's detailed invoices and correspondence, copies of old UK registration documents, and the aforementioned US paperwork. A wonderful opportunity to own a superb re-creation of this most iconic sports-racer, built by the best in the business and benefiting from numerous highly desirable enhancements.

£70,000 - 100,000
£82,000 - 120,000

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.

146

One owner from new

2018 FERRARI 488 SPIDER

70TH ANNIVERSARY - 'THE TARTAN'

Registration no. KF18 EMV

Chassis no. ZFF80AMC000234246

- Number '46' of 70 unique 488 Spider designs
- Delivered new in the UK
- Right-hand drive
- Circa 2,600 miles from new



"As part of activities to mark the 70th anniversary of the Prancing Horse, Ferrari Tailor Made, together with the designers of Centro Stile have put a modern twist on the stylistic features and elements that distinguished 70 of the most beautiful Ferraris in history and in so doing have created 70 unique 'designs'. "Seventy exclusive liveries, each created just the once for every car in the current range, blend the past with the future to create the icons of tomorrow. "All the cars are distinguished by the exclusive commemorative logo of the 70th anniversary along with an ID plate with the name of the model that inspired it." – Ferrari.

To celebrate its 70th anniversary in 2017, Ferrari decided to offer 70 distinct liveries to celebrate 70 historically significant models from its past, all of which would have individual paint schemes, interior colours, and other exclusive features courtesy of Ferrari's Tailor Made programme. Ferrari had five models in production at that time: the 488 GTB, 488 Spider, California T, GTC/4 Lusso, and F12 Berlinetta, that offered here being one of the 70 special 70th Anniversary versions of the 488 Spider. It is number '46' of the 70 designs produced and was inspired by the Ferrari 365 GTC/4 of 1971. Showcasing stunning metallic tan brown paint and stylish and retro tartan interior panels.



Introduced to the motoring public at the 2015 Geneva Motor Show, the Ferrari 488 GTB was an extensively revised and re-engined development of the preceding 458. The open Spider version first arrived later in the year, making its debut at the Frankfurt Show in September. The 488 is historically significant as Ferrari's first turbocharged mid-engined model since the iconic F40, being powered by a blown 3.9-litre V8. Reviving nomenclature from its past V12s, Ferrari took the car's name from the volume of an individual cylinder: 488cc. With 661bhp on tap, this mighty power unit has a specific power output of 163bhp and 144lb/ft per litre, setting new records for a Ferrari road car.

"Two things impress about the 488 GTB's performance: both its ferocity and the nature of its delivery," declared Autocar. "To get a turbocharged 3.9-litre engine to go fast is one thing, and it's a task at which Ferrari has duly succeeded. But Ferrari's greater achievement is to make the 488 GTB the finest turbocharged petrol engine in production." Autocar discovered that, despite being electronically restrained in the lower gears, "the 488 will go from 30-50mph in fifth in 2.2sec, which is precisely the same time as it takes to go from 100-120mph. Its urge is that broad". Ferrari claimed a top speed of 205mph for the 488 GTB and 202mph for the 488 Spider.

Although its aluminium monocoque underpinnings were similar to those of the 458, the 488's new bodywork was radically changed, generating 50% more speed-generated downforce yet with decreased drag, much of this improvement being achieved by under-body developments. Ferrari also claimed faster gear changes and improved adaptive suspension.

The rare right-hand drive Ferrari 488 Spider 70th Anniversary model we offer was supplied new in the UK and has had only one owner. Specification highlights include 20" forged alloy wheels painted matt silver; fully electric seats; sports sill cover; front and rear parking cameras; front and rear parking sensors; two-tone leather interior; Scuderia shields; and a Navtrak anti-theft system.

Having covered a mere circa 2,600 miles since it left the factory, the car will be serviced by Ferrari prior to the sale and is described by the private vendor as in very good condition throughout. Representing a wonderful opportunity to own one of only 70 70th Anniversary models produced on the 488 Spider chassis, this stunning example comes complete with its original book pack, and is offered with a UK V5C registration document.

£230,000 - 300,000
£270,000 - 350,000

147

1922 ROLLS-ROYCE 40/50HP SILVER GHOST OPEN TOURER

Coachwork by Grosvenor

Registration no. BF 8908

Chassis no. 85TG

- *Single-family ownership for 57 years (1960-2017)*
- *Believed to be a one-off design*
- *Original coachwork, engine, and gearbox*
- *Documented provenance*



Among pre-World War II Rolls-Royce cars, the supreme example of the marque is the 40/50hp Silver Ghost so beloved of collectors. Designed for long life and reliability, the Ghost has survived in significant numbers; indeed, all but a few of the 6,173 built in the UK between 1907 and 1925 are still on the road.

Unless neglected, very little goes wrong with the Ghost. The engine is virtually indestructible due to its massive design, generous bearing dimensions, low compression, and low revving nature. Mechanical adjustment and maintenance is straightforward, and many owners find that hours spent with the oilcan and hand tools are as enjoyable as time on the open road, where the charm of driving a Silver Ghost can become addictive.

According to copies of the Schoellkopf card and R-ROC historical documents, '85TG' was originally completed with coachwork by Grosvenor and retailed via Paddon Brothers. Based in Kilburn, North London, the Grosvenor Carriage Company Ltd was established around 1910 and is best remembered today as a major contract supplier of bodies to Vauxhall.

Grosvenor had been concentrating on this lucrative line of business from at least 1919, which can have left little time for bespoke creations on upmarket chassis such as this Silver Ghost. Indeed, it seems not at all unlikely that '85TG' is the only Silver Ghost that they bodied.

The Ghost's first owner was Maxwell Norman, a French artist named, who soon sold the car to his family physician, Dr Chario. Reportedly, Dr Chiaro used the car in Capri for two years. After its time in the Italian sunshine, the Rolls-Royce was shipped to Long Island, New York and stored for some time before being acquired by Harold Priest of Gleasondale, Massachusetts. In 1947 the car passed to one F R Schreiter, also of Massachusetts, who then sold it to William Gregor of Flint, Michigan. Mr Gregor drove the Ghost home from New England and began complete overhauls of the chassis, mechanicals and cosmetics.



The car was enjoyed regularly by Gregor in club events organised by the AACA and R-ROC, then stored until 1960 when it was acquired by Jack Skaff, another Flint resident. With scarcely 50,000 miles recorded, the Ghost was next owned by Calvin T Zahn of Ann Arbor, Michigan, an avid motor car collector. The car remained in the Zahn family's possession for 57 years (until 2017).

Accompanying build sheets show that '85TG' was originally trimmed with 'antique grained black leather', which is how the car presents today. It is very possible that the seats are original, as they are of this unusual material and appear to match the original door and kick panels. Original instruments include the Waltham speedometer, clock and minor instruments, while there are also supplementary gauges added later in the car's life when it was used for touring.

An array of dash plaques celebrates the Ghost's exploits through the years. These include one for the 1960 CCCA Grand Classic and another proclaiming '85TG' as a recipient of the coveted AACA Foo-Dog Trophy in 1949, a prize established in 1945 by AACA President D Cameron Peck to honour an outstanding Rolls-Royce automobile in a National Meet.

The vendor advises us that the engine and chassis are in fine order mechanically, and that the car is very enjoyable out on the road, with the feel of a well-loved touring Veteran. This remarkable Silver Ghost would be a compelling choice for AACA events, Rolls-Royce Owner's Club tours and CCCA CA Ravan tours, as it enjoys a rich and fascinating history with all three of these respected organisations, as well as those organised by the R-REC. Accompanying paperwork includes the aforementioned documents, sundry restoration bills, and a V5C Registration Certificate.

With its unique high-quality coachwork and handsome presentation, this Rolls-Royce Silver Ghost simply oozes character. Ask yourself what other car offers the opportunity to experience fun and reliable motoring in a century-old design; especially this post-WWI example, which is identical in terms of its chassis but offered at a fraction of the price of its pre-war Silver Ghost predecessor.

£220,000 - 280,000
£260,000 - 330,000

148

C.1958 LISTER-JAGUAR 3.8-LITRE 'KNOBBLY' SPORTS-RACER

Chassis no. BHL186

- Winner of the Stirling Moss Trophy in 2018
- Eligible for prestigious historic events
- FIA papers valid to 2028
- Restored in 2017 by JD Classics



Chris Ward en route in style to yet another win in '186'

"This car offers the best combined price to performance, power to weight, and power to frontal area ratios available anywhere in the world for a sports car. The 1957 racing season has now ended and out of the 14 races for which they were entered Scott-Brown and the Lister-Jaguar won 11, finished second in one, and had minor mechanical trouble in the other two when in the lead, nevertheless setting up the fastest lap in both races. They have also either equalled or broken the existing unlimited sports car lap record during either the racing or at practice on all circuits where they have appeared." - *Lister Press Release, October 1957.*

A director of his family's Cambridge-based light engineering firm, Brian Lister was better placed than most to become a racing car designer. He enlisted the considerable talents of Don Moore and Archie Scott-Brown to help with engine tuning and driving respectively, and built his first car in 1954. The MG XPAG-powered Lister proved an immediate success, notching up five 1st and eight 2nd places in short order. Upgraded that summer with a Bristol straight six, the Lister won its class during the British Grand Prix support race and throughout the 1955 and '56 UK racing seasons was a serious thorn in the side of both the Aston Martin and Jaguar works teams.



With Shell/BP backing and a Jaguar engine supply deal, Brian Lister stepped up a gear to build a car capable of contesting the World Sports Car Championship. Debuting at Snetterton on 31st March 1957, the first 'official' Lister-Jaguar took pole position and set fastest lap (though clutch failure denied it victory). The following month, Lister's prototype proved itself the class of the field with dominant overall victories at both the British Empire Trophy race (Oulton Park) and the Easter Monday Sussex Trophy race (Goodwood). Capable of showing a clean pair of exhaust pipes to both the ageing Jaguar D-Type and new Aston Martin DBR1, the Lister-Jaguar was quite simply a revelation.

Production properly commenced in 1958 with an Appendix C compliant version boasting a 10% reduction in frontal area. A riot of swooping wheelarches and air scoops punctuated by a pronounced bonnet bulge and shallow windscreen, it was affectionately christened the 'Knobbly'. One of Lister's many customers was the American millionaire private entrant Briggs Cunningham, who ordered two with Jaguar XK power and a third to accept a Chevrolet V8. The combination of the Lister chassis and lightweight Chevy engine proved immensely successful, Cunningham's cars dominating both the 1958 and 1959 SCCA Championships. For the latter season the Lister had been redesigned with sleeker bodywork by legendary aerodynamicist Frank Costin.

However, by this time the writing was on the wall for front-engined sports-racers and Lister closed at the end of 1959. Opinions differ with regard to how many were made, quoted figures ranging from as few as 34 to as many as 50.

This 'Knobbly' Lister-Jaguar has been inspected by Mark Hallam, Director of George Lister Engineering Ltd, and its chassis identified as having been built in 1958 (see letter dated 19th December 2017 on file). Reputedly, the car was constructed in the 1960s by Bryan Wingfield using 'original spares', though it never raced in period.

The vendor purchased the Lister in December 2016 while JD Classics were carrying out a complete rebuild, following which the car was issued with FIA papers (copy on file). Throughout the 2018 season the Lister was highly successful winning many races including the Spa Six Hours, Goodwood Members' Meeting and going onto secure the Stirling Moss Trophy at the Donington Historic Festival, driven by Chris Ward. A highly successful competitor, this superb Lister-Jaguar Knobbly should require only a pre-race check-over before returning to the track with its fortunate next owner. This is a rare opportunity to acquire an ultra-fast classic sports-racer eligible for many of the top historic events and capable of winning them in the right hands!

£220,000 - 280,000
£260,000 - 330,000

149

Offered from a deceased estate

1928 BENTLEY 4½-LITRE TOURER

Coachwork by in the style of Vanden Plas
by Simmons of Mayfair

Registration no. KW 4721

Chassis no. UK3277

- Long-term ownership in Scandinavia (1964-1996)
- Present ownership since 1997
- Maintained with no expense spared
- Brake servo and overdrive fitted
- Extensively campaigned
- Re-bodied in the late 1960s





W O Bentley 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'.

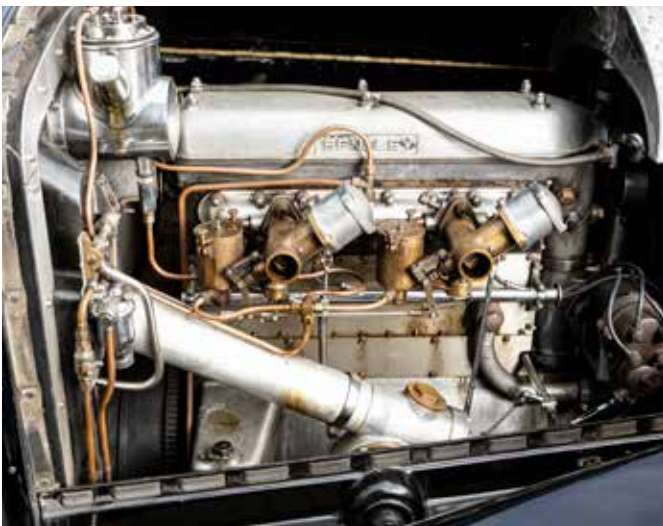
The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder 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 nine of the 665 cars being built on the 3-Litre's Long Standard, 10' 10½"-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.

This 4½-Litre Bentley is one of 657 built on the 10' 10½" chassis and was originally bodied as a saloon by Gurney Nutting. Registered 'KW 3735', the Bentley left the factory fitted with engine number 'UK3278' and was first owned by one P N Hirst. The engine currently installed, 'MR3398', was formerly in another 4½-Litre, chassis 'MR3394'.



Little is known of the car's subsequent history until its arrival in Scandinavia in 1964 in the ownership of Bjorn Knoll of Oslo, Norway who kept it over 3 decades until 1988. During Mr Knoll's ownership the Bentley was restored and re-bodied in the style of Vanden Plas by Simmons of Mayfair, with the mechanical rebuild being entrusted to marque specialists McKenzie Motors (later McKenzie Guppy). It is believe these works were carried out in the late 1960s.

In 1988 the Bentley passed its next owner Per Gjerdrum (still in Scandinavia) who remained its custodian until 1996 when the car returned to the UK. The body was then lightly refurbished and the wings repainted, and the following year the Bentley was acquired by its current (recently deceased) owner. Since then the car has been maintained with no expense spared, as evidenced by the substantial quantity of bills in the history file, many from marque specialist Clive Oliver. It is worthwhile noting that the engine has been rebuilt with a new Phoenix crankshaft and con-rods, and that the car is equipped with a brake servo and overdrive. These sensible upgrades were made with safe and comfortable touring in mind, and 'KW 4721' has indeed been rallied worldwide, visiting Continental Europe and the Southern Hemisphere on various BDC events. Well cared for and very nicely presented, this extensively campaigned '4½' wants for only an enthusiastic new owner.

£380,000 - 420,000
€440,000 - 480,000



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.

150

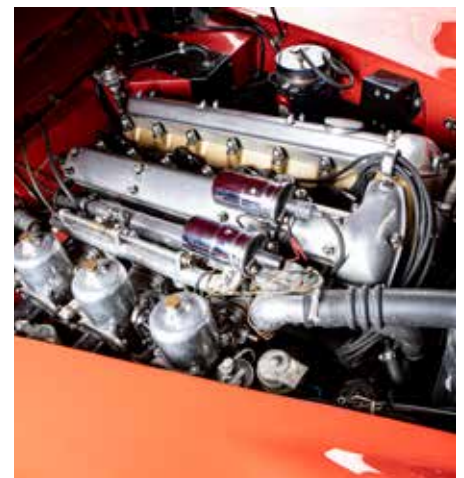
1960 JAGUAR XK150S 3.8-LITRE COUPÉ

Registration no. 5546 PX

Chassis no. T825215DN

- One of only 115 right-hand drive 3.8 'S' fixed-head coupés
- Present ownership since 2012
- Recent extensive professional restoration
- Comprehensive history file





In the autumn of 1959 the XK150 became available with the 3.8-litre engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests. The 3.8-litre 'S' is one of the rarest of the family with only 282 built out of a total XK150 production of 9,396 cars, of which 115 were right-hand drive fixed-head coupés like this example.

Representing the XK150 in its ultimate configuration, with the 3.8-litre engine and overdrive gearbox, this rare 'S' fixed-head coupé was manufactured on 13th April 1960 finished in Carmen Red with matching interior trim, the same combination it has today. Most importantly the vendor confirms the numbers on the car match the heritage certificate in the cars file.

The earliest record on file is an old-style continuation logbook (issued 1964) listing five owners, the last of whom, George Harold Day, acquired the Jaguar in March 1967 and appears to have kept it until 1981. The next owner was Peter Robert Thorpe (Mr Day's son-in-law) who sold it to John Vernon circa 1982. There are bills on file from marque specialists Automotive Engineering Developments and University Motors for various works carried out during Mr Vernon's ownership.

Its next owner, Michael Sargent, bought the XK from John Vernon in October 1985 and carried out an in-depth restoration over an eight-year period (photographs on file). Mr Sargent kept the car from some 27 years before selling it to the current vendor in February 2012 (receipt on file). Bills on file detail extensive restoration works carried out by marque specialists Twyford Moors in 2013. Works carried out include a re-spray; re-chroming of brightwork; fitting new chrome wheels and tyres; re-coating all front suspension; installing up-rated rear springs; overhauling the carburettors; replacing the front wheel bearings and stub-axes; and reworking the cylinder head and valves, the latter being done by Sigma Engineering. Noteworthy upgrades include an alternator, twin ignition coils, and a 123 electronic distributor (the original dynamo and coil will be supplied with the car available).

A much loved Motor Car, '5546 PX' has taken part in a variety of rallies and motor sport events, including Prescott, as well as track days at Goodwood. A new motor sport project is the only reason it is offered for sale. Described by the private vendor as in very good condition throughout, '5546 PX' represents a wonderful opportunity for the serious Jaguar collector to own a rare example of one of the most powerful limited-production XKs manufactured by Jaguar Cars.

£110,000 - 130,000
£130,000 - 150,000

151

1974 FERRARI 365 GT4 BERLINETTA BOXER

Coachwork by Pininfarina/Scaglietti

Registration no. AVS 471N

Chassis no. F102AB 18259

- One of only 58 right-hand drive UK-supplied cars
- First owner believed to be the Thai Royal Family
- Circa 4,500 miles from new
- Recent engine top-end rebuild
- Original colour scheme

Unquestionably one of the greatest cars Ferrari has ever built, the 365GT4 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 Formula 1 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.

Testing a Berlinetta Boxer in June 1975, *Road & Track* reported, "Handling is an enthusiast's delight. There's plenty of road feel, which is reassuring when you're exploring the upper limits of the Boxer's capabilities. As an ultimate road-going high performance machine the Boxer has few equals".

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.

Only 367 Ferrari 365 GT4 BBs were constructed before the model was superseded by the 512 BB in 1976. At the time of its introduction the 365 GT4 Berlinetta Boxer was the world's fastest and most expensive car. It remains one of the most desirable and sought after of all Ferraris.

This rare right-hand drive example of the rarest Boxer was supplied new in the UK via Maranello Concessionaires and is one of only 58 cars delivered to this country. According to copies of the build sheets and correspondence from Tony Willis of Maranello Concessionaires Archive, '18259' is finished in its original colour scheme of Azzuro Metallizzato with Nero hide interior.





The engine number '00259' matches that of the factory records, as does the body number '253', which may be found on the rear engine cover, front bonnet, and door handles.

Further correspondences in the file include a copy of the original order from HR Owen to Maranello Concessionaires Ltd dated 14th August 1974; a confirmation of the order from Ferrari dated 9th September 1974 to Maranello Concessionaires; and a copy of the original delivery letter dated 2nd January 1975 recording the purchase price as £9,765. In early 1975, the Ferrari was shipped to sister-company Maranello Concessionaires Far East Ltd in Singapore, most probably for the first owner, believed to be the Thai Royal Family.

The Boxer returned to the UK in the mid 1980s and was purchased by the hotelier and collector, Sonu Shivdasani, becoming part of a collection that included a Ferrari Dino 246 GTS, a 1973 Porsche 911RS, a Radford-converted Bentley S3, and another 365 GT4 BB. Correspondence in the file includes an email from Mr Shivdasani confirming his purchase of the car from either "a Malaysian king or the Sultan of Brunei" together with a 1993 letter from Maranello Concessionaires to Mr Shivdasani stating that the lack of early history was due to the very low mileage the car had covered since 1975. The Ferrari was repainted red and registered as 'AVS 471N'. The Boxer remained in Mr Shivdasani's ownership until 1995, although he rarely drove it. In early 1994 it had benefited from engine work carried out by Prowess Racing, necessitated by its long period in storage.

In 1995, the car was sold to Paul Simon with a recorded mileage of 1,550 miles and is currently showing circa 4,500 miles. Bills on file from Ferrari specialist John Etheridge dating from October 2001 total £5,957, while bills for further work carried out by official Ferrari dealer Francorchamps Motors of Brussels in 2006 total £8,800.

'18259' was laid up for a number of years prior to 2016 and subsequently underwent a full re-spray in its original colour of Azzuro Metallizzato together with an interior re-trim in black leather and an engine-out overhaul. The latter included replacing the exhaust valves and rebuilding the cylinder heads; these works being carried out by Ferrari specialists Neal Lucas Sports Cars Ltd in Camberley, Surrey. The car was fitted with a rare Ansa sports exhaust, which it retains today, while the original gearbox has been changed for another of the correct type. The original gearbox casing is supplied with the car.

Most recently in December 2019 the vendor carried out a substantial service including a cam belt service, a new rear crankshaft oil seal, oil heater exchange pipes and the all important set up of the carburettors. Most valuable and sought-after member of the entire Boxer family, the 365 GT4 BB is one the last truly hand-built Ferraris and is gaining in popularity with enthusiasts and collectors alike. Finished in its original Azzuro Metallizzato livery, making a welcome change from the more common Rosso, '18259' represents a wonderful opportunity to acquire a fine example of a legendary Ferrari that is much rarer and more collectable, not to mention faster, than the 365 GTB/4 Daytona.

£180,000 - 225,000
£210,000 - 260,000

152

Offered from the estate of the late Michael Patrick Aiken, MBE

1939 LAGONDA V12 DROPHEAD COUPÉ

Coachwork by Lagonda

Registration no. 324 XUJ

Chassis no. 14069

- One of only 189 V12s built
- Known ownership history
- Restored in the USA in the 1990s
- Present ownership since 2007
- Professionally maintained with no expense spared
- Class winner at Pebble Beach in 1997

This magnificent Lagonda V12 receives its 'First in Class' award (Open European Classic class) at the 1997 Pebble Beach Concours D'Elegance.





"In making an evaluation of the better British cars, the Lagonda V12 certainly must be considered an excellent design and one that contributed to raising the state of the art - not forgetting, of course, that it probably should be considered W O Bentley's masterpiece." - *Road & Track*, October 1978.

A quite remarkable piece of automotive engineering, the W O Bentley-designed Lagonda V12 was one of the outstanding British models of its day and one of the exclusive handful of 1930s road cars that could exceed 100mph in standard tune. Not only that, but the magnificent, 4½-litre, V12 engine produced sufficient torque to endow the car with a walking-pace-to-maximum capability in top gear. Approximately 185 V12s of all types were built before the coming of WW2 prematurely ended production.

For Lagonda, the year 1935 had brought with it bankruptcy and rescue, its benefactor being a young solicitor named Alan Good. Good reorganised the company and recruited W O Bentley, by then disillusioned with life at Rolls-Royce, which had acquired Bentley in 1931. Bentley succeeded in refining the muscular, Meadows-engined Lagondas while working on a vastly more-advanced design that many consider the great man's finest.

First seen in 1936, the Lagonda V12 did not commence deliveries until 1938 and only 189 had been built before the coming of WW2 ended production. The advanced chassis employed double-wishbone independent front suspension and was available with a varied choice of coachwork, including limousine. Frank Feeley, stylist of Aston Martin's post-war 'DB' cars, was responsible for the elegant factory bodywork. As usual, the short-chassis Rapide roadster provided even more performance.

The V12's announcement demonstrated that the revitalised company was very much back in business, an impression Lagonda's decision to enter the 1939 Le Mans 24-Hour Race can only have enhanced. The marque already possessed a creditable Le Mans record, a short-chassis 4½-Litre driven by John Hindmarsh and Luis Fontes having won the endurance classic outright in 1935. In October 1938, Earl Howe had set a new national record by covering 101.5 miles at Brooklands in a single hour, despite having to stop to change a burst tyre.

This magnificent achievement, together with other high-speed tests during which the Lagonda V12 had shown complete reliability, indicated that it would be a highly suitable candidate for reviving British prestige at Le Mans.



Accordingly, it was decided to enter a two-car team in 1939 with the aim of securing valuable data, and then to mount a full-strength challenge the following year. In the race the two streamlined two-seater Lagondas fared better than expected, Messrs Brackenbury and Dobson finishing in third place with Lords Selsdon and Waleran fourth. Had a less conservative race strategy been employed, then either might have won. By the time the outbreak of war halted production, only 189 of the fabulous cars had been produced; sadly, the V12 was not revived when peace returned.

A wonderful example, chassis number '14069' is fitted with the factory's Frank Feeley-designed drophead coupé coachwork, and according to the Lagonda Club was first registered on 31st March 1939. The first owner's name is illegible but the records show that this short-chassis car was supplied finished in jewelescent grey with red leather interior and burr walnut woodwork. The supplying agent was University Motors in London and the Lagonda was first registered as 'MG 6448', a Middlesex mark.

The second owner, immediately after WW2, was Eric B Fox of the Fox's Glacier Mints company based in Leicester. Immediately prior to his ownership the Lagonda had been used by the manufacturer in its advertising, appearing in a Lagonda factory magazine, *Photo World*, dated April 1945 and in an *Autocar* magazine advertisement in May of that year.

These advertisements were captioned thus: "In Due Course: A new, less expensive and smaller LAGONDA will carry the name into markets hitherto unacquainted with all LAGONDA has signified to discerning motorists for over 40 years". Why Lagonda chose to use the far from cheap V12 to promote a forthcoming smaller and less expensive model is a mystery.

'MG 6448' was last serviced at the factory in 1947 while still in Mr Fox's ownership. The next record is dated 1960 when the car is recorded with one R Nicholson in Kent and a few years later with W G V Hall in Southwest London. Subsequently the Lagonda was exported to the USA, and in 1968 was owned by famous collector Jack Nethercutt. In 1987 Mr Nethercutt sold it to another respected and discerning collector, General William Lyon. The Lagonda was next owned by Pebble Beach Concours Judge, Mark Tuttle, passing in 1993 to William Roberts of Bainbridge Island, Washington State. The latter then commissioned an extensive restoration, with the paint and bodywork entrusted to recognised specialist Walter Johnson of Bainbridge Island, a craftsman with numerous Pebble Beach concours winners to his credit.

The engine was fitted with new Jahns pistons, Carrillo con-rods, and Crower camshafts with a modern profile, while the internals were updated for improved performance and reliability. An enthusiastic owner/driver, the then owner made every effort to keep the Lagonda as original in appearance as possible, the only non-original items visible being the dipstick and separate reservoir for the Bijur lubrication system.

The interior was re-trimmed throughout with finest American leather, colour matched to the coachwork, while the wood was re-veneered to original specification by a master violin maker, and a new high-quality soft-top made. All the considerable work and expense was rewarded when the Lagonda was awarded 1st Prize in the Open European Classic class at the Pebble Beach Concours d'Elegance in 1997.

Since deceased, the present owner, Michael Patrick Aiken MBE, purchased the car in 2007 at the Amelia Island auction. A successful businessman who achieved boardroom-level appointments in the brewing and shipping industries, Michael Aiken was CEO and owner of Wightlink Ferries, and received his MBE in 2013 for services to National Heritage. In his hands since its acquisition in 2007, the Lagonda has been meticulously maintained by recognised specialists including Blakeney Motorsport, Harwoods, BishopGray, etc).

W O Bentley's Lagonda V12 is one of the most sophisticated, attractive, and exclusive cars of the pre-war era and this fine example, with its well-chronicled provenance, is an opportunity not to be missed.

£200,000 - 300,000

€230,000 - 350,000



153

1962 MERCEDES-BENZ 190 SL ROADSTER

Registration no. 767 XPL

Chassis no. 121-042-20-022643

- *Iconic soft-top Mercedes-Benz*
- *Restored and upgraded in 2017*
- *Weber carburettors and front disc brakes*
- *Professionally stored and barely driven since restoration*
- *Comprehensive history file available*





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

For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. "Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine. Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, the M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190 SL to 60mph in around 14 seconds and on to a top speed of 106mph.

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

Finished in blue-grey with red leather interior, this beautiful 190 SL was extensively restored by Premium Classic Cars in 2017 and since then has been kept in tiptop condition by Windrush Secure Car Storage. The odometer was zeroed during the restoration and the car has covered a mere 172 miles since completion. Sensibly upgraded during the rebuild, it boasts Weber carburetors (retaining the original-style air box); a front disc brake conversion and brake booster; seat belts; an up-rated radiator core; a Kenlowe electric fan (with manual override); and a Becker Mexico Retro 7942 radio with custom soundboard. In total, some £200,000 was spent on the car's acquisition and restoration, as detailed by bills and photographs in the comprehensive history file, which also contains MoT certificates, records of previous owners, a V5C document, and MoT to 31st July 2020. James Edgerton's detailed post-restoration report on the car's condition is on file also. This extensively restored and sensibly upgraded car is worthy of the closest inspection.

£90,000 - 120,000
£110,000 - 140,000

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

1936 MG MIDGET T-SERIES PRE-PRODUCTION SPORTS

Registration no. JB 9446
Chassis no. TA 0267

- The 17th TA Midget produced
- Driven by William and Kitty Brunell in the 1936 Continental Tour of Europe
- Meticulously restored in the early 2000s
- Excellent condition



'JB 9446' on the 1936 Continental Tour of Europe



Launched in 1936 as successor to the PB Midget, the T-Series Midget (known later as the TA) was an altogether larger and roomier car. The simple chassis design followed established Midget practice with semi-elliptic springing all round, though the use of hydraulic dampers at the front and the adoption of Lockheed hydraulic brakes were new departures. Although styled in a manner MG enthusiasts had come to expect, the new two-seater broke with tradition by employing an overhead-valve engine instead of the previous overhead-camshaft type. Derived from that of the Morris Ten, the 1,292cc four-cylinder engine produced around 50bhp at 4,500rpm, good enough to propel the lightweight T-Series to within a whisker of 80mph.

For many years all MG chassis numbering sequences began with '251' (the factory's telephone number!) making this very early T-Series Midget the 17th car produced. MG Car Club correspondence on file states that this car is a pre-production example and is listed as such in their 2003-2004 Yearbook.

In 1936 'JB 9446' was given to William Brunell and his daughter Kitty to participate in that year's Continental Rally, organised by the MG Car Club. Mr Brunell is notable as the first Englishman to win the Monte Carlo Rally (in 1926, co-driving with Victor Bruce) and Kitty was the first and only female driver ever to win the RAC Rally of Britain (in 1933), a most impressive record for any motoring family.

William Brunell was also a leading motor sports journalist and pioneering photographer of his era; there are numerous charming photographs of the Rally on file, and a full report was published in The Sports Car magazine in October 1936. The National Motor Museum at Beaulieu has the complete collection of photographs of the Rally.

Sold by the factory, its whereabouts are unknown until 1958 when a continuation logbook was issued by County Hall in Trowbridge, Wiltshire. The MG's movements are recorded over the next ten years, during which it has seven changes of ownership in the Southampton and Winchester areas. The TA next surfaced near Brands Hatch where an owner ran it until 1970 before stripping it for a restoration that was never completed.

The car changed hands again in 1994, and then again in 1999 when it was purchased by the current owner who had it meticulously restored in the early 2000s as befits an early survivor of this historic MG model. Described by the private vendor as in excellent condition throughout, this wonderful piece of British motoring history is offered with an old-style logbook; sundry restoration bills; an expired MoT (2004); a V5C registration document; and copious correspondence.

£35,000 - 45,000
€40,000 - 52,000

1930 HOTCHKISS A80 RIVIERA FAUX CABRIOLET

Registration no. GK 4367

Chassis no. 22126

- *Rare model from a premier French make*
- *Sold new in the UK*
- *Right-hand drive*
- *Long-term single ownership (1946-2015)*



A slump in demand for the products of its Saint-Denis munitions factory prompted Hotchkiss to diversify into motor manufacture in the early 1900s. The company was already a major supplier of components to the automobile industry, and right from the start the famous 'Hotchkiss Drive' (by live axle and open propeller shaft) was a feature of its cars.

After WWI, Hotchkiss concentrated on developing the 4.0-litre AF, and it was not until 1923 that a smaller, medium-size car with broader appeal was introduced: the 2.4-litre, 12hp AM. Equipped with Hotchkiss drive, naturally, the AM featured a four-cylinder sidevalve engine in unit with the four-speed gearbox, together with four-wheel brakes and wire-spoked wheels. Moderately priced and capable of 70mph, the AM constituted the bulk of Hotchkiss production during the late 1920s. In 1926 a more powerful and faster overhead-valve AM2 version was introduced. The AM2 abandoned the Hotchkiss Drive in favour of torque tube transmission, and continued in production until 1932, by which time it was being built alongside the AM80. Designed by Chief Engineer Vincenzo Bertarione, the AM80 was powered by 3.0-litre six-cylinder overhead-valve engine with seven-bearing crankshaft and a Lanchester-type balancer, which produced a maximum of 65bhp.

A wide variety of body styles was available on the AM80, a little over 5,000 of which had been built when production ceased in 1933. Most interestingly Hotchkiss won the Monte Carlo rally in 1932, 33, 34, 39, 49 & 50. The 1932 was won in a Riviera with the engine bored out to 3.5 litre.

Sold new in the UK in November 1930, this rare Hotchkiss AM30 Riviera was purchased by the current vendor in 2015 from a friend, who had bought the car from Chipstead Motors in 1946. A veterinary surgeon whose practice was in the Scottish Highlands, the former owner had used the car infrequently before laying it up in 1959 when he went to work in Ireland. The Hotchkiss went with him when he relocated to Gloucestershire but was never used again, remaining off the road, garaged, until its acquisition by the vendor five years ago. Since then the car has been driven only some 50 miles; however, we are advised that the radiator is now furred up and requires attention. The only notified deviation from factory specification concerns the car's original large luggage trunk, which rotted away and has been replaced with a metal box. Sold strictly as viewed, this rare model from one of France's premier makes is offered with an old-style logbook, a V5C document, and a recently expired MoT certificate (September 2019).

£20,000 - 30,000**€23,000 - 34,000**

1958 JAGUAR XK150S 3.4-LITRE ROADSTER

Registration no. TAS 814

Chassis no. T831714DN

- Purchased in the USA
- Extensively restored between 1998 and 2001
- Regularly rallied
- Five-speed gearbox with original box as spare



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

A progressive development of the sensational XK120 and XK140, the XK150 retained the same basic chassis, 3.4-litre engine, and four-speed Moss transmission of its predecessors but benefited from an entirely new body providing increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen. 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: at last the XK had stopping power to match its prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed.

'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps.

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

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

Manufactured on 10th November 1958, chassis number 'T831714DN' is one of 846 3.4-litre XK150S models made in left-hand drive configuration. The accompanying Jaguar Daimler Heritage Trust Certificate reveals that the car was originally finished in cream with red trim and fawn soft-top, and that it was despatched to Jaguar Cars New York on 26th November 1958. Information on file from the XK Register of Arizona lists two previous owners: John Gimple of Indian Hills, Ohio and Richard Harvey of Cold Spring, Kentucky.



In August 1997, this car's late owner contacted Dan Mooney of Classic Jaguars (USA) Inc of Austin, Texas and expressed an interest in having an XK 150 restored. This example was sourced from a dealer in Kentucky, purchased and trucked to Austin (purchase receipt on file).

Reportedly, the car was complete and in good driveable condition with no signs of damage and very little rust: an excellent starting point for a ground-upwards restoration. It was decided that the XK should be restored to the highest possible standard and to original condition such that it could be entered into concours competitions with a good chance of achieving 100 points.

There are numerous receipts on file and the bound Jaguar Drivers Club history folder contains photographs of the work together with an original chassis plate and the following breakdown of costs incurred to December 1997:

Purchase car: £33,000
 Strip down: £5,359
 Engine rebuild: £3,000
 Interior trim: £3,900
 Wire wheels and tyres (x5): £2,000
 New gearbox: £4,300
 Hood: £850

There are also numerous invoices available for subsequent maintenance, including bills for a complete overhaul of the steering rack by British Car Service of Tucson, Arizona in October/November 2001.

The deceased owner was a very capable DIY mechanic and after touring the XK in the USA post-restoration he brought it back to the UK in April 2003 and worked on the car himself. He would often solicit the help of marque specialist Andrew Tart (Andrew Tart Motor Engineering), who regularly serviced the car and at some time in the last 18 years stripped, rebuilt and balanced the carburetors. Andrew advises us that the owner was a real enthusiast who entered numerous rallies with great success, including a tour of Russia, the Balkans and North Africa, never breaking down!

Some jobs, however, are best left to experts, and in December 2006 the engine was rebuilt by VSE, overseen by HRG Classic Jaguar, who overhauled the suspension and fuel pump in April 2007. Other noteworthy works include overhauling and re-balancing the prop shaft (May 2009); machining and balancing the flywheel and repairing the starter motor (2011); and fitting an anti-roll bar (2012). Annual servicing including oil changes was carried out by the owner.

Finished in British Racing Green with matching leather interior and black hood, the car has been sensibly upgraded with a five-speed gearbox, twin ignition coils, and an on/off switch for the fuel pumps. Accompanying documentation consists of a V5C Registration Certificate and the aforementioned history file and bills. The original gearbox is included in the sale.

£85,000 - 115,000
£100,000 - 130,000

1939 ALVIS SPEED TWENTY-FIVE SPORTS

Registration no. GNA 289

Chassis no. 20068

- One of the fastest British sporting cars of its day
- Copy of a 1938 design by Rivers Fletcher for Charles Follett
- Originally a Charlesworth-bodied saloon
- Constructed in the 1970s
- MoT until 03/2021



Engineer T G John founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminium pistons – 'Alvis'. Manufactured by T G John Ltd, the first Alvis car – the 10/30hp – appeared in 1920. Conventional yet well engineered, the four-cylinder sidevalve-engined 10/30 was unusual among contemporary light cars in having a four-speed gearbox. Beginning in 1922 and using the 10/30 as a starting point, newly appointed Chief Engineer Captain G T Smith-Clarke and Chief Designer W M Dunn created the car that effectively established Alvis's reputation – the immortal 12/50. The latter was powered by a new overhead-valve engine of 1,496cc, and on its competition debut at Brooklands in 1923 secured a legendary victory in the premier 200-Mile event crewed by Harvey/Tattershall. The production version went on sale later that same year priced at £550.

Pre-war development of the six-cylinder Alvis, the first of which had been introduced in 1927, culminated in the announcement of two new models for 1937: the 4.3-Litre and the 3.6-litre Speed Twenty-Five, both powered by new seven-bearing, overhead-valve engines. The cruciform-braced chassis were similar and embodied the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed, all-synchromesh gearbox – introduced on the preceding Speed Twenty – were retained, with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. On test with Autocar, the Speed Twenty-Five demonstrated remarkable top-gear flexibility combined with a maximum speed of 95mph, and was found to possess qualities of, 'quiet running and general refinement in a striking degree.'

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

This particular Speed Twenty-Five is a special-bodied copy of a car that racing driver, and former Bentley apprentice, Rivers Fletcher had designed for Charles Follett's use at the 1938 RAC Tourist Trophy but which never raced due to the Munich crisis (see vendor's correspondence with Rivers Fletcher in 1979). The chassis and engine number indicate that this car was built in 1939 as a Speed Twenty-Five with Charlesworth saloon body (finished in maroon) which was delivered to Parkers in Birmingham. Eventually, the car came into the hands of a Mr Martin Johnson, an Alvis dealer, who asked a colleague to produce a two-seater sports body for it. David Malvein, having seen the design of Rivers Fletcher's 1938 TT racer, decided to convert the car in similar fashion. The project was given to Nic Harley at Winkleigh, who in turn gave the job to Wivis Engineering in Exeter.

It would appear the coachwork was manufactured in approximately 1971 and installed on the rolling chassis some six years before the current vendor acquired the Alvis in London during the 1970s. More recently, the cooling system was flushed out and the gearbox overhauled by Overton Vehicle Overhauls. It should be noted that the original hand-operated chassis oil pump, while still in position, has been superseded by grease nipples. A sportingly bodied example of one of the great pre-War British sports cars, this Alvis recently passed its MoT and is ideally suited to events such as the Flying Scotsman rally and the 1000 Mile Trial.

£60,000 - 80,000

£70,000 - 94,000

158

1963 JAGUAR E-TYPE 3.8-LITRE SERIES 1 ROADSTER

Registration no. NRH 717A
Chassis no. 879471

- Extensively up-rated
- Featured in 'The Man from U.N.C.L.E'
- Delivered new to the USA
- Restored and converted to right-hand drive in the 1990s
- Present ownership since 2011



Delivered to Jaguar Cars, New York in May 1963, this E-Type roadster was imported from the USA to the UK in 1991 by classic car dealer Simon Robinson of Darlington. The Jaguar was then restored and converted to right-hand drive, and shortly thereafter was sold to a Mr Frederick Jones of Sunderland (in September 1991).

In July 1997 the E-Type was purchased by Mr Justin Noxon, who commissioned a major restoration by Newlands Motors, classic car specialists of Forest Row, Sussex at a cost of over £17,000. At this time the engine was rebuilt, an unleaded conversion was carried out and 'hot' camshafts fitted. The car was also subject to a gearbox rebuild; the radiator was re-cored and Kenlowe fan was fitted. The car was rewired; suspension and braking system refurbished with up-rated brakes (XJ6 front callipers and Coopercraft rear); and a roll bar and race harnesses installed.

Next owner Jonathan Kidd acquired the E-Type in May 2001. Major works and modifications undertaken during Mr Kidd's ownership are as follows: clutch and fuel pump replaced; flywheel balanced and new pedals; new D-Type style wheels; negative earth conversion; new starter motor; suspension completely refurbished with adjustable shock absorbers; new 80-amp alternator; body re-sprayed; speedometer repaired and re-calibrated; heater replaced; new Kenlowe fan and voltage stabiliser; braking system completely refurbished; clutch slave cylinder replaced; new exhaust system; rear sub-frame renewed and refurbished; rev counter repaired and re-calibrated; roll bar modified to be detachable; and inertia-reel seat belts fitted.

Mr Kidd having passed away, the car was acquired by Mr Andrew Biggs of Dorset in December 2009. The current vendor purchased the E-Type at Bonhams' Goodwood Festival of Speed sale in July 2011 (Lot 448). A week later the car passed its MoT test with no problems and on 23rd July was driven to Silverstone to participate in the E-Type's 50th anniversary celebrations. Since then the E-Type has been much enjoyed both at home and abroad, visiting venues such as the Goodwood Revival, Le Mans, Monaco Historic, Shelsley Walsh, Circuit de Reims, etc. Significant works carried out during the vendor's ownership include uprating the gearbox to a 4 speed 4.2 unit; fitting a new convertible hood along with refurbishing the whole interior.

A very fast and well-maintained E-Type with up-rated engine, gearbox, brakes and suspension, 'NRH 717A' is ready to be used and enjoyed. The car also notably featured in *'The Man from U.N.C.L.E'* (photos within the cars file) Offered with a V5C document; the vendor's personal log of all events attended and works carried out; and service history since the Newlands Motors rebuild in the late 1990s.

£80,000 - 100,000

£94,000 - 120,000

159

**1978 ASTON MARTIN V8 'OSCAR INDIA'
SPORTS SALOON**

Registration no. XYT 795T
Chassis no. V8/SOR/12039

- *One of only 12 Oscar India V8s built with manual transmission*
- *Original registration*
- *Extensive history file*





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

Shortly after reorganisation under new ownership as AML (1975) Ltd, Aston Martin resumed development of its highly successful V8. A host of improvements was to be incorporated in the forthcoming 'Series 4', scheduled for introduction in October 1978. Built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'. The most obvious differences were a restyled bonnet and boot-mounted spoiler while the cabin received a redesigned dashboard and centre console, and the headlining became leather rather than cloth. There were, of course, countless other improvements, most notably to the air conditioning and to the shock absorber settings.

Autocar magazine found much to commend in the 'Oscar India' tested in October 1978, reckoning that this latest example from the Newport Pagnell factory stood out as the best-built and most competently finished car it have ever known Aston Martin produce. "It sets new standards of excellence for the company. In the past there has always been a slightly niggly feeling that one was paying an awful lot of money for a car of rather indifferent trim standards, in which the fabulous performance was not matched by the way the car was put together. Not so any more - the car is a delight, whether to drive, to travel in, or simply to look at."

This Aston Martin V8 Oscar India is one of the extremely rare examples equipped from new with the desirable ZF five-speed manual gearbox. This is a genuine factory manual car and not a later conversion. In addition to the manual gearbox, '12039' left the factory with optional rear fog lamps, Cibie headlights in grille, Weber carburettors, Avon tyres, Pioneer stereo, and beige Onslow carpets.

An older restoration in very good condition throughout, the Aston has belonged to the current vendor for the last five years and before that formed part of the billionaire car dealer the late Arnold Clark's private collection. The car comes with a large history file dating back to the early 1980s containing the original stamped service book, owner's manual, warranty card, old MoTs, V5C registration document, and numerous invoices along with a Heritage certificate.

One of the rarest of all Aston Martin V8 variants, with only 12 produced with manual transmission, this Oscar India represents a wonderful opportunity for the Aston Martin collector. Please note the vendor has advised us that since being consigned, this vehicle has recently passed its MOT with no advisories and has received a full service.

£120,000 - 160,000
£140,000 - 190,000

1986 JAGUAR XJ-S TWR V12 HE 6.1-LITRE LYNX EVENTER SPORTS ESTATE

Registration no. D128 NYG

Chassis no. SAJJNAEW3BC130568

- Believed the only Lynx Eventer with in-period TWR upgrades
- Three private owners from new
- Full service history from new
- Professionally restored in 2011
- Engine rebuilt in 2012
- Featured in Jaguar World magazine (January 2012 edition)

Based on an XJ-S V12 HE Coupé, the Lynx Eventer offered here is believed to be the only one upgraded by TWR in period. The Jaguar was sold new by Rocar Moores Ltd (now Rybrook) of Huddersfield and first registered on 1st October 1986 as 'D128 NYG'. Its first owner was Raymond M Burton, CBE, son of Montague Burton, founder of the eponymous chain of men's clothing retailers. Mr Burton changed the registration to 'RMB 1'.

On 21st October 1986, with only 342 miles recorded, the XJ-S commenced conversion to enhanced 6.1-litre specification at Tom Walkinshaw Racing Ltd, renowned specialists in the development of high-performance Jaguars. Former TWR engineer Mr Nigel Grist has recognised the engine as one he built and identified it as the 15th 6.1-litre unit TWR produced. In addition to Mahle forged pistons, machined combustion chambers, and high-lift camshafts, this particular engine (numbered '61L15' by TWR) is fitted with TWR's Engine Efficiency Kit, which included larger air intakes, high-flow air filters, and special spark plugs. Lynx files quote a maximum output of 380bhp for this particular engine, whereas TWR's 'standard' 6.1-litre engine had a quoted output of 335bhp. Other TWR mechanical modifications included a 'Quickshift' gearbox kit; a TWR suspension kit; and a TWR Power Assisted Steering Valve, while TWR JaguarSport 16" Speedline alloy wheels replaced the standard items.

In January 1987, the XJ-S was despatched to Lynx Engineering of St Leonards-on-Sea, East Sussex for conversion into one of their Eventer sports estates. Completed in March 1987, this car is the 35th of an estimated 67 Eventer conversions.

The Eventer's next owner was Sheffield-based entrepreneur Mr John Shirtcliffe, who took delivery at the end of August 1991. The car's service records with H R Owen for the period 1986-1991 are on file, and it should be noted that they had replaced the odometer at 16,976 miles on 6th June 1989.

Mr Shirtcliffe registered the car in the name of his company, Shirtcliffe Contracts Ltd, with the mark 'JRS 44'. On 31st October 1996, Mr Shirtcliffe transferred the registration to another company, F M Birch Ltd, of which he was Chairman. While in Mr Shirtcliffe's ownership (1991-2010), the XJ-S was serviced and maintained by Hatfields Ltd of Sheffield (service records and invoices on file). An alarm system/central locking system was fitted by Hatfields in November 1991.

Having been repainted once, the car was stripped and re-sprayed again in its original colour in December 1992 by Ray Boynton Limited of Sheffield. Thin twin gold coach lines (standard on post-1988 models) were applied, replacing the original 'Gold Leaf' coach lines. In 2001, Mr Shirtcliffe transferred the 'JRS 44' mark to another vehicle, and the Eventer's registration reverted again to 'D128 NYG'. The car was stored in F M Birch's warehouse, and during the nine years between the 2001 and 2010 MoTs was driven only 1,504 miles.





In November 2010, Mr Shirtcliffe sold the Eanter to classic car dealer Mike Abbas. Prior to its purchase by the current (third) private owner, the car was inspected by Knowles-Wilkins Engineering Ltd of Thatcham, Berkshire and found to be well presented and in generally good working condition, with current MoT but ripe for restoration. KWE commenced the restoration in 2011, repairing and wax-injecting the chassis and installing their 'S1' package of running gear upgrades. Restoration of the bodywork was contracted to Berkshire Bodyshop of Newbury.

Turning to the interior: a new headlining was made by Trimmania Ltd, while the original trip computer (kept in the glove box) was replaced with a standard analogue XJ-S clock. The outdated telephone installation was removed, and all dashboard and door wood trim replaced with new American burr walnut. The 'ski slope' console received matching veneer, and the gearlever knob was replaced with one in solid walnut. The entire exhaust was replaced with a new stainless steel, large-bore, twin-pipe system, custom-made to TWR specifications by AJ6 Engineering of Bollington, Cheshire. An extensive photographic record of the KWE restoration is available (online and on disk) and all invoices are on file.

Since KWE completed the restoration in June 2011, the car has been maintained and serviced by classic Jaguar specialists Alan Lloyd Motors Ltd of Kingston, Surrey (now A&M Motors Ltd). In June 2012, the engine developed a severe oil leak due to the failure of the original crankshaft seal. Its replacement required the engine's removal, so the decision was made to use the opportunity to strip, inspect and rebuild the engine. As well as comprehensively overhauling the engine, Alan Lloyd also replaced the radiator, water pump, alternator, and battery. Other components replaced since then include the brake master cylinder, fuel pump, near-side rear damper; right-side mirror; and aerial and motor, while the headlights and dashboard illumination have been converted to LED lighting. A&M has continued to service the car annually and carry out MoT testing; it is currently MoT'd and expired certificates dating back to 1991 are on file.

Since 2013, the XJ-S has been kept garaged and used regularly but sparingly. It was driven to Paris in 2014 and currently displays at total of 71,798 miles on the odometer, making the total from new 88,774 miles. Favourably reviewed in Jaguar World magazine's January 2012 edition, this unique Lynx Eanter is worthy of the closest inspection.

£55,000 - 65,000
€64,000 - 76,000

161

Property of a deceased's estate

1932 LAGONDA 3-LITRE SPECIAL DROPHEAD COUPÉ

Coachwork by Carlton Carriage Company

Registration no. FW 3154

Chassis no. Z10144

- *Believed one of only two surviving Carlton-bodied Lagondas*
- *Present family ownership since 1982*
- *Assiduously maintained and used regularly*
- *Engine professionally rebuilt in 2010/2011*



Formerly with Lea Francis, designer Arthur Davidson was responsible for the six-cylinder engine in Lagonda's new '16/65' model. Originally of 2,692cc, the seven-bearing overhead-valve unit was enlarged to 2,931cc (and later to 3,181cc) to create the 3-Litre model of 1928, finally being stretched to 3,619cc for the short-lived 3½-Litre in 1934, by which time the Meadows-engined cars were seen as the way forward. From 1929 onwards though, the model was available in sporting 'low chassis' form, this new frame having resulted from the company's racing experience.

Testing a Lagonda 3-Litre in 1929, *The Motor* reckoned it was "difficult to imagine a car nearer an ideal than one which combines the full performance of a speed model with the top gear performance of the best modern touring car". The 3-litre was, indeed, exceptionally flexible, being able to accelerate from 5mph to its maximum of around 80mph in top gear. *Motor Sport* summed up the 3-Litre Lagonda as "a very pleasant car of very high quality, and possessing that indefinable but very definite character which stamps the thoroughbred in every walk of life" – sentiments with which we can only concur.



According to marque authority Arnold Davey, there were circa 24 Lagondas bodied as drophead coupés by Carlton between 1931 and 1935 (that would include the 2-Litre, 3-Litre and 4½-Litre [M45] cars). It is believed that only two Carlton Drophead Coupés still exist, making this example a very rare car indeed.

This Lagonda 3-Litre's history can be traced back to 1934 when it was purchased from a London showroom by Stanley Herbert Smith of Broughton, near Preston, passing to his son, Stanley Bernard Smith, in 1951. The Smiths owned a local cotton manufacturing business: JR & A Smith. The accompanying old-style continuation logbook (issued 1947) reveals that the car was black at that time. Apart from a colour change, the only known deviation from factory specification is the fitting of flashing indicators.

Other documentation on file states that S B Smith owned the Lagonda until 1976. Some six years later, in 1982, 'FW 3154' was purchased from a garage in Market Drayton by the vendor's late father.

A keen member of the Lagonda Club, the VSCC, and his local car club (Salop Yesteryear Motor Club), its late owner maintained the car assiduously and used it regularly until his death in 2019. There is a substantial file of history with the Lagonda, including bills and photographs relating to a complete engine rebuild carried out by Bradeney Farm Workshops of Worfield, Shropshire in 2010/2011.

The file also contains an buff logbook; old-style V5 document; a copy 3-Litre Lagonda instruction book; a spares catalogue; numerous copies of the Lagonda Club newsletter and Register of Members; several books on the marque; plentiful paperwork; and the aforementioned old-style logbook. Described by the private vendor as in generally good condition, this highly desirable Post-Vintage Thoroughbred looks forward to its next enthusiastic new owner.

£50,000 - 60,000

€59,000 - 70,000

1971 TRIDENT CLIPPER COUPÉ.

Registration no. ADE 108J

Chassis no. 7113

- *Rare hand-built British GT car*
- *Glassfibre bodywork*
- *Professionally restored*
- *Fewer than 800 miles covered since completion*



The Trident Clipper started out as a Trevor Fiore styling exercise commissioned by TVR and exhibited at the Geneva Salon in 1965. When the Blackpool-based sports car maker went through one of its many financial crises, the Clipper project was sold to Bill Last, one of its dealers. Early Clippers used the TVR Grantura chassis before Last switched first to the Austin-Healey 3000 frame and then to that of the Triumph TR6 for the related Venturer and Tycoon models. Ford V8 engines were used for the glassfibre-bodied Clipper, though two late examples were completed with Chrysler units. It is estimated that Trident built approximately 120 cars of all models between 1967 and 1978.

Early history of this car is unknown, although the last four digits of the chassis number ('7113') indicate that it is the 13th car built in 1971. The Clipper was not registered in the UK and subsequent research has revealed that it resided in South Africa and then Zambia in its early life. The current owner purchased the Clipper in the UK and had it rebuilt to 'as new' condition by Tim Walker Restorations Ltd of Woodham near Aylesbury, Buckinghamshire. The accompanying and very comprehensive file shows that all components were restored wherever possible or replaced with new parts (bills available).

The Ford V8 engine was unusable and the latest equivalent - the 302ci (5.0-litre) Windsor unit producing 330bhp - was purchased new from Real Steel and installed together with its associated five-speed gearbox. Air conditioning and Kenwood satellite navigation were added as sensitive upgrades, these being the other main variations from the original specification. The original seat frames were restored and re-padded, and the interior re-trimmed in a combination of grey and dark blue leather. The brakes, transmission, suspension, and electrics were all replaced, while the Webasto sunroof was renewed by the same craftsman who fitted the original 40 years ago.

Offered with a V5C document, MoT to February 2021, and the aforementioned history file. Having covered fewer than 800 miles since restoration, this most attractive and unusual car represents a wonderful opportunity to acquire an extensively restored example of a rare British GT at a fraction of the rebuild costs.

£25,000 - 30,000**€29,000 - 34,000**

163

1974 PORSCHE 914/4 2.0-LITRE COUPÉ

Registration no. DDE 229P

Chassis no. 4762903822

- *Delivered new to the USA*
- *Left-hand drive*
- *Un-restored with original paintwork and interior*



Porsche's strong historical links with Volkswagen were reaffirmed in 1969 with the launch of the Porsche-designed VW-Porsche 914, a mid-engined, Targa-top sports car to be assembled by Karmann of Osnabrück. At the time Volkswagen needed a new car to replace the ageing Karmann-Ghia, while Porsche was looking for another option to add to its line-up. First seen at the Frankfurt Auto Show, the 914/4 used the 1,679cc, four-cylinder, air-cooled motor of the Volkswagen 411 while the 914/6 was powered by the Porsche 911T's 2.0-litre six. Both cars employed all-independent suspension - a mixture of 911 and VW parts - to which were married four-wheel disc brakes and a five-speed gearbox. The 914's reputation for excellent handling was somewhat marred by criticism that the four-cylinder version was too slow, though lack of speed was never a shortcoming of the 914/6. The latter was a relatively short-lived model and in 1973 was effectively replaced by the 1,971cc four-cylinder '914 2.0', which also featured forged alloy wheels, front and rear anti-roll bars, and an improved interior incorporating additional instrumentation.

The very best that could be found at the time, this Porsche 914/4 was sourced a few years ago by a reliable Porsche 911 restorer on behalf of its owner for a long road trip. Its owner then drove the Porsche over 4,000 miles to Albania and the following year down to Naples and back without it missing a beat; indeed, we are advised that the bonnet remained un-lifted!

A late model, the Porsche was delivered new to Oregon, USA and appears to have enjoyed the benefits of long-term ownership rather than the more usual neglect and abuse to which some 914s succumb. These cars are tough but very few arguably survive in such good order as this example. The private vendor advises us that it is all correct, un-restored and standard, while bearing in mind its almost five decade existence the underside is described as in normal working condition rather than being concours. The Porsche retains its original factory paintwork and, as far as is known, has never been damaged. The interior is original and is said to be in good condition and undamaged.

Extremely rare in such unmolested condition, this car currently displays a total of circa 95,000 miles on the odometer and is said to be reliable and driving very well, with no known faults. Accompanying documentation consists of the original US registration papers, a current MoT certificate, and a V5C document.

£20,000 - 30,000

€23,000 - 34,000

1966 MERCEDES-BENZ 230 SL CONVERTIBLE WITH HARDTOP

Registration no. AVG 739D

Chassis no. 11304222016640

- Single family ownership from new
- Automatic transmission
- Extensive professional restoration in 2017
- Mercedes replacement engine installed circa 12,000 miles ago
- Comprehensive history file



A convertible-with-hardtop model, this car is a right-hand drive example of the 230 SL, a landmark car that founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Introduced at the Geneva Salon in March 1963 as replacement for the 190 SL, the 230 SL abandoned its predecessor's four-cylinder engine in favour of a 2.3-litre fuel-injected six derived from that of the 220 SE and producing 150bhp. An instant classic, the body design was entirely new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 120mph.

The 230 SL even managed a debut competition victory, as Sporting Motorist noted: "Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt. Soon after the 230 SL was announced, Eugen Bohringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory." Christened 'Pagoda' after their distinctive roof shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

This automatic transmission 230 SL was purchased new by Mr Ivor Frost for his wife and has remained within the same family ever since (aunt and nephew). The car originally left the factory in the wonderfully period colour combination of Light Beige with a Bronze Brown interior and matching Havana Brown soft top. A combination it still retains to this day.

In November 2017 a restoration was completed by classic Mercedes-Benz specialists Hilton & Moss of Bishop's Stortford at a cost of £20,000 (invoices available). Works carried out included replacing the floor pans, rear chassis legs, boot floor, and sundry other panels, while the interior woodwork was renewed also. The engine is a Mercedes replacement unit, installed circa 12,000 miles ago. Serviced recently by marque specialist Steve Redfearn, the car is described by the private vendor as in very good condition throughout. As one would expect of a well-cared-for 'one-owner' example, it comes with a huge history file containing the original service book (stamped), expired MoTs, instruction booklets, a V5C document, current MoT, and countless invoices.

£70,000 - 90,000

£81,000 - 100,000

1972 JENSEN INTERCEPTOR MKIII SPORTS SALOON TO 'INTERCEPTOR R' SPECIFICATION

Registration no. PHJ 709K

Chassis no. 1335599

- Restored and built to 'R' specification in 2018
- Extensively upgraded
- 5,000 miles since the rebuild
- List price £180,000



This car has been modified to the modernised and enhanced Interceptor R specification, as originally developed by Jensen specialists VEight Ltd and JIA of Banbury, Oxfordshire, with the majority of the work undertaken by Pale Classics Ltd, headed by Paul Lewis (former President of the Jensen Owners Club). The aim was to produce an R-specification car while maintaining as much of the original exterior and interior looks as possible. It is a 'last nut and bolt' body-off rebuild of a left-hand drive 1972 Interceptor MkIII imported from Canada (see paperwork and images on file). The cars listed at £180,000 plus extras.

The bodyshell has been sand-blasted, seam-sealed, undercoated and re-sprayed by Colin Nichols of Calne and then under-sealed and Waxoyled. The 7.0-litre V8 engine is a General Motors LS3/L99 unit producing 400bhp; tuned by John Sleath Race Cars and optimised for UK driving, it is equipped with a Speartech ECM and TCM and has 'fly by wire' throttle control. Fuel is delivered by an Aeromotive Dual Phantom Stealth fuel system from a bespoke 18-gallon vented race tank with crumple zone. The exhaust system is bespoke, featuring twin silencers to recreate the original Interceptor sound.

The transmission is a modern Chevrolet 6L80 six-speed automatic gearbox that retains the Interceptor's original automatic gear shifter, while the differential is a Salisbury 2.89:1 Powr-Lok (the same set-up as JIA, V Eight, etc). New Jaguar independent suspension is fitted at the rear together with Gaz shock absorbers and Polybushes all round, while the front and rear springs have been lowered slightly to maintain the original Interceptor look and improve roadholding. The steering was converted to right hand drive; the rack is an original with lighter pinion, modified by Kiley Clinton Ltd.

Supplied by Fosseway Performance Limited, modern racing brakes are fitted front and rear, while the handbrake has been modified but retains the look of the original. This is a dual-circuit system. Copies of the original Interceptor items, 17" wheels have been fitted to accommodate the large brakes.

The air conditioning has been modernised with new Sandel 225 condenser pump and full Fen Air modernised system, while the Heating system likewise has been up-rated to modern standards. The electrics have been rewired and modernised while retaining all the original Jensen dashboard controls and gauges. These run via computerised interfaces and produce highly accurate readouts of speed, rpm, etc. A new original-specification interior has been fitted by Rejen Ltd, and the dashboard re-covered, while a 'Goldfinger' central speaker cover opens to reveal a state-of-the-art Alpine 2-DIN sound system with sat-nav and Apple CarPlay. Automatic key fob door opening; an alarm/immobiliser; modern cruise control; and a reversing camera complete the picture.

The R was very well reviewed in various publications when it was launched and is arguably the ultimate incarnation of the Interceptor. A reliable, fast and luxurious version of one of the most iconic designs ever to grace the roads, offered at a fraction of the list price.

£78,000 - 90,000
£90,000 - 100,000

1967 AUSTIN MINI COOPER S 1,275CC SPORTS SALOON

Registration no. PBP 710E

Chassis no. CA2S7956905

- *Iconic British sports saloon*
- *Original specification*
- *Fresh from professional restoration*



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.

Manufactured on 7th February 1967 for the UK market, this Mark I Cooper S was delivered to Jackson Brothers Ltd of Horsham, Sussex eight days later. The car remains in factory specification, retaining its Hydrolastic suspension, servo-assisted disc front brakes, twin fuel tanks, fresh-air heater, oil cooler, and 4½"-wide wheels. Described by the vendor as in excellent condition, 'PBP 710E' is offered fresh from a highly extensive restoration to 'an exceptional' standard carried out by Nippy Cars under the supervision of Scott Turner and only completed mid-2019. Offered with a BMIHT Certificate, MoT to February 2021, and a V5C document, this wonderful Cooper S, although not fast by modern standards, it is still just about as much fun as you can have on four wheels.

£50,000 - 70,000

€57,000 - 80,000

167

1958 AUSTIN-HEALEY 'FROG EYE' SPRITE ROADSTER

Registration no. to be advised

Chassis no. AN5/4161

- Landmark British sports car
- Engine and drive train rebuilt in 2011
- Serviced in December 2019
- Four new Avon tyres



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

Although its power train and running gear were entirely conventional, as well as thoroughly tried and tested, Healey's new baby was notable for its state-of-the-art unitary construction body/chassis.

Christened 'Sprite', the new sports car entered production at MG's Abingdon factory in March 1958 featuring a distinctive forward-hinging bonnet/wings topped by two fixed 'Frog Eye' headlamps, thus ensuring instant recognition and the now-familiar nickname. Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which was not really surprising as there was nothing competing with it either on price or performance.

A very well-presented early example of the much loved 'Frog Eye' Sprite that brought affordable sports car motoring to so many enthusiasts, this car benefits from a documented engine and drive train rebuild carried out in 2011, which was followed by a cosmetic refreshment. More recently, in December 2019, the Sprite was subjected to a health check/service and received four brand new Avon tyres. The car comes with a complement of weather gear (hood, side screens, tonneau) and is offered with two history files containing a V5C document, current MoT, and sundry MoTs and invoices dating back to 1980.

£16,000 - 20,000

£18,000 - 23,000

168

1958 LANCIA AURELIA CABRIOLET B24S

Coachwork by Pininfarina

Registration no. 704 XVG

Chassis no. B24S-1610

- *Ultimate incarnation of the classic Lancia Aurelia*
- *Restored in 2005/2006*
- *New hood*





The B24S Convertible represents the ultimate development of one of the most influential designs to emerge from Italy post-WW2: Lancia's classic Aurelia. First car ever to employ a V6 engine, the Aurelia was launched at the 1950 Turin Motor Show, and the following year the original saloon was joined by the Pinin Farina-styled B20 Coupé, a fastback 2+2 GT. B24 Spider and Convertible models were launched in 1955, both powered by a 2½-litre, 118bhp version of the 60-degree V6, by which time the Aurelia had gained a leaf-sprung De Dion rear axle.

The Aurelia Spider was clearly inspired by the Pinin Farina's open Ferraris. Intended for sale mainly in the USA, and with its wraparound windscreen of American inspiration, the Spider was quickly dubbed 'America'. Built on a 2,450mm wheelbase, the B24S Spider was mechanically similar to the 4th Series Aurelia B20, except for different air filters. All models had a floor-mounted gearchange and it was the first Lancia with left-hand drive as standard (the 'S' in the type number meaning 'Sinistra' - left - in Italian).

From 1956, the Spider America was succeeded by the more conventional B24S Convertible, mechanically based on the 5th series Aurelia B20. Again the work of Pinin Farina, the B24S Convertible looked superficially very similar but in fact was a total redesign that shared no panels with its predecessor. Easily recognisable differences were many: deeper doors with external handles and wind-up windows, flatter windscreen with quarter-lights, and one-piece bumpers, to name but three. There was also, of course, a proper convertible hood providing decent weather protection. The B24S Convertible was built on the same wheelbase as the Spider and used a slightly less powerful (110bhp) version of the 2½-litre V6 engine. More civilised than the uncompromising Spider, the Convertible was also more successful, 521 being sold between 1956 and 1958 as opposed to 240 Spiders.

Few cars are more redolent of the Dolce Vita era of Italian motoring as the Lancia B24S Convertible, one of which famously starred in the 1962 film *Il Sorpasso* alongside Vittorio Gassman and Jean-Louis Trintignant.



Sourced for the current owner by renowned marque specialists Thornley Kelham, this beautiful Lancia B24S Convertible has been restored at various stages of its life, most recently in 2005/2006. We are advised by the private vendor that the car is in generally good condition, well capable of keeping up with modern traffic courtesy of its smooth, well-tuned V6 engine.

The interior leather is said to be in very good condition while the brand new hood fits well, and the car comes with an un-restored (and very rare) factory hardtop. Finished in powder blue with tan trim, this wonderful 'old school' Lancia is offered with sundry restoration invoices, current MoT, and a V5C Registration Certificate.

£220,000 - 260,000

€250,000 - 300,000



1983 FORD FIESTA 1300 GROUP 1 SALOON

Registration no. not registered

Chassis no. VS63XXWPFBCU79326

- *Replica of Alan Curnow's 1980 British Saloon Car Championship class-winning car*
- *Built in 2017*
- *Two-time Goodwood Members' competitor*
- *Current FIA HTP*



This Datapost-liveried Fiesta 1300 Group 1 has been built as an exacting replica of Alan Curnow's 1980 British Saloon Car Championship class-winning car. Both Alan and Richard Longman were present at the car's first Goodwood outing and were suitably impressed with the build quality and level of detail. The full Datapost livery was applied by JellyFish Design, and both Alan's and Richard's signatures adorn the passenger door.

Built in 2017 to compete in the Motor Racing Legends HTCC and the Gerry Marshall Trophy at the Goodwood Members' Meeting, the car has a current FIA HTP valid until 31st December 2028, and a current Legends Engine Capacity Certificate. In 2018 the Fiesta competed at Goodwood, Donington Park, Silverstone Classic (class win), Oulton Park Gold Cup and again at Goodwood in the 77th Members' Meeting in 2019, with Simon Goodliffe at the wheel.

No expense was spared with the build, which used premium components and systems. The bodyshell is seam welded and incorporates a bespoke FIA roll cage, while the side and rear windows are 5mm hard-coated Lexan. Powering the car is an all-steel Mountune 1300 cross-flow engine, which produces 132bhp running on split Weber 45DCOE carburetors with Manifold intake and exhaust (ceramic coated) to original pattern (side-exit and 105db full system). A dynamometer printout is available.

Other noteworthy features include the following:

TAG alternator and bespoke ARC hi-torque starter
 Quaife straight-cut transmission and Gripper limited slip differential
 ProAlloy custom high capacity radiator
 Period-correct Bilstein dampers front and rear
 High-ratio steering rack
 6.0x13" RS wheels and Dunlop Post-Historic regulation tyres
 Stack Pro instruments: tachometer, oil pressure, oil and water temperature gauges
 60-litre ATL fuel cell mounted in a bespoke sealed aluminium container
 Lifeline Zero 360 fully plumbed electrically operated fire system
 RaceTech seat and Schroth Enduro six-point harness

A small spares package of replacement bearings, seals, brake discs, brake pads, electrical system components, etc is included in the sale (buyer to collect) and set-up data and support is available.

£35,000 - 45,000

€40,000 - 52,000

170

Formerly owned by Ronald 'Steady' Barker

1949 LANCIA ARDEA SALOON

Registration no. KYO 7

Chassis no. 25011180

- One of the most advanced small saloons of its day
- The first production car with a five-speed gearbox
- Right-hand drive
- Restored in the 1990s
- Freshly rebuilt engine



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

Lancia pioneered unitary chassis/body construction and independent front suspension, and this spirit of technological innovation was applied even to its humblest models, the post-war 3rd Series Ardea saloon being notable as the first mainstream production car to have a five-speed gearbox. Lancia's smallest model, the unitary construction Ardea had been launched in 1939 in four-speed form, and all versions were powered by the smallest (903cc) of the company's trademark narrow-angle V4 engines.

As well as the standard saloon, the Ardea was available as a light commercial vehicle and a taxicab, while all versions were built in right-hand drive configuration in common with almost every Lancia of this period. Some 23,000 Ardeas were produced up to 1951.

Believed exhibited at the 1950 London Motor Show at Earls Court, hence the upmarket leather interior, this particular Ardea was restored in the 1990s for the renowned motoring journalist Ronald 'Steady' Barker. Technical editor at Autocar during the 1960s and a regular columnist for Car magazine throughout the 1970s and '80s, Barker was a connoisseur of automotive technology, so the Ardea's appeal to such a man is understandable. Benefiting from a recent engine rebuild, including white-metalling of the bearings, the car is described by the private vendor as in generally very good condition, retaining its original brown leather interior. Accompanying documentation consists of an old-style logbook and a V5C Registration Certificate.

£15,000 - 18,000

€17,000 - 21,000

2002 PORSCHE 911 TURBO TYPE 996 COUPÉ

Registration no. HG52 BPZ

Chassis no. WP0ZZZ99Z35680569

- *Delivered new in the UK*
- *Full Porsche main dealer service history*
- *Substantial recent bills of in excess of £18,000*
- *Supercar performance*



Offering supercar performance in a compact and practical package, the turbocharged version of the Type 996 first appeared in 2000. Boasting four-wheel drive as standard, the new 996 Turbo was a thoroughly sophisticated and competent all-weather supercar, and although it went out of production in 2005, in day-to-day driving is still as quick as anything on the road. Although the Turbo is water-cooled, its engine is not the same as that of the regular 996. The Turbo's 3.6-litre Mezger engine can trace its ancestry back to the old air-cooled units and is directly related, not only to the 996 GT3, but also the GT1 racer. This engine has proved virtually bullet-proof and the stock 420bhp can be increased to 500bhp with confidence.

The 2002 model, sometimes known as the Mark 2, also saw body revisions that increased stiffness, improving handling and crash safety. In 2002, the Turbo was offered with an 'X50' option that included larger turbochargers (K24) and inter-coolers, a revised ECU and exhaust that raised output to 450 horsepower. Other features introduced in 2002 were a glove box, centre-mounted cup holders, an optional Bose stereo, and rain-sensing wipers. Mid-range punch is the 996 Turbo's forte, and while 420bhp might not be a headline power figure today, it still feels seriously rapid.

According to the vendor, the chassis and brakes are a perfect match for the engine's performance while the ride is taught but retains enough suppleness for long journeys to be completed in comfort. Both grip and traction are described as incredibly strong, promoting a feeling of supreme confidence.

This fine example is definitely one for the purists: a driver's car with no cruise control, satnav or parking sensors. The car is finished in the signature 996 Turbo Arctic Silver with black leather interior and Porsche-crested headrests. It was delivered through Porsche Centre Bournemouth on 1st November 2002 and has a full Porsche Bournemouth service history. It presents beautifully today with an indicated mileage of just over 72,000 and has been appropriately serviced annually from 22/10/2003 at 3,833 miles to 16/11/2018 at 71,880 miles (15 services in total). Brake fluid changes have been made at regular intervals, on the most recent occasion at 71,880 miles.

Few, if any, modern cars can offer supercar performance at this price level while at the same time offering Porsche's legendary dependability.
£30,000 - 40,000
€34,000 - 46,000

172

1949 ALLARD L1 TOURER

Registration no. UMC 486

Chassis no. 71L822

- Five owners from new
- Restored in the 1990s with minimal mileage since restoration
- Exceptionally rare, one of only 10 known survivors
- Present ownership since 2010
- Upgraded fuel and ignition systems



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

After WW2, Allard progressed from special-builder to motor manufacturer, though the latter activity was really little more than a means of financing the company's competition programme. Post-war Allards combined the same virtues of light weight, independent front suspension and an abundance of American V8 power, which had been features of that first trials special of the mid-1930s. These favourable characteristics enabled Allard to establish a formidable competition record in the immediate post-war years, Sydney himself finishing 3rd at Le Mans in a J2 two-seater and winning the Monte Carlo Rally outright in a P2 saloon.

Introduced in 1946, the L employed Allard's trademark independently suspended 'split' front axle and transverse-leaf rear end in a chassis 6" longer than that of the contemporary K-type, the extra length being used to accommodate two rear passenger seats. Like the vast majority of production Allards, the L used Ford/Mercury components, these being readily obtainable from Ford in the UK, the choice of engines being the 3,622cc Ford V8 or modified 4,375cc Mercury. A mere 191 examples were produced between 1946 and 1950, of which only some ten or so are known to the Allard Register.

We are advised by the private vendor that this example has had only five owners from new. Restored in the early 1990s by Arthur Buckley of Bolton, who had acquired it circa 1980, the Allard was bought from the estate of the late Robert Howell-Jones in June 2016. Since acquisition the vendor has continued Mr Howell-Jones's re-commissioning. Works carried out include overhauling the steering with a reconditioned Marles steering box by Steering Services, Dorking (September 2014) and fitting new track-rod ends supplied by Belcher Engineering, Norfolk (September 2017). More recently, the fuel and ignition systems have been upgraded and the weather equipment refurbished. This involved installing a new Stromberg carburettor, Mallory distributor, Pertronix ignition, and Malpassi fuel regulator/filter by Royal Kustoms (May 2017) while in December 2019 Waboo Automotive refurbished the hood and fitted new aluminium panels and new heavy-duty 'extra visibility' side screens trimmed in mohair.

A 2017 concours entrant at Shelsley Walsh's Vintage Nostalgia meeting, the Allard has mainly been used for picnic trips into the Black Mountains and visits to the historic book town of Hay-on-Wye. We are advised that only a minimal mileage has been covered since the 1990s restoration, and that the car remains in generally very good condition. A fantastic all-rounder the L1 is as comfortable on the daily commute with seating for four, relaxed continental touring or hill climbing at the weekends flexing its V8 power. Accompanying documentation consists of sundry bills; an old-style logbook; a quantity of expired MoTs; and a V5C Registration Certificate.

£40,000 - 50,000

€46,000 - 58,000

173

The ex-Jim Russell, Mike McKee

1958 COOPER-CLIMAX TYPE 45 FORMULA 2 SINGLE SEATER

Chassis no. F2-8-58

- *Highly successful international racing history*
- *Multiple in period Goodwood competitor and place-getter*
- *Eligible for the Monaco Historique Grand Prix and Goodwood*
- *Previous Goodwood Revival Invitee*

As 500cc F3 grew through the 1950s, by far its most successful driver was Jim Russell. The gritty little Norfolk garage owner won the British F3 championship three years running, in 1955, '56 and '57. To enthuse others, Jim started a racing drivers' school in 1957, which became the world's most celebrated training establishment.

By 1958 it was time to move on from F3. Offended by Charlie Cooper's offer of the 'number two' works F2 drive, Russell decided to take them on. He ordered a Type 45 chassis – numbered F2-8-58, fitted with the state-of-the-art Coventry Climax FPF engine, the car was prepared by his own team – and Jim quickly found his feet in the 1500cc category.

Driving the highly polished aluminium-bodied car, with its distinctive black-topped 'anti-glare' prow, Russell debuted at Aintree's BARC 200 feature (for F1 and F2 cars) on April 19, 1958. Tenth overall, fourth of the 1500cc finishers, followed in Silverstone's BRDC International Trophy.

Jim scored his first F2 win at Crystal Palace in the first Anerley Trophy heat in July, and started from pole on home soil at Snetterton before retiring. International successes followed first time abroad in the Berlin GP on the banked AVUS road course – and the wet Coupe du Salon at Paris' Montlhéry circuit.



Mike McKee, drifting F2-8-58 through Madgwick, Goodwood, Easter 1960
© Ferret Photographie





Russell had well and truly arrived in F2 and, determined to capitalise, updated F2-8-58 with disc brakes for the 1959 season. Jim started the season strongly, third in Goodwood's Lavant Cup race presaging victory in Oulton Park's British Empire Trophy event and the 1500cc classification of the International Trophy at Silverstone. He also re-set the outright lap record at Snetterton in an epic Formule Libre scrap with double Le Mans winner, Ivor Bueb, in a Lister-Jaguar.

As a result Russell was leading the 1959 Formula 2 Championship in F2-8-58, when he suffered third degree burns and numerous broken bones in a fiery accident at Le Mans in his Cooper Monaco. Whilst Jim was recovering, 'star pupil' turned chief instructor Mike McKee was entered in F2-8-58 in 1960. McKee was fast but mercurial, nonetheless he finished sixth overall (second in class) in the Silver City Trophy F1/F2 race at Snetterton. He won at Aintree and Snetterton's Vanwall Trophy race and finished second at Oulton Park, but back at Snetterton retired from the Lombank Trophy F1/F2 race.

With the 1500cc Formula 2 formula finishing at the end of 1960, F2-8-58 does not appear to have been used in 1961. McKee advertised the car in the December 1961 edition of *Autosport* magazine. It is thought that the car was bought from this advertisement by South African Dave Hume and certainly by 1962 the car was actively racing in SA. From Hume the car passed to Neville Austin and onto Alex Blignault who had a racing accident in the car in around 1965.

By now F2-8-58 was simply an outdated racing car, as such Blignault removed the parts of the car he had an immediate use for and decided to bury the rest of it at his farm. The car remained with Blignault hidden from view, until South African Cooper enthusiast Lew Baker was able to purchase the car from him and disinter it. Baker in turn sold the project to well-known Cooper collector and restorer Sydney domiciled South African Ivan Glasby during the 1980s.

Glasby commenced the cars restoration before selling it onto seasoned historic racer Tasmanian Scotty Taylor in 2003, who completed the restoration, with bodywork by highly respected Sydney specialists Natoli Panel Creations and restored back to its 1958 colours. The distinctive Cooper T45 served Mr Taylor well in Historic events for many years. During much of this period the car has been looked after by highly respected Cooper Specialists Hoole Racing.

With illustrious period participation in Grand Prix, F1 and F2 events, plus successful period Goodwood outings on its CV, F2-8-58 is of course eligible for Monaco Historique, Goodwood Revival and many other of the best historic racing events world-wide. This represents a unique opportunity to acquire a competitive 1500cc Cooper in which the founder of the world-famous Jim Russell Racing Drivers' School achieved so much success. Offered with FIA HTP valid until 2026.

£90,000 - 120,000
€100,000 - 140,000

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

The ex-Martin Davidson/Jack Wheeler, Targa Florio and Nürburgring 'barn find'

1971-73 DAREN-BRM MARK III PROTOTYPE SPORTS-RACING TWO-SEATER

Chassis no. 71/3/P6

- Unique 2-Litre Class sports prototype
- In-period race history
- Stored since its last race in 1973
- Offered for restoration



© GP Library

Here we are delighted to present one of the most original-from-period sports-prototype cars of the early 1970s that we have ever been commissioned to offer. At that time the 2-litre category of International-standard sports car competition was one of the most active and varied of all racing categories. It became a tremendously exciting, often dramatic and enthralling class, contested by ever-more-capable combinations of drivers and manufacturers – several destined for great things in Formula 1 and FIA World Championship of Makes racing. Constructors such as Lola, Abarth, Chevron and Alpine provided the backbone of entries while European 2-litre Championship drivers formed a notably sociable and happy band leading a gypsy existence touring the series' many varied venues – before demonstrating a ferocious level of competitive racing in the qualifying rounds themselves.

This Daren Mark III came from one of the marques that added competitive variety to the 2-litre entry mix. The prototype Daren GT had been designed, built and raced by John Green, immediately winning its first three club races and proving outstandingly successful at that level. With the lifting of the minimum weight regulations for 1969, John Green had to produce a fresh design and the Daren Mark II emerged as a Group 6 sports-prototype, based upon a composite steel and aluminium monocoque centre section.

Over the following two years eight of those Darens were produced at the Leighton Buzzard workshop. Owner-driver Martin Raymond proved particularly successful in British club racing, piloting his Daren to no fewer than 21 victories from 25 race starts. The further improved Daren Mark III – as now offered here - then emerged in 1971, built for Daren at Hugh Dibley's Palliser works in Clapham, South London.

This Daren Mark III – which was equipped from new with a version of the exotic, Formula 1 World Championship and Tasman Championship-winning 4-cam BRM V8 engine - was owned and driven by veteran Jack Wheeler and regular co-pilot Martin Davidson. The car made its debut in 1971 and was entered by Jack Wheeler for the Nürburgring 500kms, with Martin Davidson co-driving. The pairing also competed in the year's Barcelona 1,000kms and in the European 2-litre Championship round at Vallelunga, Rome. In the Spanish race the pairing held fifth place overall for five hours only to be sidelined by a gear-linkage failure.

Reappearing in 1972, Jack Wheeler and Martin Davidson took the Daren to the Targa Florio in Sicily, followed by the ADAC Nürburgring 1,000kms classic in the Eifel Mountains of Germany. The Silverstone European Championship round and another Nürburgring 500kms followed.

The Wheeler/Davidson duo had become great fans of the majestic Targa Florio, the FIA World Championship of Makes' sixth qualifying round that year, run on the mind-boggling 44-mile public road Piccolo Madonie mountain circuit flanking the north-western coast of Sicily. Their green-liveried Daren-BRM Mark III attracted great interest there, and they succeeded in finishing the great race, seventh in the 2-litre class and 29th overall, ahead of Lola, Porsche, Alpine, Lancia and Porsche finishers...

This was a worthy result for the two hyper-enthusiastic British amateurs with their daringly specified Daren-BRM entry. They then trailed the car all the way to the Nürburgring for the 1973 ADAC 1,000kms classic, only for the expensive BRM V8 engine to drop a valve.

The car subsequently went into storage, in which it has remained for the past 47 years. This delightful reminder of a wonderfully evocative and hyper-active class of international motor racing – in which keen and capable amateurs could share racing space with the world's top-level works-team cars and stars – is offered here in as-found, as-preserved condition. In recent years its associated BRM V8 engine has been partially restored and reconditioned by the well-known leading British specialists Hall & Hall and both it – and the related Hewland FG400 gearbox – are offered here as separate Lots.

Here is an unusual and particularly interesting example of a rare but well-remembered marque, unusually endowed with a racing history including top-level World Championship-competition.

The fact that it completed its frontline competition career powered by nothing less than the Formula 1-derived 2-litre 4-cam BRM V8 engine – and that it is a finisher in the legendary Targa Florio road race and raced several times on the Nürburgring Nordschleife – make it a most attractive entry to add variety to any Historic race today.

A potentially most rewarding project, this unique Daren-BRM is offered for restoration and sold as viewed. The car comes with a history file of notes, etc dating from when it raced in the early 1970s.

£15,000 - 25,000

£17,000 - 29,000

175

HEWLAND FG400 GEARBOX

Gearbox no. 012

Hewland gearboxes require no introduction to any racing racing enthusiast. This example has been adapted to mount upon a BRM V8 racing engine and is the transaxle used in period in the Daren-BRM Mark III offered in Lot 174.

£5,000 - 10,000

£5,700 - 11,000



176

BRM 'TASMAN'-TYPE 2-LITRE V8 ENDURANCE RACING ENGINE

Engine no. BRM 12302

The BRM V8 also proved highly effective in enlarged form into the early years of 3-litre Formula 1 racing, 1966-68. It was enlarged first to 1880, then 1998 and finally 2070cc form for single-seater Tasman Championship and World-class endurance racing, powering most notably the early Matra coupes. Jackie Stewart won the Tasman Champion with such an engine, and into the 1970s a few found their way into 2-litre endurance category racing. This engine, which powered the Daren Mark III offered here in Lot 174 – has been partially rebuilt by leading specialists Hall & Hall (at Bourne, in Lincolnshire, where the power unit originated). We understand they believe the engine can be completed by them to racing specification for a price within £40,000. For comparison we understand that a new BRM V8 from the company would cost some £125,000 +VAT.

£30,000 - 40,000

£34,000 - 46,000



177

2018 FORD GT COUPÉ

Registration no. 1966 GT

Chassis no. 2FAGP9CW8HH200121

- *Modern reworking of an iconic racing GT*
- *One owner and only 609 miles from new*
- *Shadow Black with matt exposed carbon fibre exterior*
- *7-speed dual-clutch gearbox*
- *647-horsepower, mid-mounted 3.5-litre twin-turbocharged Ecoboost V6 engine*
- *Active aerodynamics and Brembo Carbon Ceramic Brakes*





"This is what true innovation looks like. From its 3.5-litre EcoBoost technology to its ultra-efficient aerodynamics, the Ford GT is the culmination of everything great we do at Ford." – Ford Motor Company.

Based on Eric Broadley's Lola GT, the original Ford GT40 was spawned by the Dearborn giant's ambition to beat Ferrari at Le Mans, a feat it duly achieved for the first time in 1966. The GT40 project had commenced three years previously, following Ford's failed attempt to buy into Ferrari, and was based at the Ford Advanced Vehicles plant at Slough, England. That first sweet Le Mans victory would fall to the 7.0-litre Mark II, with victory the following year going to a US-built Mark IV 'J' car. (The GT40 Mark III was the British-built road-going version).

A decade later and the GT40's status as an all-time great classic sports car had been firmly established, leading to an increased demand for unmolested originals and the start of a replica-building industry. Perhaps the only surprise concerning the emergence of a reconstituted 'official' version is that it took Ford the best part of 40 years to get around to it.

The company's flagship model, the 'new generation' GT was developed by Ford's Special Vehicle Team Engineering department. The composite body panels were unstressed, as on the original, but instead of the monocoque chassis construction used in the 1960s, an all-new aluminium spaceframe was developed. In defeating Ferrari's more highly stressed V12s, Ford proved that the traditional American V8 possessed all that was necessary to compete at the cutting edge of international endurance racing. A far cry from the simple pushrod units of the 1960s, the newcomer's supercharged 5.4-litre V8 produced 550bhp and 500lb/ft of torque - figures on a par with those of the 7.0-litre engine that won at Le Mans in 1966 and '67.

Back in 1966, the Ford GT40 endurance racer became the first car to exceed 200mph along the Mulsanne straight at Le Mans. Matching that would be some achievement for the production road car, even allowing for nearly 40 years of technological progress. Tested for Motor Trend magazine by Indycar racing legend Bryan Herta, the new Ford GT duly topped 200mph at Ford's Kingman test facility in Arizona, emphatically demonstrating that it was indeed worthy of that famous name. A total of 4,038 cars had been completed when production ceased at the end of 2006, over three quarters of which were delivered in the USA.





In 2015 a second-generation Ford GT was unveiled at the North American International Auto Show. Technologically a far cry from its predecessors, the new Ford GT features a 3.5-litre twin-turbocharged V6 engine, a carbon-fibre monocoque chassis, carbon-fibre body panels, pushrod suspension, and active aerodynamics. Producing 647bhp, the twin-turbo V6 drives the rear wheels via a Getrag seven-speed DCT gearbox. The factory claims a sub-3.0 second 0-60mph time and a top speed of 216mph, which makes the Brembo carbon-ceramic brakes a necessity rather than a luxury.

In fact, Ford's new supercar had been created with GT racing in mind, hence the presence of an integral roll cage and a host of other competition-car technologies. Yet despite its state-of-the-art track-focused suspension, the GT has a ride quality rivaling that of a luxury saloon. Autocar's Matt Prior was obviously impressed: "the GT... has a level of composure - that balance between ride and handling - that I'm not sure I've better experienced in 20 years of road testing. It's so compliant, yet there's so little roll, and body movements are so well controlled, that is genuinely astonishing". All of the planned 1,000 road models had been sold before deliveries commenced in 2017.

The immaculate Ford GT we offer was ordered by the current owner in 2017 and is one of very few of these fabulous cars to be delivered to the UK, first being registered on 12th January 2018 as 'LB67 VOO'. Now carrying the registration '1966 GT', the Ford GT on offer here has covered a mere 609 miles since it left the factory and is presented in effectively 'as new' condition. Specification highlights are as follows:

Exterior colour: Shadow Black
 Exterior finish: Matte exposed carbon fibre (£15,000)
 Interior theme: Dark Energy
 Wheels: 20" Satin Graphite with black lug nuts in gloss
 Brakes: black Brembo callipers
 Six-point harness anchors fitted
 Indoor car cover in black

Offered with its original order confirmation, purchase agreement, deposit invoice, and a V5C Registration Certificate, the stunning example we offer represents a not-to-be-missed opportunity to join the select band of Ford GT owners.

£700,000 - 900,000
€820,000 - 1,100,000



178

**1979 ASTON MARTIN V8 VANTAGE SPORTS SALOON
TO X-PACK SPECIFICATION (SEE TEXT)**

Registration no. JNJ 798V
Chassis no. V8VOR 12183

- Believed converted to X-Pack specification
- Original colour combination
- Extensively restored
- Exceptional history file





With the introduction of the Vantage in 1977, Aston Martin's V8 was thrust back into the supercar league. The name had previously been applied to high-power versions of the DB six-cylinder cars, and in the V8's case the Vantage tune delivered around 375bhp; in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'. Its superior performance aside, the Vantage was readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler and lip on the boot lid.

ZF five-speed manual transmission was standard equipment, though a handful of Vantages were built with the Torqueflite automatic gearbox. With either transmission performance was shattering, the Vantage's 0-100mph time of 12.7 seconds making it the world's fastest accelerating production car at that time. For those with a yen for even greater performance, there was the factory's optional 'X-Pack' of engine enhancements that raised peak power to a mighty 432bhp. By way of comparison, Ferrari's contemporary 12-cylinder Testarossa could only manage a relatively paltry 390 horsepower.

Chassis number '12183' is an example of the much-improved Series 4 Aston Martin V8. Introduced in October 1978 and built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'.

An original V8 Vantage equipped with the five-speed manual transmission, '12183' is believed to have been converted to X-Pack specification, though the only supporting documentation supplied is a bill from Fourways Engineering (dated 9 June 1999) for converting the cylinder heads to unleaded compatibility and opening up the ports to X-Pack specification. However, the carburetors are 48mm Webers, which do form part of the X-Pack specification.

'12183' is finished in Ravens' Black with red leather interior (its original colour combination) while other noteworthy features include Ronal wheels, air conditioning, electric mirrors, and central locking. This car is arguably one of the best examples in existence today, benefiting from an interior re-trim costing in excess of £16,000 alone, while the bodywork has had in excess of £25,000 spent on it and recent mechanical bills total over £15,000.

Dating back to when the car was new, the history file contains three service books; almost every MoT from new; correspondence from previous owners; bills of sale; and a receipt for every penny spent on it from 1980 to date. This car's quality cannot be understated, and the history file is one of the most comprehensive we have ever seen. '12183' is described by the private vendor as in pristine condition throughout, looking and sounding wonderful.

£230,000 - 280,000
£260,000 - 320,000

1970 MERCEDES-BENZ 280 SL CONVERTIBLE WITH HARDTOP

Registration no. WUU 296J

Chassis no. 022648

- Recent extensive refurbishment
- £30,000 cosmetic restoration
- Left-hand drive
- Automatic transmission



"Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230 SL in 1963, is the same as ever, just better," concluded *Road & Track* after testing a 280 SL in 1968. "For those who value engineering finesse and high quality construction, it's alone in the field," enthused the highly respected American motoring magazine, while its manufacturer considered the 280 SL, "a Grand Tourer in the traditional sense and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

These attributes help explain the 280 SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered essential by the majority of customers. The fact that it looked like 'sex on wheels' helped enormously too, of course. The 280 SL's user friendliness broadened its appeal beyond the traditional sports car-enthusiast market, with many celebrities and film stars counted among their owners.

The last of a popular and extremely successful line begun with the 230 SL of 1963, the Mercedes-Benz 280 SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's.

The 280 SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's.

Christened 'Pagoda' after their distinctive cabin shape - devised by French designer and classic car enthusiast, Paul Bracq - these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

Delivered new to the USA, this automatic transmission 280 SL spent much of its life there before being taken to Japan by a previous owner (date unknown). Purchased by the vendor in Japan, it was imported into the UK in 2018, MoT'd and UK registered. While in the vendor's enthusiast ownership the car has benefited from a £30,000 cosmetic restoration carried out by Classic Motors, Darlington, which included new floors, a re-spray, etc while the engine was serviced and tuned. Offered with related bills and a V5C document, we are advised this iconic Mercedes now drives beautifully.

£80,000 - 90,000

€92,000 - 100,000

180

1960 JAGUAR XK150S 3.4-LITRE COUPÉ

Registration no. 5826 MH

Chassis no. T825314DN

- Fitted with air conditioning by Clayton Heaters Ltd
- Extensively upgraded
- Present ownership since 2010
- Used for Continental touring



This XK150S was built on 21st July 1960 and sold via the distributor Henlys Limited and a dealer, Saul & Slater Ltd of London N13. It was registered to the first owner, G R Wright & Sons of Enfield, on 23rd August 1960.

Little else is known of the car's history until it was registered again in October 1981 (still with its original registration number) by a Thomas Sharp of London who, according to a copy of Form V62, acquired the car in September 1980. The XK changed hands again in 1998 and again in 2002 before being entrusted to Twyford Moors in 2005 to sell on behalf of Mr Allan Morris. It was bought by Mr Paul Dickinson, who agreed various upgrades with Twyford Moors including Coopercraft 4-pot front callipers; Polybushes for the front suspension; a Kenlowe electric fan; and replacement chrome wire wheels.

When Mr Dickinson died, the car's ownership transferred to his wife, who sold it via an auction house in 2006 to Clayton Heaters Limited of Coventry. A firm well known for their long history of manufacturing automotive heating and air conditioning systems, Clayton wanted a show car to demonstrate how air conditioning could be fitted to a classic.

As well as fitting air conditioning, Clayton also had the car re-trimmed by Jaguar expert Mick Turley of MCT Jaguar Restorations Limited. Other upgrades included a five-speed T5 gearbox; negative earth electrics; a lightweight alternator; an upgraded oil pump; upgraded heater; Petronix electronic ignition; an electronic fuel pump; and Spax adjustable shock absorbers.

The current owner purchased the Jaguar in May 2010 and has used it on several European tours including trips to Spain, Portugal, France and Corsica. During his ownership the car has been fitted with retractable seat belts; new Coopercraft rear brake cylinders; new rear springs from BCC Ltd; and two new chrome wheels.

The private vendor advises us that the car drives and handles well and has good oil pressure. Having completed the restoration of an XK150 drophead coupé, the vendor finds that this car is not being used enough and he now wishes to dispose of it. Accompanying paperwork consists of a current MoT (expires August 2020), a V5C document and the aforementioned Heritage Certificate, while the original Moss gearbox overdrive is available if required.

£65,000 - 85,000
€75,000 - 98,000

1965 MARCOS 1800GT COMPETITION COUPÉ

Registration no. MYU 618D

Chassis no. 4086

- *Converted into a competition car by David Methley of Farnham Engine Services*
- *Present ownership since May 2014*
- *Professionally maintained with no expense spared*
- *Engine rebuilt in April 2018 (157bhp)*
- *New FIA papers (expiring 2030)*



This well-known Marcos racer has competed in various HSCC championships for five years. Being an FIA car, it is eligible for the Spa 6 Hours, where a well-driven example finished 11th ahead of expensive exotica such as Ford GT40s and the like. This Marcos is a very robust car that can compete with the best and hold its head high in any race series for which it is eligible. Finished in red with a red, blue and white racing stripe, it could be seen as finished in Tour de France colours or rather running a Dutch flag through its entire length (the owner is half Dutch).

This particular Marcos 1800GT was manufactured in 1965 and first registered in 1966. The current owner bought '4086' in May 2014 when it was extensively refreshed by Mark Linstone, who had trained with David Methley of Farnham Engine Services. Originally prepared and converted into a competition car by David, the Marcos was regularly campaigned by its owner throughout 2014, 2015 and 2016. In 2016 the owner bought a TVR Tuscan and turned his attentions to that car, using the Marcos less frequently but still regularly (five outings per year).

Professionally maintained with little regard to cost, the car benefits from an engine rebuild by Tom Smith Motorsport in April 2018 (157bhp), since when it has run for circa two hours in 2018 and around the same amount of time in 2019. A substantial amount of paperwork accompanies the car including new FIA papers; a quantity of MoTs; HSCC papers; FIA Historic Vehicle Identity Form; MSA Historic Technical Passport; and numerous invoices from Marcos specialists detailing all work carried out during and before the vendor's ownership. The car also comes with a valuable spares package that includes a dismantled engine (believed 90% complete); a close-ratio gearbox; an incomplete standard gearbox; the original doors, boot lid, seats and window glass; plus two complete sets of wheels and one set with almost brand new Dunlops (full list available).

Eligible for a wide variety of events including the HSCC Guards Trophy, HRS, FIA, and other European series, this Marcos has been lightly but regularly raced in the last three years and has proved to be a very competitive machine, ready to compete in historic race events throughout Europe.

£35,000 - 45,000
€40,000 - 52,000

182

1967 JAGUAR E-TYPE 4.2-LITRE SERIES 1½ ROADSTER

Registration no. not UK registered
Chassis no. 1E16361

- *Delivered new to the USA*
- *Left-hand drive*
- *Extensively restored in 2013*



Launched in October 1964, the 4.2-litre version of Jaguar's sensational E-Type sports car brought with it a more user-friendly all-synchromesh gearbox and a superior Lockheed brake servo along with the bigger, torquier engine. Top speed remained the same at around 150mph, the main performance gain resulting from the larger engine being improved acceleration.

For 1968 the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles. Beneath the bonnet the familiar XK engine now boasted ribbed cam covers and, on cars destined for North America, twin Stromberg carburettors, replacing the previous triple SUs that remained standard on those supplied to other markets. The adoption of the Strombergs, together with their associated inlet plumbing and a new Lucas ignition distributor, enabled the E-Type to meet the emissions targets.

From late 1967 the E-Type began to embody some of the forthcoming modifications, these interim cars coming to be known as the 'Series 1½', although there was never a fixed specification for this unofficial model.

Manufactured in November 1967 during this transitional period, this 'Series 1½' was sold new via Henlys, London as a Personal Export Delivery and registered in Coventry as 'NHP 862F'. Originally finished in cream with black interior trim, it was first owned by a Mr Carr.

Purchased in Oregon, USA, the E-Type has spent the last three years in the warm climate of Abu Dhabi and Dubai. Extensive works were carried out in 2013, including a bare-metal repaint; rebuilt brakes; new exhaust system and manifolds; overhauled suspension; a new interior; and electronic ignition. It also has a rebuilt Becker Mexico radio, which is complemented by a new amplifier and loudspeakers. The private vendor advises that a recent compression test returned excellent results, and that the car drives very well. Accompanying documentation consists of a Jaguar Heritage Trust Certificate, NOVA and sundry restoration invoices. We are advised that import duties have been paid and that engine and chassis numbers match those on the aforementioned Jaguar Heritage Trust Certificate.

£50,000 - 70,000

£57,000 - 80,000

183

1967 VOLKSWAGEN TYPE 2 SPLIT-SCREEN CAMPER VAN

Registration no. OPJ 679E
Chassis no. 237101932

- *Right-hand drive and first registered in the UK*
- *Three owners from new*
- *Extensive professional restoration in 2011*
- *Circa 13,000 miles since the rebuild*



Believed one of the last 200 split-screen buses built at Wolfsburg, and that it may be the youngest surviving example. On arrival in the UK it was converted into a Torvette Camper by JP White of Sidmouth and retains the complete conversion including the Easicool fridge, gas hob, and Formica table. This particular Type 2 benefits from factory option M183, which is the very rare walk-through cab. It is also worthwhile noting that this is a "one-key" van with its original key.

Finished in Sea Blue over Pearl White (see below), the vehicle underwent a bare metal re-spray and refurbishment by Dave Catchpole and his team at West Coast VW (formerly VW Classics) in 2011 and has been owned by the current owner since. We are advised by the vendor that before the restoration the vehicle was very sound and required minimal bodywork repairs, though we understand it benefits from having the roof replaced by the previous owner to accommodate a 'pop top'. There is a full photographic record of these works available. All work is documented and there is a file of receipts totalling over £20,000.

The engine was rebuilt by Laurie Pettit of Berwickshire, the acknowledged expert in rebuilding VW power units. The reduction box bearings and gearbox seals have been renewed, though no work was needed on the gearbox, while the braking system was renewed and the steering overhauled. The Torvette interior was refurbished and refitted, retaining the original foam padding under new covers, while the trim panels were renewed (the original panels have been retained). The headlining was replaced and the electrics overhauled during the restoration, and a hobby battery installed.

We are advised by the vendor that this vehicle has been restored to factory specification with the exceptions of adding Seebau over the original Pearlweise; fitting electronic points to the distributor; and fitting laminated glass to the front windows. The owner has covered approximately 13,000 miles in the vehicle since the refurbishment and believes it to be the one of the finest examples of the iconic Split-Screen camper available.

£30,000 - 40,000

€34,000 - 46,000

184

1974 BMW 3.0 CSI COUPÉ

Registration no. AUJ 19M

Chassis no. 2265466

- One of only 207 right-hand drive models
- Manual transmission
- Rare factory sunroof
- Recent extensive works



BMW returned to six-cylinder power for its top-of-the-range models in 1968 with the launch of the 2500 and 2800 saloons together with the stylish 2800 CS coupé. Designated 'E9', the latter was powered by the 2800 saloon's M30 engine, though its running gear had more in common with the existing, four-cylinder 2000 C/CS. The 2800 CS's replacement by the similarly styled 3.0-litre CS in 1971 brought with it numerous improvements, including four-wheel disc brakes in place of the old disc/drum combination. With 180bhp on tap courtesy of its larger engine, the 3.0 CS was good for in excess of 130mph, with even more performance on offer from the 3.0 Si. The latter's Bosch D-Jetronic fuel-injected engine produced 200bhp, only a whisker below the maximum enjoyed by the lightweight CSL Group 2 'homologation special', affectionately known as the 'Batmobile' on account of its futuristic body kit.

Although designed as a fast and comfortable touring car, the 3.0 CSI in its Batmobile form would turn out to be one of the most successful competition saloons of all time.

Developed at Stuttgart University and used from mid-1973 onwards, the Batmobile aerodynamic package enabled BMW to defeat the previously all-conquering Ford Capri RS2600s, commencing with the 1973 European Touring Car Championship. Ford bounced back in 1974 but from 1975 onwards the Batmobiles won five consecutive ETCCs, a quite unprecedented run of success.

Today these exciting and charismatic E9 Grand Tourers enjoy an enthusiastic following and well-preserved examples such as that offered here are increasingly sought after. One of only 207 right-hand drive models produced, this example is equipped with a 'City Pack' and a factory sunroof, which was a very rare no-cost option introduced in 1974 to increase the car's desirability during the fuel crisis. A very well presented manual transmission model finished in Polaris Silver with lovely dark blue leather trim, this particular car has recently benefited from extensive refurbishment including a new radiator, new brakes and brake lines, overhauled fuel system, new tyres, etc. Accompanying documentation consists of a current MoT and a V5C Registration Certificate.

£40,000 - 50,000

€46,000 - 58,000

1969 LAMBORGHINI R230 TRACTOR

Chassis no. FL30 32295

- Imported from Italy in 2018
- Professionally restored to correct original specification
- Excellent condition
- NOVA declared



After serving as a mechanic in the Regia Aeronautica during WW2, Ferruccio Lamborghini set up a small car and motorcycle repair shop near Modena before branching out into the manufacture of tractors in 1948. He used war surplus materials at first but by 1952 was making tractors of his own design powered by water-cooled MWM engines. Later he developed his own engines and by 1959 they were air-cooled. By the mid-1950s Lamborghini Trattori SpA had become one of the largest agricultural equipment manufacturers in Italy, a gratifying state of affairs that no doubt prompted Ferruccio Lamborghini's declaration: "A tractor a day keeps the misery away!" The success of the tractor business enabled Lamborghini to branch out into motor manufacturing in 1963; the rest, as they say, is history.

In 1970 a large order of tractors for Bolivia was cancelled following a coup d'état, hitting the company's finances. Eventually all the tractors were sold, but Ferruccio had decided to concentrate his efforts on his automobile business and in 1973 sold the Lamborghini Trattori company to the SAME group. Lamborghini's tractors are now highly prized by collectors. Introduced in 1967, Lamborghini's R230 was derived from the popular 1R model, but with increased power and slightly larger tyres. It was powered by a twin-cylinder diesel engine of 1,562cc producing 30 horsepower, which drove via a six-speed manual transmission with two reverse gear ratios and a locking differential.

This Lamborghini R230 tractor was imported in 2018 from Emilia Romagna, not far from the Lamborghini factory. It was made in 1969, the period when Lamborghini was producing iconic models such as the Miura, Espada and Islero. It has been professionally restored in its original and period-correct colours of off white over blue, and is said to be in excellent condition mechanically, starting immediately hot or cold with excellent oil pressure. We are advised that the brakes work exceptionally well and that new tyres have been fitted all round. This R230 also benefits from having rear hydraulic lifting gear, original badging and correct lights. The vehicle comes with its original Italian logbook and, unusually, retains the Italian green agricultural numberplate. It has been NOVA declared in the UK.

This superb tractor 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.

£15,000 - 18,000**€17,000 - 21,000**

Bonhams | **mph**

Modern, Popular & Historic Motor Car Auctions at Bicester Heritage



Bonhams MPH Auction, 21 March 2020

Catalogue now online | bonhams.com/26109

Bonhams MPH
The Guard House
Bicester Heritage
OX26 5HA

+44 (0) 1869 229477
mph@bonhams.com

Our Team

Rob Hubbard
Harry Ballard
Tyger Tholstrup
Beth Hargreaves

2020 Auction Calendar

Saturday 21 March
Saturday 30 May
Saturday 25 July
Saturday 24 October

Bonhams MPH charges are simple
Vendor commission just 5% (+vat)
Entry fees of £125, £175 or £300 (+vat)
Buyers premium 12.5% (+vat)

To begin the sale process visit
mph.bonhams.com/sellyourcar

Located at

**BICESTER
HERITAGE**

Bonhams

AUCTIONEERS SINCE 1793



THE MONACO SALE

Entries now invited

Monte Carlo, Fairmont Hotel | 8 May 2020

ENQUIRIES

Europe

+32 (0) 476 879 471
eurocars@bonhams.com

UK

+44 (0) 20 7468 5801
ukcars@bonhams.com
[bonhams.com/motorcars](https://www.bonhams.com/motorcars)

*One of only 100 examples built
and in current ownership since 2004*

1967 FERRARI 330 GTS

Coachwork by Pininfarina
Chassis no. 10113

€1,300,000 - 1,600,000 *

* For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](https://www.bonhams.com/buyersguide)

Bonhams

AUCTIONEERS SINCE 1793



The sixth of only seven Q-Series Special Editions with only one owner and circa 300kms from new
2011 ASTON MARTIN ONE-77 Q-SERIES COUPÉ



Circa 15,000 miles from new
1989 ASTON MARTIN V8 VANTAGE VOLANTE X-PACK



THE ASTON MARTIN SALE

Entries now invited

Important Aston Martin and Lagonda Motor Cars
Loseley Park, Guildford | 17 May 2020

ENQUIRIES

+44 (0) 20 7468 5801
ukcars@bonhams.com
bonhams.com/motorcars

*One of 70 DB4 convertibles made and
One of only 5 RHD Series V cars with
the Vantage engine*

**1963 ASTON MARTIN DB4 'SERIES V'
VANTAGE CONVERTIBLE**

Bonhams

AUCTIONEERS SINCE 1793



Call to Consign

Greenwich, Connecticut | May 31, 2020

Bonhams is delighted to offer this stunning Porsche for the first time in nearly half a century.

See it in person for a special preview at our Amelia Island Auction before it is offered in Greenwich.

INQUIRIES

+1 (212) 461 6514, East Coast
+1 (415) 391 4000, West Coast
motors.us@bonhams.com

bonhams.com/greenwich


*Ex-Bernie Vihl, Raced by Bob Holbert
1959 Bahamas Speed Week Multiple
First Place Winner*

In the present ownership since 1974

1959 PORSCHE 718 RSK SPYDER
Chassis no. 718-031

Bonhams

AUCTIONEERS SINCE 1793



THE BONMONT SALE

Entries now invited

Important Collectors' Motor Cars

Bonmont Golf & Country Club, Switzerland | 14 June 2020

ENQUIRIES

Paul Gaucher
+41.77.525.67.96
+33.6.61.80.15.56
euocars@bonhams.com

2014 LAMBORGHINI VENENO

Sold for CHF 8,280,000 (€7,658,865)

2015 KOENIGSEGG ONE:1

Sold for CHF 4,600,000 (€4,254,925)

2015 MCLAREN P1

Sold for CHF 1,265,000 (€1,170,104)

2014 BUGATTI VEYRON 16.4

Sold for CHF 1,311,000 (€1,212,653)

Prices shown include buyer's premium. Details can be found at bonhams.com

Bonhams

AUCTIONEERS SINCE 1793



1976 AMOC Silverstone
© Ferret Photographics

GOODWOOD FESTIVAL OF SPEED SALE

Entries now invited
Important Collectors'
Motor Cars and Automobilia
Chichester, Sussex | 10 July 2020



Bonhams is delighted to announce the 27th annual auction at the world-renowned Goodwood Festival of Speed. Some of the world's finest motor cars have been sold at the Bonhams Goodwood Festival of Speed Sale and this year will continue that tradition with this magnificent 1959 AC Ace-Bristol.

ENQUIRIES

+44 (0) 20 7468 5801
ukcars@bonhams.com
bonhams.com/cars

'YEW 475'

The ex-John Fellows Lord de Ramsey, Neil McNab of Farnborough Racing Enterprises, Neil Corner and period Goodwood, Silverstone, Crystal Palace, Snetterton and Mallory Park entrant

1959 AC ACE-BRISTOL ROADSTER
Chassis no. BE 1038

Bonhams

AUCTIONEERS SINCE 1793



Entries now invited

The Schloss Dyck Sale

Exceptional Motor Cars

Düsseldorf, Germany | 1 August 2020



ENQUIRIES

Michael Haag
+49 621 412 004
michael.haag@bonhams.com
[bonhams.com/motorcars](https://www.bonhams.com/motorcars)

Gregor Wenner
+39 3335 643 610
gregor.wenner@bonhams.com

Sholto Gilbertson
+44 (0) 20 7468 5809
sholto.gilbertson@bonhams.com

*The 1929 International Alpenfahrt Winner
and only three owners from new*
**1927 MERCEDES-BENZ 630 MODEL K
OPEN TOURER**
Chassis no. 39213

Bonhams

AUCTIONEERS SINCE 1793



Designer Handbags & Fashion

Knightsbridge, London | 22 April 2020 at 2pm

ENQUIRIES

Meg Randell
+44 (0) 20 7393 3876
meg.randell@bonhams.com
bonhams.com/auctions/26192

JAUNE AMBRE CHAMKILA GOATSKIN CINHETIC BAG

Hermes, c.2019
£3,000 - 5,000 *

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

Bonhams

AUCTIONEERS SINCE 1793

CATALOGUE NOW ONLINE | REGISTER TO BID

The Spring Stafford Sale

Including The **morbidelli** collection
Collectors' Motorcycles, Spares and Memorabilia

The 40th Carole Nash International Classic MotorCycle Show, Stafford, UK | 25 - 26 April 2020

TWO-DAY AUCTION / 550+ LOTS

ENQUIRIES

+44 (0) 20 8963 2817 (London)
ukmotorcycles@bonhams.com

CATALOGUE SUBSCRIPTIONS

+44 (0) 1666 502 200
subscriptions@bonhams.com

LOT PREVIEW

bonhams.com/springstafford

BIDDER REGISTRATION

+44 (0) 20 7447 7447
bids@bonhams.com

COMPLIMENTARY AUCTION APPRAISAL

bonhams.com/motorcycles

FUND YOUR PASSION

We offer exceptional personal service and bespoke funding that has been designed for enthusiasts, just like you...

For a competitive quote
call 020 3355 0047,
WhatsApp 07468 475 268
or visit jbrcapital.com



Hire Purchase | Lease Purchase | Equity Release
Auction, Restoration and Race Car Finance | Balloon Refinance

Finance and terms subject to status. Advances between £25K and £10M.

JBR
CAPITAL



GOODWOOD

all about the dog



Barkitecture

A collection of bespoke kennel designs created by the world's greatest architects.
Auctioned for charity by Bonhams on Monday 25 May.

at Goodwood
24 | 25 May 2020



Presented by

MARS
Petcare



THE VINTAGE SPORTS-CAR CLUB PRESENTS

SPRING START FORMULA VINTAGE AT SILVERSTONE



Photo: www.simonwrightphotos.com



SILVERSTONE

18-19 APRIL 2020

DISCOUNTED ADVANCE TICKETS £15 **ORDER FROM** WWW.VSCC.CO.UK
or call the ticket hotline on 01608 644999 **FULL PRICE ENTRY ON THE DAY £20**
INCLUDES FREE ENTRY TO THE PADDOCK

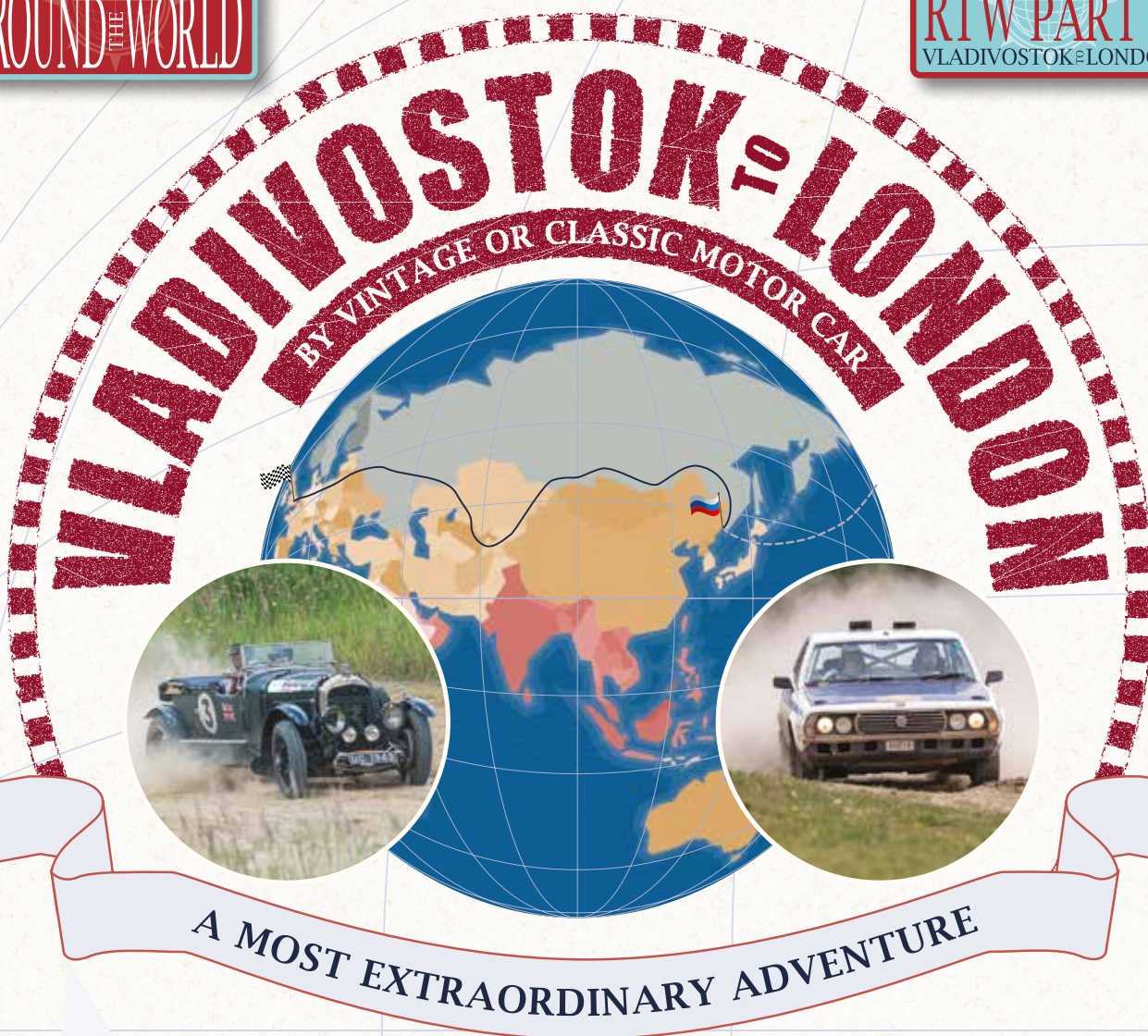
VSCC PRINCIPAL ASSOCIATES AND PARTNERS

Bonhams

HAGERTY
CLASSIC CAR INSURANCE



Octane



8 May to 19 June 2021
20,000km and 8 countries in 42 days

Calling the world's most intrepid and adventurous historic automobile drivers and navigators for the longest and toughest crossing of Asia and Europe for classic and vintage cars in our recent history.

Start your engines for routes not previously rallied in Russia and Kazakhstan. Unfold your maps to navigate along the shores of Lake Baikal in Siberia. Traverse the old Silk Road in Kyrgyzstan and tackle with gusto our stunning street stage in Poland, before arriving in Greenwich, London, to cross the Prime Meridian Line. Frequent gravel sections and off-the-beaten track forages add to an unforgettable challenge like no other. Brought to you by the highly experienced *Rally the Globe* team, steered by Rally Director Fred Gallagher and Route Designer Kim Bannister, both with an unrivalled knowledge of rallying in the region.



Rally the Globe
VINTAGE AND CLASSIC CAR CLUB

For more information and to register your interest visit www.rallytheglobe.com

   +44 113 360 8961 info@rallytheglobe.com

Sponsored by:

Bonhams

LIVE STREAMING



INSURANCE. CAR VALUES. ENTERTAINMENT.

Sometimes the best way to connect is to disconnect. And what better way to disconnect than getting behind the wheel? At Hagerty, everything we do - Insurance, Car Values, Entertainment - is focused on making it easier for you to enjoy buying, owning, driving and dreaming about the cars you love. Call our team of knowledgeable enthusiasts for exceptional service, competitive premiums, comprehensive insurance options and more. Drive with us. **0333 323 1383** // hagertyinsurance.co.uk

Rated **Excellent** on ★ **Trustpilot**



STRAIGHT EIGHT

LOGISTICS

Global shipping and transportation by land, sea and air

Official transport and logistics
partner to

Bonhams

AUCTIONEERS SINCE 1793

+44 (0) 20 3540 4929 | transport@straighteightlogistics.com
www.straighteightlogistics.com

NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “you”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics. IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

In its role as *Auctioneer* of *Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams’* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller’s* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with you as the *Buyer*. The terms of that contract are set out in our *Buyer’s Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*, and this will govern *Bonhams’* relationship with the *Buyer*.

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical items or parts are sold for their artistic, historic or cultural interest and may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details. Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams’* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

Estimates

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams’* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any *VAT* or *Buyer’s Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* should not be

relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

In respect of most *Lots*, you may ask *Bonhams* for a *Condition Report* on the *Lot’s* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without charge, *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. The *Condition Report* represents *Bonhams’* reasonable opinion as to the *Lot’s* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you.

The Seller’s responsibility to you

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

Bonhams’ responsibility to you

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller’s* agent only (unless *Bonhams* sells the *Lot* as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams’* behalf, whether in the *Catalogue* or elsewhere. You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams’* behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer’s Agreement*.

Alterations

Descriptions and *Estimates* may be amended at *Bonhams’* discretion from time to time by notice given orally or in writing before or during a *Sale*.

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

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, 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 in which 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 equaling 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 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

You must complete and deliver to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact. We may also request a financial reference and /or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams’* reputation.

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding 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, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and 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 offered at no additional charge 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*, once you have pre-registered to bid or have updated your existing registration details recently. 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.

Bonhams will not be liable for service delays, interruptions or other failures to make a bid caused by losses of internet connection, fault or failure with the website or bidding process, or malfunction of any software or system, computer or mobile device.

Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the *Sale*. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the

warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.

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) 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. 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 including the warranties as to your status and source of funds. 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. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this Sale.

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
27.5% on the first £2,500 of the *Hammer Price*
25% from £2,501 to £300,000 of the *Hammer Price*
20% from £300,001 to £3,000,000 of the *Hammer Price*
13.9% 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 Account. If you do so, please quote your paddle number and invoice number as the reference. Our 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
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 issued in the name of the Buyer (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 issued in the name of the Buyer (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.

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any Lot at our discretion while we complete our investigations, and to cancel the Sale of any Lot if you are in breach of your warranties as Buyer, if we consider that such Sale would be unlawful or otherwise cause liabilities for the Seller or Bonhams, or would be detrimental to Bonhams' reputation.

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 enquires@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from: Animal Health and Veterinary Laboratories Agency (AHVLA) Wildlife Licensing Floor 1, Zone 17, Temple Quay House 2 The Square, Temple Quay BRISTOL BS1 6EB Tel: +44 (0) 117 372 8774

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment for the Lot.

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

15. BOOKS

As stated above, all Lots are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a Book in the circumstances set out in paragraph 11 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

On behalf of the *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 surname(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 attempt to detail, as far as practicable, 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.

Botting 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

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 on Bonhams' website, and/or by oral announcements before and during the Sale at the Sale venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

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

1 THE CONTRACT

- 1.1 These terms and the relevant terms for Bidders and Buyers in the Notice to Bidders 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 or on the Bonhams website, 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.

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 any part of the Entry in the Catalogue which is not printed in bold letters, the remainder of which Entry 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 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 after 7 days from the day upon which it is knocked down to you on the fall of the Auctioneer's hammer in respect of the Lot, or upon collection of the Lot if earlier. 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 beyond 7 days from the day of 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:
 - (i) the Purchase Price and all other sums payable by you to Bonhams in relation to the Lot have been paid in full to and received in cleared funds by Bonhams, and (ii) Bonhams has completed its investigations pursuant to clause 3.11 of the Buyer's Agreement with Bonhams set out in Appendix 2 in the catalogue.
- 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 in full 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: (i) 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 and (ii) Bonhams has completed its investigations pursuant to clause 3.11 of the Buyer's Agreement with Bonhams set out in Appendix 2 in the catalogue.
- 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 should note that Bonhams has reserved the right not to release the Lot to you until its investigations under paragraph 3.11 of the Buyers' Agreement set out in Appendix 2 have been completed to Bonhams' satisfaction.
- 7.4 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.
- 7.5 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.
- 7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the Seller if you do not remove the Lot in accordance with this paragraph 7 and will indemnify the Seller against all charges, costs, including any legal costs and fees, expenses and losses suffered by the Seller by reason of your failure to remove the Lot including any charges due under any Storage Contract. All such sums due to the Seller will be payable on demand.

8 FAILURE TO PAY FOR THE LOT

- 8.1 If the Purchase Price for a Lot is not paid to Bonhams in full in accordance with the Contract for Sale, the Seller will be entitled, with the prior written agreement of Bonhams but without further notice to you, to exercise one or more of the following rights (whether through Bonhams or otherwise):
 - 8.1.1 to terminate immediately the Contract for Sale of the Lot for your breach of contract;
 - 8.1.2 to resell the Lot by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;
 - 8.1.3 to retain possession of the Lot;
 - 8.1.4 to remove and store the Lot at your expense;
 - 8.1.5 to take legal proceedings against you for any sum due under the Contract for Sale and/or damages for breach of contract;
 - 8.1.6 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
 - 8.1.7 to repossess the Lot (or any part thereof) which has not become your property, and for this purpose (unless the Buyer buys the Lot as a Consumer from the Seller selling in the course of a Business) you hereby grant an irrevocable licence to the Seller by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal Business hours to take possession of the Lot or part thereof;
 - 8.1.8 to retain possession of any other property sold to you by the

Seller at the Sale or any other auction or by private treaty until all sums due under the Contract for Sale shall have been paid in full in cleared funds;

- 8.1.9 to retain possession of, and on three months' written notice to sell, Without Reserve, any of your other property in the possession of the Seller and/or of Bonhams (as bailee for the Seller) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such Sale in satisfaction or part satisfaction of any amounts owed to the Seller or to Bonhams; and
- 8.1.10 so long as such goods remain in the possession of the Seller or Bonhams as its bailee, to rescind the contract for the Sale of any other goods sold to you by the Seller at the Sale or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the Seller or to Bonhams by you.
- 8.2 You agree to indemnify the Seller against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to Bonhams in order to obtain the release of the Lot) incurred by the Seller (whether or not court proceedings will have been issued) as a result of Bonhams taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the Seller becomes liable to pay the same until payment by you.
- 8.3 On any resale of the Lot under paragraph 8.1.2, the Seller will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the Lot, after the payment of all sums due to the Seller and to Bonhams, within 28 days of receipt of such monies by him or on his behalf.

9 THE SELLER'S LIABILITY

- 9.1 The Seller will not be liable for any injury, loss or damage caused by the Lot after the fall of the Auctioneer's hammer in respect of the Lot.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the Seller will not be liable for any breach of any term that the Lot will correspond with any Description applied to it by or on behalf of the Seller, whether implied by the Sale of Goods Act 1979 or otherwise.
- 9.3 Unless the Seller sells the Lot in the course of a Business and the Buyer buys it as a Consumer, the Seller will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any Description of the Lot or any Entry or Estimate in relation to the Lot made by or on behalf of the Seller (whether made in writing, including in the Catalogue, or on the Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale;
- 9.3.2 the Seller will not be liable for any loss of Business, Business profits or revenue or income or for loss of reputation or for disruption to Business or wasted time on the part of the Buyer or of the Buyer's management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
- 9.3.3 in any circumstances where the Seller is liable to you in respect of the Lot, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the Seller's 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 irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
- 9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the Seller's negligence (or any person under the Seller's control or for whom the Seller is legally responsible), or (iii) acts or omissions for which the Seller is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.
- 10 **MISCELLANEOUS**
 - 10.1 You may not assign either the benefit or burden of the Contract for Sale.
 - 10.2 The Seller's failure or delay in enforcing or exercising any power or right under the Contract for Sale will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the Seller's ability subsequently to enforce any right arising under the Contract for Sale.
 - 10.3 If either party to the Contract for Sale is prevented from performing that party's respective obligations under the Contract for Sale by circumstances beyond its reasonable control or if performance of its obligations would be by reason of such

circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.

- 10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding 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.
- 10.5 If any term or any part of any term of the *Contract for Sale* 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.
- 10.6 References in the *Contract for Sale to Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "including" means "including, without limitation".
- 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams, 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.

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 WITH BONHAMS

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* and following completion of our enquiries pursuant to paragraph 3.11;

- 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 our obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.
- 3 PAYMENT AND BUYER WARRANTIES**
- 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*.
- 3.8 You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:
- 3.8.1 the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or
- 3.8.2 located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria.
- 3.9 You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.
- 3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:
- 3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;
- 3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;
- 3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;
- 3.10.4 items purchased by you and your Principal through *Bonhams* are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and
- 3.10.5 that you consent to *Bonhams* relying upon your customer due

diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.

- 3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the *Seller*, to our satisfaction at our discretion, we shall be entitled to retain *Lots* and/or proceeds of *Sale*, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.

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, and once we have completed our investigations under paragraph 3.11, 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*. 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 in this instance 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 3, 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 Title (ownership) in the *Lot* passes to you (i) on payment of the *Purchase Price* to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
- 6.2 Please note however, that under the *Contract for Sale*, the risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the *Lot* if earlier, and you are advised to obtain insurance in respect of the *Lot* as soon as possible after the *Sale*.

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 *Lot* is not removed in accordance with this agreement, we will (without further notice to you unless otherwise provided below), be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the *Seller*):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the *Lot*;
- 7.1.3 to remove, and/or store the *Lot* at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) 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 *Lot* (or any part thereof) which has not become your property, and for this purpose (unless you buy the *Lot* as a *Consumer*) 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 *Lot* or part thereof;
- 7.1.7 to sell the *Lot Without Reserve* 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 *Sale*) 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, *Without Reserve*, 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 *Sale*) and to apply any monies due to you as a result of such *Sale* in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future *Sale* or to reject a bid from you at any future *Sale* or to require you to pay a deposit before any bid is accepted by us at any future *Sale* in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any *Lot* of which you are the *Buyer*.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the *Seller*, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other *Expenses* (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.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the *Purchase Price* of the *Lot* (or where you have purchased more than one *Lot* pro-rata towards the *Purchase Price* of each *Lot*) and secondly to the *Buyer's Premium* (or where you have purchased more than one *Lot* pro-rata to the *Buyer's Premium* on each *Lot*) and thirdly to any other sums due to us.
- 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 *Sale* of the *Lot* under our rights under this paragraph 7 after the payment of all sums due to us and/or the *Seller* within 28 days of receipt by us of all such sums paid to us.
- 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT**
- 8.1 Whenever it becomes apparent to us that the *Lot* is the subject of a claim by someone other than you and other than the *Seller* (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the *Lot* 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:
- 8.1.1 retain the *Lot* to investigate any question raised or reasonably expected by us to be raised in relation to the *Lot*; and/or
- 8.1.2 deliver the *Lot* to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the *Lot*, 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
- 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.
- 9 FORGERIES**
- 9.1 We undertake a personal responsibility for any *Forgery* in accordance with the terms of this paragraph 9.
- 9.2 Paragraph 9 applies only if:
- 9.2.1 your name appears as the named person to whom the original invoice was made out by us in respect of the *Lot* and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a *Forgery*, and in any event within one year after the *Sale*, that the *Lot* is a *Forgery*; and
- 9.2.3 within one month after such notification has been given, you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a *Forgery* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.
- 9.3 Paragraph 9 will not apply in respect of a *Forgery* if:
- 9.3.1 the *Entry* in relation to the *Lot* contained in the *Catalogue* 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
- 9.3.2 it can be established that the *Lot* is a *Forgery* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the *Lot* as we in our absolute discretion consider necessary to satisfy ourselves that the *Lot* is or is not a *Forgery*.
- 9.5 If we are satisfied that a *Lot* is a *Forgery* we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* 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 *Purchase Price*, *Buyer's Premium*, *VAT* and *Expenses* paid by you in respect of the *Lot*.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a *Lot* made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a *Stamp* or *Stamps* or a *Book* or *Books*.
- 10 OUR LIABILITY**
- 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 *Description* of the *Lot* or any *Entry* or *Estimate* in respect of it, made by us or on our behalf or by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Bonhams' Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*.
- 10.2 Our duty to you while the *Lot* 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 *Lot* or to other persons or things caused by:
- 10.2.1 handling the *Lot* if it was affected at the time of *Sale* to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension strung 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 of 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 BOOKS MISSING TEXT OR ILLUSTRATIONS**
- Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:
- the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and
- you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and
- within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.
- but not if:
- the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or
- the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or
- it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or
- the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or
- the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.
- If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.
- The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.
- 12 MISCELLANEOUS**
- 12.1 You may not assign either the benefit or burden of this agreement.
- 12.2 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.
- 12.3 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.
- 12.4 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.
- 12.5 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.
- 12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 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.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 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.
- 12.12 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.

13 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

“**Account**” the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid.

“**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**” Any person considering, attempting or making a Bid, including those who have 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 reproduction 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.

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

“**Website**” *Bonhams Website* at www.bonhams.com

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

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

GLOSSARY

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

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

“**bailee**”: a person to whom goods are entrusted.

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

“Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties.”

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------	--------------------------

Paddle number (for office use only)

Bonhams

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com. We may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries (whether registered in the UK or elsewhere). We will not disclose your data to anyone outside our group but we may from time to time provide you with information about goods and services which we feel maybe of interest to you including those provided by third parties. If you do not want to receive such information (except for information you specifically requested) please tick this box ☐ Would you like to receive e-mailed information from us? if so please tick this box ☐

Notice to Bidders.

At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g. - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed or completed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself ☐
Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details. ☐

Sale title: Goodwood Members' Meeting	Sale date: 29 March 2020
Sale no. 26110	Sale venue: Chichester, Sussex
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
General Bid Increments: £10 - 200by 10s £200 - 500by 20 / 50 / 80s £500 - 1,000by 50s £1,000 - 2,000by 100s £2,000 - 5,000by 200 / 500 / 800s £5,000 - 10,000by 500s £10,000 - 20,000by 1,000s £20,000 - 50,000by 2,000 / 5,000 / 8,000s £50,000 - 100,000by 5,000s £100,000 - 200,000by 10,000s above £200,000at the auctioneer's discretion	
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	
Please answer all questions below	
1. ID supplied: Government issued ID <input type="checkbox"/> and (if the ID does not confirm your address) <input type="checkbox"/> current utility bill/ bank statement. If a corporate entity, please provide the Certificate of Incorporation or Partnership Deed and a letter authorising you to act.	
2. Are you representing the Bidder? <input type="checkbox"/> If yes, please complete question 3.	
3. Bidder's name, address and contact details (phone and email): Bidder's ID: Government issued ID <input type="checkbox"/> and (if the ID does not confirm their address) <input type="checkbox"/> current utility bill/bank statement	
Are you acting in a business capacity? Yes <input type="checkbox"/> No <input type="checkbox"/>	If registered for VAT in the EU please enter your registration here: <input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid ★

FOR WINE SALES ONLY	
Please leave lots "available under bond" in bond <input type="checkbox"/>	Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/>

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE INCLUDING BUYER'S WARRANTIES AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.	
Bidder/Agent's (please delete one) signature:	Date:

★ Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.
NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.
Please email or fax the completed Auction Registration form and requested information to:
Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com
Bonhams 1793 Limited. Montpellier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

Index

Lot no.	Year	Model	Lot no.	Year	Model
144	1954	Alfa Romeo 1900C Super Sprint Series 2 Coupé	135	1961	Emeryson 1.5-Litre Formula 1 Single-seater
120	1968	Alfa Romeo 1750 GTV Coupé	129	1971	Ferrari 365 GTB/4 'Daytona' Spyder conversion
172	1949	Allard L-Type Tourer	117	1974	Ferrari Dino 246 GTS
143	1936	Alvis 4.3-Litre SA Drophead Coupé	151	1974	Ferrari 365 GT4 Berlinetta Boxer
157	1939	Alvis Speed Twenty-Five Sports	136	1987	Ferrari 328 GTS
159	1978	Aston Martin V8 'Oscar India' Sports Saloon	137	1992	Ferrari 512 TR Coupé
178	1979	Aston Martin V8 Vantage Sports Saloon to X-Pack Spec	134	1995	Ferrari 456 GT Coupé
110	1965	Attila-Chevrolet Mark 3 5.0-Litre Sports-racer	139	1997	Ferrari 456 GTA Coupé
103	1957	Austin A35 Speedwell Competition Saloon	107	2001	Ferrari 360 Spider
166	1967	Austin Mini Cooper S 1,275cc Sports Saloon	146	2018	Ferrari 488 Spider 70th Anniversary
142	1955	Austin-Healey 100 to 100M Specification	127	1950	Ford V8 Pilot Saloon
167	1958	Austin-Healey Sprite Roadster	140	1959	Ford Zephyr MkII 2.4-Litre Competition Saloon
133	1959	Austin-Healey 3000 MkI Jamaican Competition Car	141	1963	Ford Anglia Allardette Competition Saloon
149	1928	Bentley 4½-Litre Tourer	169	1983	Ford Fiesta 1300 Group 1 Saloon
108	1938	Bentley 4¼-Litre Coupé	145	1989	Ford GT40 Replica by GTD
184	1974	BMW 3.0 CSi Coupé	177	2018	Ford GT Coupé
119	1964	Brabham BT8 Sports-racing Prototype	130	1927	Frazer Nash Boulogne Super Sport
176		BRM Tasman Engine	175		Hewland FG400 Gearbox
109	1956-57	Cooper-Climax Type 41 Formula 2 Racing Single-Seater	122	1926	1926 Hispano-Suiza H6B Coupé
173	1958	Cooper-Climax Type 45 Formula Two Single Seater	155	1930	Hotchkiss A80 Riviera Faux Cabriolet
174	1971-73	Daren-BRM Mark III Sports-Prototype Racing Two-Seater	101	c.1950s	Hydroplane



Lot no.	Year	Model	Lot no.	Year	Model
156	1958	Jaguar XK150S 3.4-Litre Roadster	181	1965	Marcos 1800GT Competition Coupé
180	1960	Jaguar XK150S 3.4-Litre Coupé	128	1957	Mercedes-Benz 190 SL Roadster
150	1960	Jaguar XK150S 3.8-Litre Coupé	153	1962	Mercedes-Benz 190 SL Roadster
104	1961	Jaguar Mk 2 3.8-Litre Saloon	179	1970	Mercedes-Benz 280 SL Convertible with Hardtop
158	1963	Jaguar E-Type 3.8-Litre Series 1 Roadster	138	2005	Mercedes-Benz SLR McLaren Coupé
123	1964	Jaguar Mk 2 3.8-Litre 'Coombs Replica' Sports Saloon	132	2018	Mercedes-Benz G 500 4x42 to Brabus Specification
182	1967	Jaguar E-Type 4.2-Litre Series 1½ Roadster	154	1936	MG Midget T-Series Pre-Production Sports
115	1973	Jaguar E-Type Series 3 V12 Roadster	118	1939	MG WA Drophead Coupé
160	1986	Jaguar XJ-S TWR V12 HE 6.1-Litre Lynx Eventer Estate	121	1963	MG Midget Roadster
165	1972	Jensen Interceptor MkIII to 'Interceptor R' Spec	126	1964	MGB Competition Roadster with Hardtop
161	1932	Lagonda 3-Litre Special Drophead Coupé	163	1974	Porsche 914/4 2.0-Litre Coupe
116	1937	Lagonda LG45 4½-Litre 1936 Le Mans Team Car Replica	105	1986	Porsche 911 Carrera 3.2-Litre Coupé
152	1939	Lagonda V12 Drophead Coupé	171	2002	Porsche 911 Turbo Type 996 Coupé
106	1952	Lagonda 2.6-Litre Drophead Coupé	124	1936	Riley 1½-Litre TT Sprite Competition Sports
185	1969	Lamborghini R230 Tractor	147	1922	1922 Rolls-Royce 40/50hp Silver Ghost Open Tourer
170	1949	Lancia Ardea Saloon	102	1936	Rosengart LR4 N2 Coupé
168	1958	Lancia Aurelia B24S	114	1914	Talbot 4CB Sporting Model Project
148	c.1958	Lister-Jaguar 3.8-Litre 'Knobbly' Sports-racer	125	1937	Talbot BL105 Roadster
111	2018	Lister-Jaguar LFT-C Roadster	162	1971	Trident Clipper Coupé
131	1956	Lister-Maserati 2.0-Litre Sports-Racing Two-Seater	183	1967	Volkswagen Type 2 Split-Screen Camper Van
112	1968	Lotus Elan S3 Coupé			





Bonhams

101 New Bond Street
London, W1S 1SR

+44 (0) 20 7447 7447
[bonhams.com](https://www.bonhams.com)

AUCTIONEERS SINCE 1793

